

# Bicycle World

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ADVERTISEMENTS

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At Stafford Springs, Conn., THURSDAY and FRIDAY,  
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Prize, Gold Medal, value \$20. 2d Prize, Silver Medal,  
value \$10. 3d Prize, Silver Medal, value \$5. No en-  
trance fee. All wheelmen are invited to compete for the  
above prizes. R. S. HICKS, Cor. Secretary.



*As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

Advertising Rates.

ONE INCH, one insertion, \$2.00; each additional insertion, \$1.75; ordered for one month, \$7.00; three months, \$20.00; six months, \$38.00; one year, \$74.00.

TWO INCHES, one insertion, \$3.50; each additional insertion, \$3.00; ordered for one month, \$12.25; three months, \$35.00; six months, \$66.50; one year, \$129.50.

THREE INCHES, one insertion, \$5.00; each additional insertion, \$3.75; ordered for one month, \$19.00; three months, \$55.00; six months, \$100.00; one year, \$190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, \$6.00; each additional insertion, \$5.25; ordered for one month, \$20.00; three months, \$56.00; six months, 107.00; one year, \$205.00.

ONE COLUMN, one insertion, \$10.80; each additional insertion, \$9.50; ordered for one month, \$37.50; three months, \$110.00; six months, \$205.00; one year, \$400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 30 SEPTEMBER, 1881.

BICYCLE LITERATURE.

THOSE of our readers who have given the matter any thought are doubtless aware that the time allowed for competitions for the prizes offered by the Pope Manufacturing Company, for the best literary article on the uses of the bicycle, and the best series of bicycling illustrations, expired the 15th of the present month; and that by to-morrow the decisions of the judges must be rendered. We had the privilege of glancing over the

various MSS. submitted, and cannot but express gratification that so much of literary excellence is shown in these articles. Almost all, if not all, were evidently written by practical wheelmen. And we wish to add that we find it a peculiarity of bicycling, that in no other sport, pastime, or recreation, can so much of individual education, culture, refinement, and social standing be found as among the ranks of the wheelmen. We especially realize this in our capacity as editor of the BICYCLING WORD. The correspondence of this journal extends to the four corners of the United States and the Dominion of Canada, and its representatives in the various sections number more than a hundred, who are more or less regular in sending their contributions of bicycling information to our columns; yet to find one illiterate or slovenly writer in twenty is a rare exception. Our contributors are such as please an editor's heart, (except that occasionally one is too prolix!) for seldom is he obliged to rewrite or copy, or even revise or correct MS., but can submit it to the compositor just as it is received. A few inexperienced ones occasionally send us sheets written on both sides, but not so often as to deter us from rewriting if suitable in other respects. When we consider the zeal and enthusiasm with which wheelmen adhere to their favorite pastime; the rapidity with which it is spreading throughout the country, and the often remote and isolated sections where its devotees are found, we cannot but think this a remarkable showing, and an unusually strong argument in favor of its ultimate universal and permanent adoption as a common and practical means of locomotion, no less than a sport and recreation.

WHEEL CLUB DOINGS

CAMBRIDGE BICYCLE CLUB.—At a meeting of bicyclists held at Pythian Hall, Cambridgeport, Mass., on the evening of 15 September, a club was organized, under the name of the "Cambridge Bicycle Club," with the following officers: Jas. M. Gilmore, president; Frank W. Power, secretary and treasurer; H. E. Lombard, captain; E. R. Benson, first lieutenant; A. E. King, second lieutenant.

HOLYOKE BICYCLE CLUB.—E. C. Clark is elected president and captain of the Holyoke (Mass.) Bicycle Club, and J. S. Newton is secretary and treasurer. The total membership is eleven, and the club headquarters are at 63 Main street.

CURRENT CALAMO

THE Philadelphians' jubilation is wisely tempered with discretion.

THE Montreal boys had a glorious old time last week, and Capt. Sidey "still holds the fort."

SPRINGFIELD the 4th, Brockton the 5th, Attleboro' and New York the 6th,—which shall it be? Let's toss up for it.

THAT man on the New York *Graphic's* iditorial staff has been at it again. He headed a report of the Attleboro' races, "Hubs, Spokes, and Idiots."

NEXT week will be lively with racing events. Tuesday, at Springfield, Mass.; Wednesday, at Brockton, Mass., Lansing, Mich., and Willimantic, Conn.; Thursday, at Attleboro', Mass., and the League races at New York; Saturday, at Stenton, Philadelphia.

THREE noted English bicyclists are coming to this country by the end of October; viz., Keen and Cooper, professionals, and Vesey, amateur. The first two will ride a few races here, and Vesey will enter any amateur events which may come in his way during his visit. These gentleman all ride the "Humber" machine.

WHEELMEN should bear in mind that the possession of L. A. W. tickets of last year is not to be considered a proof of this year's membership; and as will be seen by reference to a communication from Corresponding Secretary Putnam, in the L. A. W. department of the BICYCLING WORLD, it will be necessary to exhibit the L. A. W. ticket for 1881-2, in order to obtain free entrance to the race grounds in New York next week.

PERSONAL

W. H. PACKARD, a Chicago wheelman, was in Boston last week.

L. T. FRYE, of Marlboro', is entered for the one-mile League race.

J. S. DEAN, of the Bostons, made a mile in 3.24 $\frac{1}{2}$ , on the Beacon Park track, Monday.

H. H. DUKER posts from Warren, Mass., 20 September; Thompsonville, 21 September; and Bridgeport, Conn., 22 September.

E. W. POPE AND W. S. SLOCUM of the Massachusetts Club, have been wheeling together about Northern New England during the past fortnight.

THE gentleman who lost a portion of his League badge at the Watertown arsenal may recover it by communicating with W. W. Stall, of the Boston Club.

LOUIS HARRISON's exhibition of rapid and graceful riding at Beacon Park last Saturday was much admired. He reminded us of "Madeline's" "Grenadine."

IT is said that a sister of L. H. Johnson, of Orange, N.J., makes her professional calls on a bicycle, she being a medical practitioner. Is n't it a tricycle?

C. J. KRAG, of the Buckeye Bicycle Club, writes to correct an error in our Cleveland correspondent's mention of the prizes at the Columbus meet in describing a badge as patterned after a "Royal Challenge" bicycle. It should have read "Special Columbia."

At the Boston Club contest Saturday, Dean's first five miles was made in 20.40, and Stall's in 20.40½; Dean's ten miles was 41.40, and Stall's 40.27; fifteen miles stood, Dean, 62.38, and Stall 61.30. Morris's ten miles was made in 43.10, and Clark's in 44.05. Clark's fifteen miles timed 63.35.

WE are in receipt of postals from Francis Cragin, since our last issue, as follows: Pendleton, Ind., 7.50 A. M., 19 September; Newcastle, Ind., 11.45 A. M., 19 September; Richmond, Ind., 7 P. M., 20 September; Dayton, O., 4.45 P. M., 21 September; Springfield, O., 2.30 P. M., 24 September.

WHEELMEN passing through or temporarily stopping at Holyoke, Mass., should make a point of calling at the Club headquarters, 63 Main street, in that place. President and Captain E. C. Clark called at our office last week, and wished us to extend a cordial invitation to any and all to call upon him there.

W. J. Langley writes us from Newport, R. I., that he will be in Boston 14 October, and the next week wishes to bicycle to Worcester, and would like an agreeable companion for the trip there and back. He adds that his wife, looking over his shoulder while writing, insists that it must be a male companion, or he shan't go; he therefore modifies his request in accordance therewith.

FEW visitors to the Mechanics' Fair fail to see that stupid-looking automatic bicycle rider dressed in the League uniform. Now, "Ike" has worn one of these same uniforms all summer and has seemed well satisfied with his appearance therein. "Billy Bernhardt" and "Ike" visited the Fair recently for the first time; and upon seeing this ghastly-looking wheelman lazily turning the pedals, "Ike," exclaimed "Billy," "I have been insulted, most too utterly quite insulted, and didn't know it till now. This afternoon I was riding down Columbus avenue, and just as I was tipping my hat to my best girl, two little wretches on the sidewalk commenced to shout and laugh and point at me, and one of them cried, 'Say, Tommy, there goes the *stuffed thing* we saw at the Fair!'"

#### CORRESPONDENCE

In Fairmount Park.

*Editor Bicycling World:*—Taking advantage of the resolution of our Park Commissioners removing all restrictions to bicycle riding in Fairmount Park, the Philadelphia Club, which was called by its captain for a meet on Saturday afternoon, extended their run through the different drives of the park, when we met many unattached riders, and mem-

bers of our home clubs. I do not purpose giving you a description of the drives, as they lead one up hill and down dale, along the river front, and through shady glens,—a diversified scope of scenery, covering 3,000 acres of as beautiful a country as any city need be proud to possess; but it is of the horse, that much abused and vilified animal, whose general good sense and demeanor of almost fearlessness was so plainly displayed during our ride, to the disadvantage of his driver. It is very evident where most of the trouble lies: horses that we met who did not in the least show any signs of restlessness or nervousness were an astonishing example to their own drivers, who seemed to be under great apprehension and fear until the seeming danger had passed; their actions were plain, as shown by the tight gathering of the lines, the sudden forward movement in the seat, and the grasp of the whip, all indications of preparation for a break on the part of the horse, which never occurred. Among the hundreds which we met, there was but one horse that we were obliged to dismount for, and his actions were not of an alarming nature: a word and a pat was all that was necessary to allay his fears and start him peacefully along. There is a general feeling among our wheelmen that the same amount of watchfulness and care on the part of drivers as the riders of bicycles display, will tend greatly to educate the horse, accustom him to our appearance, and bring our pastime more into public favor. Many drivers do not perceive the bicycle rider until he is within a few yards, distance while the bicycler has had his eyes on both horse and driver for several seconds, noting the actions of the horse and the inattention of its driver, making it necessary to give an alarm either by whistle or bell,—either of which, in a measure, is more likely to frighten the horse than the mere appearance of the mounted rider. The granting of these privileges on the part of the Commissioners is possibly an experiment, left to the decision and judgment of those who drive through the park; whether we shall be declared a nuisance or allowed the same rights and privileges as other tax-payers on those drives and bridle-paths set apart for the mutual pleasure and benefit of the city at large. It is to be hoped that extra care and attention, combined with gentlemanly demeanor, will be constantly exercised on our part, and the public made to feel that though an "odd pastime," bicycling is a rational one, both in its moral and physical nature, and promises to be the most popular one yet introduced.

KAMPTEN.

PHILADELPHIA, 20 September, 1881.

Chicago.

SELF-MADE men are generally admired, but this cannot be said of a self-made bicycler. Let a young man just commencing to think that he will buy a bicycle and learn to ride it, buy the size of machine he desires, which, in nine

cases out of ten, is about four sizes too small; let him teach himself and form habits such as his own sweet will listeth, and the result is anything but a tendency to elevate the bicycle to a "thing of beauty." The bike may be all right, but the thing on it is n't. Its only recommendation is that it is alive, and of this fact it is frequently reminded by the small boy. As time goes by the discrepancy in size of wheel is noticed, and with the assistance of handy plate-glass windows in the storefronts, the broken-backed attitude is observed and noted. The machine is sold, and a big one bought, generally the biggest one that can be reached; and now self-preservation requires a straight, upright posture, and steady poise, and one naturally falls into a proper shape. But still some self-developed errors are apparent, and as every one possesses some sort of a beam in his own eye, he does not attempt to pluck out that in his neighbors'; contented, perhaps, to ridicule a few of his idiosyncrasies behind his back. A graceful wheelman, strid'ng his wheel with all the ease and apparent lack of the use of any effort whatever to keep himself there, guiding the machine in a bee-line along the street without the dizzy curvings of a "toddler," is always admired by everybody, and is an ornament to the street. It may be a little difficult for a person with bashful tendencies to glide along the pavement and endure the storm of criticising eyes that his elevated position challenges from the numerous pedestrians; under these circumstances the old difficulty of finding something to do for the hands is somewhat overcome, as they now have a natural occupation, but until the slightly bashful rider learns to "brass it" a little, the situation is quite "fidgety." Of course we are all young in the art of 'cycling, and have formed bad habits of riding in one way or another. Therefore the advent of Prof. Rollinson among as an exponent of the art is hailed with pleasure, and it is hoped that the riding school which Mr. Fairfield will soon open under his charge will prove of great benefit in giving old bicyclers a polish, as will as teaching the uninitiated how to ride.... The Waukegan Fair bicycle races will come off Saturday, 1 October. About a dozen of our wheelmen are getting ready to go, and a very close race is expected. The Fair Association offer free expenses, and \$15, \$10, and \$5.00 gold medals to the winners of the five, three, and one mile mile races, with a hub lamp and bicycle stand to the second and third men of each race. Then, Waukegan is an elegant place to go to, and the run down to Chicago on the wheel next day will be a feature.... At our last business meeting a committee was appointed to hunt up rooms for a headquarters. They have got a tough job on their hands, for there is hardly an unengaged room in the whole town, and so far it has been impossible to get the kind of accommodations we require for "love or money." STENO.

## • Cleveland.

*Editor Bicycling World:*—It came, it saw, and it conquered (I mean the rain), and now, instead of a superabundance of dust, as was the case but a short week ago, we wallow in mud; and although the rain began to descend just as we were preparing for what promised to be a very pleasant tour, we bore with it patiently, logically thinking that eventually we would reap the benefit....Once more the Columbus meet. On the first evening all the 'cyclers attended the theatre on the invitation of the Buckeye Club, and occupied all of the first row in the dress circle. Sol Smith Russell was the attraction, and after he had sung his inimitable song of "I'm getting to be a big boy now," the wheelmen present gave him a hearty *encore*. He appeared on the stage again, hesitatingly, and after looking round for a minute, said, "My pa's going to get me a bickle"; and to say that he brought down the house is saying very little....It now looks as though considerable trouble is to be had in the West by wheelmen losing their standing as amateurs; not from any desire to become professionals on their part, but principally, I think, from their not knowing what the L. A. W. definition of an amateur is. This was notably the case at Columbus, where three or more of the entries were objected to; then again, by the Dayton Club sending out circulars for races for money prizes which I am glad to see have since been changed to medals. The only case so far that I have heard of, where a don't-care spirit was observed, was again at Columbus, where a wheelman named Oliver tried to get entries for a race at Upper Sandusky for \$100 in gold, and when remonstrated with, said he did n't care, or words to that effect. I have also observed a case in Kentucky, where a number of the Lexington Club raced for money, and of course have forfeited their standing as amateurs. Now, why would it not be a good plan for the League to send out postal cards on which the League definition of an amateur is printed, the same to be sent to every one that buys a bicycle, through the agents and others?\*

I think this plan was used by the National Association of Amateur Athletes of America, as I remember receiving their definition soon after I first rode. I would like to hear from others on this subject....Edgar L. Davenport, Manhattan Bicycle Club, who is with M. B. Curtis's Sam'l of Posen Company, was here during the past week, and several of us had the pleasure of showing him the true inwardness of some of the Northern Ohio roads; and he probably now thinks as we do, that for badness they cannot be beaten....Will "Telzah" kindly tell me how he likes the short-

handled bar on the "American Star," and whether he thinks a longer one would be better?...We had the pleasure of a visit from Mr. Flowers, Buckeye Bicycle Club, last week, he having been touring in the eastern part of this State, where he met with a very unfortunate accident while riding one day, he being run down by a man in a wagon, demolishing himself and machine, which last was minus a lot of spokes when he was here.....I have a good one on the League *ham* (badge), which is as follows: After the League badge came out I put off getting one until the Meet, when I did, but without my League number on it; so a short time ago I took it around to have my number engraved on. In a few days I called for it and found they were going to enamel it; so after telling them to change it I went my way, afterwards getting it as I wanted it, and apparently the same as when I gave it to them. A few days after I had occasion to go to the engraver again, and was handed a piece of metal, which, on close scrutiny, proved to be the old handle bar of my League badge; and to make a long story shorter, it seems that the handle bar of the League badge is made of lead with a shell of silver pressed around it. A jeweller here says he could make them for \$1,750 a thousand....The news of the death of our beloved President has just reached us, and every one here is in mourning.

RELCYCIB.

CLEVELAND, OHIO, 20 September, 1881.

## That "Freshness."

*Editor Bicycling World:*—In a recent editorial you blandly insinuate two things: first, that a certain New York *Herald* reporter was "fresh"; and second, that he was stuffed like a Thanksgiving turkey, by a "mischief-loving Mercury boy," the result being a very inaccurate account of American wheeling and wheelmen. The gentleman who gave the reporter his notes was Chaplain Wilmerding, a sad-eyed, sombre-hued individual, especially elected to the office of Father Confessor of the Mercuryites because of his tenacious veracity under the most trying circumstances. He feels hurt, sorely so, that the wicked reporter should have garbled the information he so generously contributed. He says he gave him everything "straight," and if it got in crooked, it was not because of the "freshness" of the man of letters, who, on the contrary, seemed particularly dry. You can depict to yourself the consternation of our good chaplain, when he read a description of the Mercury uniform, in which the members of his flock were supposed to ride without breeches; and you may further imagine his indignation when he discovered that his name, given no less than fourteen times as the leading American bicycler, was not even mentioned. We, of the Mercury Club, sail harmoniously, and with spotless canvass; up to the present moment no blot has sullied the fair surface of our escutcheon, and we trust you will find space for this

card, which will but poorly dissipate the impression you have given your readers, that we are not all as

MEEKASMOSES.

MERCURY CLUB ROOM, NEW YORK, 24 September, 1881.

NOTE. We accept the Mercurial apology. Now will the New York *Herald* "fresh-man" as humbly confess he "did n't mean to?" —ED. WORLD.

## Hotel Charges.

*Editor Bicycling World:*—Those who do much touring may be interested to know the manner of charging indulged in by the proprietor of the Medford House, Medford. Starting on a three-days' tour with a fellow-wheelman a month or less ago, we breakfasted at this house, and were charged seventy-five cents each. Once more commencing a three-days' trip with three others, I proposed taking breakfast there, which was no sooner carried into effect than the "money-getting Yank" proceeded to charge us \$1.25 each. A protest on the part of one of us brought the price down to \$1.00. Wheelmen take notice and govern themselves accordingly. A more pleasing treatment is experienced at the excellently kept Essex House, Salem, where a good dinner is served for fifty cents. I hope no other bicycler will duplicate my experience in Malden, where a stupid bicycle rider, by persistently turning to the left, ran into me violently, causing a grand pile of wheels and riders. I escaped, fortunately, with a bruise or two, and my wheel without a scratch, while his was badly bent in rim and spokes. Such a disregard of the rules of the road should be left to baby-carriage pushers, not indulged in by wheelmen, who above all others should regard them carefully.

MASSACHUSETTS.

"CHALLENGE," whom we hope to hear from often, writes from Toronto, Ont., 17 September, about the recent races at that place, under the auspices of the Toronto Bicycle Club, and which our excellent Hamilton correspondent described in our issue of last week, and adds: "I have had it in mind to send you a short history of the rise and progress of our club, but *tempus fugit* and the thing is not done. Perhaps when the rush of business is over, I may be able to give you some interesting items, together with an idea of the roads bicyclists have to wrestle with here. The wheel is gaining in favor, and at present about forty have mastered the steel steed. English machines are used here exclusively, and this summer has seen some very handsome wheels imported. The "Challenge" and "Premier" take the lead, with the advantage in favor of the "Challenge." The three-mile and two-mile races were won by the "British Challenge," fifty-two inch, while a fifty-two "British Challenge" came in second in the mile race, beating an "Invincible." These races were confined to riders in Canada, but next year we hope to have club races in which some events will be open to the world, when we shall expect to see some of our *American cousins* competing.

\* If bicyclers would subscribe for and regularly read the BICYCLING WORLD, they would have no excuse for violating the amateur rules on the score of ignorance, for we are constantly reminding readers of the conditions; and ten cents will procure a copy of the BICYCLING WORLD for 2 October, 1881, containing the rules of the L. A. W.

Should any American bicyclers favor Toronto with a visit, they may depend on a hearty welcome, and we will show them the elephant in the shape of our sand (papered) roads."

## EXCURSIONS, RUNS, ETC.

### Chicago to Boston on "Wheel."—I. Monday, 5 September, 1881.

At seven o'clock I indulged in a good substantial breakfast with the treasurer of the Chicago Bicycle Club, and at nine o'clock set sail for the "Hub." I was accompanied by D— as far as Western Avenue, and taking leave of my pleasant companion, turned my trusty steed for Blue Island. The day was extremely warm and the wind was blowing a gale, and at times it was difficult to keep anything like a straight course along the rough road, as the wind blew directly across my path.

After leaving Archer Avenue the road was tolerably fair; but this was not to last long, for after a few miles the ruts began to show themselves, and the path was generally cut up. My first resting-place was at a farm-house about ten miles out, where I stopped nearly an hour to cool off. There was a sign nailed upon a tree near the house, and on it were the words "Forest Hill." The name brought back many very pleasant recollections of several runs taken through another place of the same name (I refer to Forest Hills, a part of Boston), with the club as well as alone. It made me think, for the first time, how many miles I should have to cover before reaching its vicinity. Here I commenced the pedestrian part of my trip, by walking two miles in a broiling-hot sun and a gale of wind. At the end of that distance, the road allowed of riding, or rather crawling along on the verge of deep ruts; and this change of affairs brought me at last to Morgan Park, and somewhat better roads. I rested here for two hours and a quarter, and refreshed the inner man with some excellent milk. As Blue Island was only a few miles beyond, I thought it better to push on instead of waiting until the cool of the afternoon; so resumed the pleasure of riding over imitation cobble-stones and jumping ruts until I reached my destination for that day, at four o'clock P.M., having ridden and walked four out of the seven hours, and only travelled a distance of twenty-two miles. Stopped at the Union House, the only one in the place,—a sort of German restaurant,—and fared pretty well.

### Tuesday, 6 September.

Up bright and early next morning and off at 5:45 A.M., and bounced along the road to Matteson, twelve miles, arriving at eight o'clock. The roads were about the same,—rough as ever. From there to Frankfort, sixteen miles, and on a little further to a farm-house, where I dismounted, and rested from 11:30 until 5:30, as the day was excessively hot. In the afternoon I continued five miles to

another farm-house, where I stayed overnight, arriving at six o'clock. The night was magnificent; not a cloud to be seen, and the moon at full. I must admit that it tantalized me a little to be unable to take a moonlight spin on account of the bad condition of the road.

### Wednesday, 7 September.

In the saddle at 5:50, and away to Manteno, fifteen miles, where I stopped for lunch and to have my shoes tapped, arriving at 10 A.M., having stopped on the road one and one half hours.

Left at 2 P.M. for Kankakee, eleven miles, arrived at 3 P.M. First of the road rough, then fair, and last part good. When I struck that piece of road leading into Kankakee, I began to think my good roads were after all commencing to show themselves, but I was not to revel in such refreshing conjectures long. At Kankakee I stopped with the intention of remaining only that afternoon and the following day, as my rough ride had somewhat chafed me. I registered at the Commercial Hotel with B. Bi. C. in full after my name; and on returning to glance over the book, after a refreshing bath, and glass of milk with a raw egg dropped into it, I noticed two names below my own. After one was written "La Fayette Bi. Club," and after the other, "Kankakee Bi. Club." My first duty was to look up the man of the Kankakee Bi. Club, which I did immediately, and soon found him. He was the only wheelman in the town, and much to our mutual regret, had the week previous sent his wheel to Chicago to be sold, as he intended riding a larger machine. Although he was the first and only wheelman in that part of the State, I believe I have the honor, if such it may be termed, of being the first mortal ever seen in knee-breeches and short coat in that section, and you can imagine how amusing were some of the chance remarks that caught my ear as I stroiled through the town.

### Thursday, 8 September.

The day was clear and beautiful, and gave me a good opportunity to see the place at its best. During the evening, while sitting in a hammock in a garden, I thought of the "Masher" and our two-days' wheel around the "Hub," and my last run from Gloucester with the club. My pleasant reveries were suddenly upset, however, by a lively thunder-storm that came upon us so quickly that we had just time to get to the house, though not without a good sprinkling. It rained hard all night, so I had to console myself with the prospect of waiting one more day for the roads to dry.

### Friday, 9 September.

This morning, on looking out from my window in the hotel, I was greeted by as beautiful a day as the previous one had been; so after breakfast, I roamed about town during the morning, and in the afternoon took a spin a little way out to see the condition of the road. The view was not very promising, but I

decided to start the next morning and risk it.

### Saturday, 10 September.

The day opened a little cloudy, and at 6:40 I was again in the saddle and off for Waldron, four miles distant, and on to St. Anne, nine miles more, arriving at eleven o'clock, after riding three and walking ten miles. Left St. Anne at 11:30 and walked to within two and a half miles of St. Mary, when I was caught in another storm; and making for the nearest house, a quarter-mile off, got under cover; but not in time to prevent a good wetting. Although there is no particular fun in being wet through, at the same time I could not help smiling at my condition and surroundings. There I was in a little wilderness, under a rude shed that did not keep out much of the water; and my machine completely covered with prairie mud of the best sticking quality. I never saw a wheel in such condition before in my life. I then realized the comfort of being well provided for such a trip, and considered myself very fortunate in having taken certain extras in case of wet weather. Before starting, I had provided myself with a piece of light rubber cloth, lined with linen, two feet square, to roll my coat in before strapping to the handle bar; and now, after changing my wet clothes for dry ones, from my M. I. P., I revelled in a warm, dry, coat, although my breeches were rather damp. Here let me advise all wheelmen anticipating long tours to take an extra pair of breeches, as they are sure to need them.

After a while the rain abated, and then I commenced cleaning my wheel. I am afraid that nothing will ever convince me that a painted wheel is any better for touring than a full-nickelled machine, for mine looks as well to-day as it ever did, and I did not spare the water in washing off the mud. I admit that I was obliged to take my bearings apart and clean them, but not on account of using water, for they were full of mud and grit. No one would guess what prairie mud is like, unless he has been through it and had to walk in it. It is black as jet, heavy as lead, and sticks as well and better than cement.

After cleaning my wheel I took the precaution to wind thin strips of chamois leather around the axle of the front wheel between the bearings and hubs and cranks, also on the rear wheel, to keep out the grit; and shall never be without them again. I passed the night where I was, and also the following day, Sunday the 11th and night.

### Monday, 12 September.

Started at 7 A.M. The day was clear and bright, but the roads were in an awful condition. I walked the remaining two and one half miles to St. Mary, and there the character of the roads changed from black loam to heavy brown sand. It was all the same to me, though, for I could not ride over the one any better than in the other; so on I trudged to Donovan, six

miles, arriving at 9.40 A. M. The road from St. Mary to Donovan is absolutely impossible to ride on with a bicycle at any time of the year, as the sand is over six inches deep over a good part of the distance. I did manage to ride from Donovan to Iroquois, four miles, and arrived at 11.50; but the roads were very rough and full of ruts. Dined at a miserable little inn, called by courtesy a hotel. Off for Sheldon at 2 P. M., six miles, arriving at 3.45. Stopped here over night at the hotel.

Tuesday, 13 September.

Off in the morning at 6.15 for Earl Park, fifteen miles; arrived at 9.55, having walked four miles of the distance. Stopped one and one half hours, and on again to Fowler, six miles, arriving at 12 M.; walked about two miles. I was getting tired of being asked the same questions at every town by dozens of wondering people; so I went through Fowler on the run, and stopped at a farmhouse a mile the other side, for dinner and rest. From there I continued my travels at 4.15 to Oxford, ten miles, arriving at 6 P. M. Stopped on road twenty minutes, and strange to say, only walked a quarter of a mile. From Fowler the road was good, as I thought, and supposed I should be able to make a good sort of run; but I was fooled again, after riding three miles, for then my old enemy, the ruts, appeared again, and continued for two miles; but the last part, though very hilly, was good, and I redeemed myself by entering the town of Oxford at a good pace that made the country boys open their mouths wide. Here I stopped for the night at a little public house, small, but neat and clean.

Wednesday, 14 September.

I was off again early at 5.45 for Otterbein, nine miles; arrived at 8.15, having walked four miles. Waiting there half an hour, I resumed work at 8.45, and passed through Montmorenci, four miles, at 9.45: walked again some of the way; but this was the last of the walking, as I soon found, for on the other side of the town stretched a magnificent gravel road into La Fayette, ten miles. You may well guess that I did not dismount at Montmorenci, with such a road before me. I was so glad to get a smooth track under me that I could not wait for anything. The road was all up-hill and down, but that did not matter to me, and away I went,—no sooner past and over one hill than the next would loom up before me, and so it kept on all the way for the ten miles; and I dismounted at the post-office in La Fayette at 10.35, having had the only good run from town to town without a single dismount. With the exception of this road and the little run from Manteno to Kankakee, and four miles of the road from Fowler to Oxford, and the first ten miles out of Chicago, making in all thirty-one miles of good road, I have ridden over roads just as rough as stone paving, on a track

made by the horses from twelve to twenty inches wide, and between a ridge three or four inches high on the one side, and a rut from three to twelve inches deep on the other; and considering I had one hundred and thirty-six miles of it, I think I fully deserved the spin of my last ten miles.

CROOKSHANKS.

THE human legs being in such severe use in Japan, one would suppose it might be practicable to introduce successfully the modern bicycle and tricycle there, the only drawback to their use being that they are not intended as freight carriers, and that the rider must be his own horse. But these vehicles ought to compete fairly with the *jinrikisha* at least, unless the people are too vigorously lazy to use any exertion of their own. Improvements in roads might be necessary, but hardly any better thing can be introduced in any country than what will induce them to improve their roads. The character and quality of its roads, as well as anything else, mark not only the age of a country, but the degree of its civilization. "Packing" marks the beginning of the process; the steel horse—propelled by great natural forces or by the rider himself—marks the farthest advance civilization has made as yet.—*N. Y. Times.*

## RACES

### Coming Events.

4 October. Springfield, Mass. G. A. R. Field Day. Amateur bicycle races, at Hampden Park, 3 P. M. League rules to govern races. Events: One mile, best two in three, gold, silver and bronze medals; half-mile dash, flying start, silver and bronze medals; slow race, 100 yards, nickel-plated hub lantern. Entries free. The wheelmen will meet at 324 Main street, and join in the grand parade to the park, after which the bicycle races will take place in the following order: Bicyclists' grand parade, 1st heat of the mile race, one-half mile dash, 2d heat of the mile race, slow race, 3d heat of the mile race.

5 October. Willimantic (Conn.) Farmers' Club Fair. Bicycle races at Pleasant Valley Park.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race.

5 October. Brockton, Brockton Bicycle Club races.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting.

6 October. Attleboro' Farmers' and Mechanics' Association Fair. Grand Bicycle Tournament, open to all amateurs, at 9.30 o'clock.

8 October. Philadelphia. Fall games of Young America Cricket Club, of Germantown, held at Stanton. Three-mile bicycle race for gold and silver medals.

INTERESTING bicycling events are promised at Springfield, Mass., 4 October, on the occasion of the first grand field day of E. K. Wilcox Post 16, G. A. R. Extensive preparations are making, and visiting wheelmen are assured a cordial and hospitable welcome. In addition to announcement in our "Coming Events," the following may be stated: Entries should be made with C. K. Ferry, Secretary Springfield Bicycle Club, on or before 3 October: Half-rate tickets will be sold on railroads entering the city, also free transportation of wheels. Members of the club will be at the depot on arrival of the morning trains, and escort visitors to the headquarters, or over some of the favorite rides about the city. The entire control of the meet, parade, and races is

in the hands of the Springfield Bicycle Club, whose members will use every endeavor to make the day a successful one.

FRENCH NOTES.—In the International races, probably run in Paris last Sunday, no money prizes were offered the professionals; like those for the amateurs, they consisted of works of art and medals....In the bicycling column of the last number of the *Revue des Sports*, the following appears: "For some time the inhabitants of Mons have been greatly perplexed: a question of the most profound gravity weighed upon them, and no one could solve the problem. The question was which, whether bicyclist or footman, could sustain for the greatest length of time, one the exercise upon the bicycle, the other the exercise of walking. Now the matter has been settled. Two residents, much excited over the situation, challenged each other to a trial. It was agreed to travel in a natural manner around the circle formed by the boulevards of the city until one of the two should be forced by fatigue to acknowledge himself defeated. At eight o'clock in the evening the pedestrian gave up, overcome with fatigue; he had made less than thirty-five miles, while his partner had accomplished three times that distance without experiencing undue weariness, —in fact, he declared himself ready to commence again."

TERREBONNE, P. Q., 7 SEPTEMBER.—One-mile, members of Montreal Bicycle Club: A. T. Lane, 3m. 28s.; G. M. Smith, 2; T. C. Holden, 3.

CARTHAGE, O., 9 SEPTEMBER.—Half-mile, best three in five heats, members of Cincinnati Bicycle Club: First heat W. H. Reed, 1m. 45 $\frac{3}{4}$ s.; J. G. Kitchell, 2; H. N. Kitchell, 3; M. J. Norton, 4; J. F. Maeder, Jr., 5; S. M. Livingston, 6; C. F. Allen, 7. Second heat, Reed, 1m. 46 $\frac{1}{2}$ s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton, 4; Maeder, 5; Livingston, 6; Allen did not start. Third heat, Reed, 1m. 50s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton 4; Maeder, 5; Livingston did not start.

At the Lawrence County Agricultural and Horticultural Society, Highland Park, Newcastle, Pa., Sept. 15, T. F. Hoover, Keystone Bi. Club, won the one-mile race in 4.18 on a 50-inch wheel. He also got the prize for best riding. Slow race was won by T. S. B. Wood, unattached, of this city, on a 54-inch wheel. Strong wind, and as usual, a horrible track for bicycling, prevented good time being made. Much interest was taken in the races, however, and the result of the one-mile race was quite a surprise. Mr. V. C. Place, of Sandy Lake, on a 54-inch wheel, was expected to make the best time. This week interesting races are expected at Butler and Franklin, Pa., in which Keystone Bicycle Club boys hope to show up well.

NEWCASTLE, PA., 15 September.

MONTREAL, 21 SEPTEMBER.—The Montreal wheelmen had excellent weather for their races, last week Wednesday, and the affair was a grand success, notwithstanding the non-appearance of several wheelmen who had entered their names for various contests. The first and longest race on the programme was the ten-mile handicap race, open to members of the club. For this race there were thirteen entries, but only eight put in an appearance. J. Robertson was given seven minutes' start; H. Plow and A. Arthur followed next, with five minutes' start, then R. Campbell, two minutes' later; followed by P. Barclay, with two and a half minutes' start. T. De Sola had two minutes' start from the scratch, and J. Trotter one minute, while C. J. Sidey started from the scratch. The race, though very well contested, was won easily by C. J. Sidey, followed by P. Barclay, with T. De Sola third. The one-mile championship of Canada race (in heats) was also very well contested; while the boys' race on wooden wheels created a good deal of amusement by its novel character, and also by the manner in which "the boys" went to work. The slow race was remarkably slow, and some merriment was caused amongst the spectators by the band, L'Harmonie de Montreal, which furnished music on the grounds, playing the Dead March in Saul while the race was in progress. The best contested race of the day was the two-mile championship of Canada race, for which there were four entries: Messrs. W. Winter, Newcastle (Eng.) Bicycle Club; J. G. Hay, Woodstock, Ont.; F. C. Holden, Montreal Bi. C.; and J. Moodie, Hamilton, Ont. The race was between Holden and Hay. At the start Hay took the lead and kept it until the last round; but Holden's excellent staying powers enabled him to keep closely behind, and at the finish he made a splendid spurt and passed the winning line half a second ahead of his antagonist. Holden's strength seems to lie in his staying powers and the manner in which he turns the corners of the course, where he gains considerable way on his antagonist. Mr. J. Trotter was the only one that entered for the fancy riding, of which he gave several exhibitions; but in one of his feats, he came to grief, and his bicycle was badly damaged. In the one-mile scratch race, for which there were three entries, Messrs. J. Trotter, F. C. Holden, and C. J. Sidey, Holden gave another splendid exhibition of his riding, winning the race easily, with Trotter second. The fourth competition for the one-mile club championship belt, which was expected to be one of the most interesting of the races, was not contested, as there were no entries. At the conclusion of the programme of races, twelve members of the club in full uniform were put through their drill by the captain, C. J. Sidey. The members went through the different evolutions with great precision, and the drill formed a very pretty sight. The day's amusement closed with the

playing of the National Anthem by the band. We subjoin a complete list of the winners, with their time. Ten-mile handicap race (club), eight entries: 1st, C. J. Sidey, 45m. 40s., prize, silver cup; 2d, P. Barelay, 50 $\frac{1}{2}$  m., gold scarf pin; 3d, G. De Sola, 54 $\frac{1}{2}$  m. One-mile championship of Canada race (in heats), four entries: 1st, J. G. Hay, prize, set of diamond studs; 2d, G. M. Smith, prize, gold locket. Boys' race under fifteen years, 704 yards (limited to wooden wheels), six entries: 1st, E. Hanaford, 2m. 10s., prize, silver sleeve links; 2d, D. Holden, silver scarf pin; 3d, C. Archibald, silver pencil case. Slow race (club), two hundred yards, won by J. Trotter; prize, silver sleeve links. Two-mile championship of Canada race, four entries: 1st, F. C. Holden, 7m. 52s., prize, diamond scarf pin; 2d, J. G. Hay, 7m. 52 $\frac{1}{2}$ s., gold set of studs. One-mile foot race (handicap), five entries: 1st, G. J. Paton, 5m. 2 $\frac{1}{2}$ s., prize, gold cuff buttons; 2d, D. D. McTaggart, 5m. 5s., silver cuff buttons. Fancy riding, won by J. Trotter. One-mile (scratch) race, open to members who had never ridden in a bicycle race before, six entries: 1st, H. MacCulloch, 4m. 32s., prize, gold and silver medal; 2d, M. B. Davis, 4m. 35s., gold scarf pin; 3d, S. M. Baylis, 4m. 50s., hub lamp. One-leg (scratch) race (club), 704 yards, three entries: 1st, F. C. Holden, 1m. 55s., prize, cup; 2d, J. Trotter, 2m., silver sleeve buttons. One hundred yards, in heats (scratch), won by G. H. Wood, Montreal Fire Brigade; prize, gold medal.

FRANKLIN, PA.—The bicycle races of the Venango Co. Agricultural Society, at Franklin, Pa., came off to-day according to programme. About 20 wheelmen were present, and paraded on the track before the races, to the satisfaction of over 6,000 spectators. The silver cup for best riding was won by Chad Parker, of Oil City, who, in addition to his other fancy riding, introduced a number of very beautiful and daring double acts, with the assistance of a small lad of twelve years. For the gold medal for best mile, there were four entries, Will H. Lane, of Titusville, beating O. G. Brown, of Pittsburg, but ten inches. Time, 4 minutes. Mr. Lane won the inside position at the start, which in this case gave him the race; Mr. Brown winning the second prize, a diploma. They were close together from beginning to end and both men were overcome by the heat and exertion. V. C. Place, of Sandy Lake, in a run against their time immediately after, made the mile in 3.59. The track was not smooth, and the wind was high, considering which the time was good. A bicycle clock, the prize for slowest one hundred yards, was won by Frank Harding, of Franklin, beating D. D. Grant about three feet, in 2.47. These races were suggested and conducted for the society by D. D. Grant, and have proved by far the most paying investment of the fair, attracting crowds of people from Franklin, Oil City, and

the surrounding country towns. The society, the spectators, and the bicyclists were all well pleased. The bicycle has so far been allowed unlimited freedom in Franklin, both on the streets and the miles of fine stone sidewalks. The reason of this freedom is that the riders appreciate the privilege and never abuse it. The gentlemanly bearing and safe and courteous riding of all the visiting wheelmen must have given additional assurance to the citizens of this beautiful city that the bicycle is not a nuisance, but a safe and practical vehicle.

FRANKLIN, PA., 22 September.

FRAMINGHAM, 21 SEPTEMBER.—Those who were at the races held by the Middlesex Agricultural Society, at Framingham, Wednesday, 21 September, had the rare pleasure of seeing the champion, W. W. Stall, work the whole length of a mile, and then only win on the home stretch by one half-second. There were two races, a half-mile and a one-mile; but as there were no second prizes, and every one knew who must win, there were few entries. In the half-mile race, George E. Frye, Lewis T. Frye (champion), and Willard A. Norton, Framingham Bicycle Club, faced the track and started off in the order named. At the quarter pole it was changed to Champion Frye, Geo. E. Frye, and Norton, and so remained to the end. Time, L. T. Frye, 1.42; Geo. E. Frye, 1.45 (both Marlboro Bicycle Club); Norton, 1.47. The second heat was a repetition of the first, only the champion put in a little of his reserved power, and ran away from them on the home stretch. Time, 1.38 $\frac{1}{2}$ ; G. E. Frye, 1.45; Norton, 1.46. In the one-mile race no one started but G. A. Brown, sub-captain Framingham Bicycle Club, and W. W. Stall of the Boston Bicycle Club. Mr. Brown drew the pole, and they got a good start, one on a 52-inch, the other on a 58 inch. At the quarter pole Stall closed up on him, and all expected to see him pass in the usual way; but the little fellow spurted up finely, and the champion had to fall back again. On the second quarter Mr. Stall pushed him again, and in the whole mile there never was but a few feet between. On the last quarter Stall put in his best, and just crossed the line a length ahead. Time, Stall, 3.22 $\frac{1}{2}$ ; Brown, 3.23. After the race Mr. Stall shook hands with Mr. Brown, and said to him, "Young man, you gave me the best race I've had this year." The track being in very poor condition, the time made was very good, and it is due Mr. Stall to say he had a very hard track to pass on.

W. D. W.

BUTLER, PA., 22 SEPTEMBER.—At the annual exhibition of the Butler County Agricultural Association at Butler, Pa., of the most interesting features was the bicycle race, for which three prizes were offered, and in which four bicyclists, all members of the Keystone Club of Pittsburg, were entered. These were Frank

T. Hoover, Mr. F. L. Owens, Charles Beltz, and S. G. Ormsby. The race was best two in three, half-mile heats. The contestants were called upon the track at noon. Dressed in their nobby suits and mounted on their graceful, glittering vehicles, the Pittsburg boys cut quite a figure. There are no bicyclers of note in Butler, and the country folks looked on the contest with great curiosity. The first heat was won by Frank Hoover by forty yards, with Beltz second, and Owens thirty feet behind Beltz. Ormsby was ill and withdrew from the track. The second heat was easily taken by Mr. Hoover, who made the half mile in 1.47. His time on the first heat was 1.43 $\frac{3}{4}$ . Hoover rode a fifty-inch "Special Columbia"; Beltz, a fifty-inch "Matchless"; Owens, a forty-nine inch "Yale Roadster," and Ormsby, a fifty-inch "Special Columbia." Mr. Hoover was then presented with a handsome gold badge, valued at \$30. Mr. Beltz was awarded the second prize, a beautiful silver medal, and Mr. Owens the third, a neat bronze medal. This is the second race won by Mr. Hoover this summer. At the Newcastle Fair last week he was awarded a handsome silver medal for the best time in a mile dash, and a beautiful silver cup for the best fancy riding.

REPORTER.

AT Marlboro', last Friday, there were three races contested, which proved very interesting, although the distance is not definitely stated, but is about three quarters of a mile, and no time was taken. In the race for those who had never won second prize, John Sawin was first, and Henry Gleason second. For those who had never won first prize, A. P. Curtis was first, and John Sawin second. In the third race, free to all amateurs, Lewis T. Frye took first prize, and George T. Frye second. Prizes were gold and silver medals.

BOSTON BICYCLE CLUB ANNUAL TWENTY-MILE RACE.—A fair number of wheelmen were in attendance at Beacon Park, Saturday afternoon, 24 September, the occasion being the second annual long-distance championship race of the Boston Bicycle Club. The distance run was twenty miles, and the prizes were, first, a gold championship medal, with silver medals for the competitors covering the distance inside of an hour and a half. Four contestants entered, viz.: W. W. Stall, J. S. Dean, C. L. Clark, and F. S. Morris. The time of the various contestants in the first ten miles was: Stall, 40m. 27s.; Dean, 41m. 4cs.; Morris, 43m. 10s.; and Clark, 44m. 5s. After completing 12 $\frac{1}{2}$  miles, Morris retired from the contest. The time of the remaining competitors at the completion of 15 miles was as follows: Stall, 1h. 1m. 30s.; Dean, 1h. 2m. 38s.; Clark, 1h. 5m. 35s. The time of the finishers of the twenty-mile contest was: Stall, 1h. 23m. 5s.; Dean, 1h. 24m.; Clark, 1h. 29m. 43s. Incidental to the race was a fine exhibition of rapid riding

by Mr. Lewis T. Frye, of Marlboro', who covered a mile in 3m. 23 $\frac{5}{8}$ s., which was the fastest time ever made on the Beacon Park track. The time made in this race was far better than that of the previous year; and, taking into consideration the fact that the track was wet and heavy, was remarkable. The judges were Messrs. A. L. Woodman, W. E. Gilman, Mr. E. C. Churchill officiated as time-keeper, and the position of starter was filled by Mr. L. R. Harrison. The gold medal, which was won by Dean last year in 1h. 46m., goes to Stall this year, but must be won three times to become the property of the holder. In addition to the medal, the club offered one of silver to any member or members making the twenty miles in less than 1h. and 30 m. Taking into consideration the wind, the time is considered exceptionally good, and an honor to the club. Mr. Morris came unprepared to race, and only went in for a part of the distance after much persuasion. The machines ridden were: Stall, 58-inch Harvard; Dean, 57-inch Yale; Clark, 52-inch Carver; Morris, 52 inch Matchless.

TEN-MILE SCRATCH.—At the Surrey Bicycle Club autumn race meeting, 10 September, the most interesting event was the ten-mile scratch race, the absence of the amateur champion giving all reason to suppose that the competition would be of a much keener description than has been the case for the last year or two. This proved correct, for until the last mile it was odds on any of the cracks; but as the ninth mile was covered, Liles and Griffith commenced racing in real earnest, getting away from Hassall, who had until then pressed them very hard; and spurring the whole of the last lap, Griffiths managed to secure the race by a really clever piece of riding by about eight yards from the ex-Temple man, who rode most pluckily throughout. The form exhibited by Dundas was also surprising, as hitherto none had thought him any good at the distance. The ground, which was, on account of the rain, very holding, is accountable for the comparative slowness of the times. Altogether we are happy to say that, despite the frowning of the elements, the meeting proved an unbounded success, a great and immensely popular hit being made by obtaining G. L. Hillier to present the prizes, which he did with his accustomed *air de Seigneur*. There were quite a number of starters, but the principal contestants proved to be J. H. Griffith, Surrey; C. E. Liles, L. A. C.; and E. S. Hassall, Speedwell. The command alternated between Dundas and Vesey for the first mile, but at the completion of this distance Vesey retired, his "treadle having become loose." Garrod was out-paced from the commencement, and was the first to turn it up, whilst Butler got behind at half distance, and appeared far from being in staying condition. The whole field kept moving in a cluster at a medium pace, Hassall

frequently causing some excitement by occasional spurts. Liles and Griffiths, however, was ever closely attending upon him, so that, despite his gamest efforts, he could never get clear. At the commencement of the ninth mile, Milner suddenly rushed to the front, and assumed a commanding lead for about half a lap; but it was only a flash in the pan, the heavy grass course evidently not agreeing with the movements of the Belsize flier. The excitement again calmed until the first lap of the last mile, when the three leaders, Liles, Griffith, and Hassall, began palpably to race; and as the bell rang out its announcement of the near approach of the struggle, Griffith got about a length's lead of Liles, Hassall being about ten yards off. This lead he kept, despite the gamest efforts of Liles, and eventually won the best ten-mile scratch race which has been seen here (since Cortis beat Derkinderen by a foot), by about eighteen yards; Hassall third, twenty yards in rear of the L. A. C. man. When the first three had passed the gate, the crowd swarmed as usual into the enclosure, to the imminent risk of the rest of the competitors. The times were as follows: 1st mile, 3m. 40s.; 2d, 7m. 36s.; 3d, 11m. 27 $\frac{5}{8}$ s.; 4th, 15m. 14s.; 5th, 19m. 4s.; 6th, 22m. 58s.; 7th, 26m. 52s.; 8th, 30m. 42s.; 9th, 34m. 28s.; 10th, 37m. 55s.—Cyclist.

THE RIVAL SAFETIES. 25-Mile Match for a £5 5s. od. Cup.—This looked-for match has at last taken place, and to those who ignore the "undersized" jiggers, the result as to times will be a veritable eye-opener. As arranged, the competitors—Mr. J. W. Boothroyd, riding a 40-inch "Facile," and Mr. W. Alexander, riding a 40-inch "Sun and Planet"—were in readiness at the thirty-third milestone, a little after 10 A. M., on Monday morning last. At 10.30 both gentlemen were sent on their twenty-five-mile journey by Mr. Harry Etherington, of the *Cyclist and Sporting Mirror* (mounted on a 54-inch "Rucker"), who acted as referee, in conjunction with Mr. H. S. Carpenter, of Keble College, Oxford (mounted on a 54-inch "Timberlake"). At the word "go," the "Sun and Planet" went off at a "bursting" pace, and the miles were polished off in no mean time. "Under five," "under five," each milestone came by; and five miles, Mr. Alexander, some one hundred yards ahead, was passed in 23m. 28s. So things went on, but the Welwyn and Dyeswell Hills were side stitchers for the leader. Ten miles were passed in 45m. 47s., and Hatfield Railway bridge, or about half-way, in 58m. 10s. Thus thirteen miles were about covered in the first hour, and fifteen miles 1h. 7m. 36. The order of progression was Alexander, some five hundred yards ahead, slowly but surely coming back to the steady going of Mr. Boothroyd; and at the foot of the hill, just before entering Potter's Bar, Boothroyd had made up lost ground to within one hundred yards,

and ere the top was reached the "Facile" was some fifteen yards in front. From this point (twenty miles, 1h. 34m. 30s.), a neck-and-neck race ensued for about one quarter-mile; but the race was virtually over, the "Facile" going farther and faster away through Barnet and on to the Finchley eighth milestone (twenty-five miles), which was passed in the magnificent time of 1h. 58m. 5s., the winner finishing with a bit in hand; Mr. Alexander's time being 1h. 59m. 28s., an honorable defeat. The roads were heavy in places, and a drizzling rain came down for the first fifteen miles. On the road, an "Xtraordinary Safety," a "Devon Safety," and several "Cyclist Ordinaires" were left in the rear. — *Cyclist.*

### L. A. W.

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

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

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

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

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

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

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

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

### APPLICATIONS.

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

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

NEW BEDFORD BI. CLUB. — Wm. M. Butler, captain, P. O. Box 254; H. L. Dwight, secretary and treasurer, 179 Ac. Ave., New Bedford; J. B. Bradford, 179 Ac. Ave.; O. Frank Bly, New Bedford; Alden White, with Smith Bros.;

Edgar M. Almy, with Hathaway, Soule & Harrington; Frank E. Clark, 22 Sycamore street; Jos. L. Snow, 282 County street; Abbott Small, Morse Twist Drill and Machine Company.

NEW YORK BI. CLUB. — Additional: Henry Chauncey, 48 South street, New York City.

MIDDLETOWN BI. CLUB (New). — John B. Tytus, John Harding, Ernest W. Gunckel, E. C. Woodward, John Wardlow, — all of Middletown, Ohio.

BOSTON BI. CLUB. — Additional: Allen B. Doggett, 181 Devonshire street, Boston.

MANHATTAN BI. CLUB. — Additional: William Smith, Camden House, Montpelier, Bristol, England.

UNATTACHED. — Alfred W. Danforth, Roxbury, Mass.; Edward F. Lewis, 58 Thornton street, Auburn, Salem County, N. J.; Edward C. Delavan, Jr., New Brighton, Staten Island, N. Y.; Philip L. Aubin, 53 Chambers street, Boston, Mass.; James T. Souler, Louis S. Clarke, Sedgwick Institute, Great Barrington, Mass.; H. R. Bryan, 172 Warren street, Hudson, N. Y.

CORRECTION. — In WORLD of 23d inst., A. H. Estabrook should be A. L. Estabrook.

To the Board of Officers, League of American Wheelmen:

Gentlemen, — As you have already been notified by circular, the regular fall business meeting of the Board will be held at the Metropolitan Hotel, New York City, on Thursday, 6 October, at 8 p. m. Many important questions are to be considered, and it is earnestly requested that every one who can possibly come will be present.

It is also requested that the officers report their arrival to the undersigned, who will be at the headquarters of the New York Bicycle Club, 791 Fifth Avenue, all the morning of that day, and on the polo grounds at the races in the afternoon.

If any gentleman desires to have a room engaged at any particular hotel in the city, the secretary will take pleasure in securing it, although at any of the large hotels it will hardly be necessary to do so, at this time of year.

All wheelmen will rendezvous at 791 Fifth Avenue and ride up to the polo grounds. Yours fraternally,

KINGMAN N. PUTNAM,  
Cor. Sec. L. A. W.

NEW YORK, 21 September, 1881.

ALL members of the League presenting League tickets of this year, 1881-2, will be admitted free of charge to the races.

Wheelmen contesting in the League races for members must show their League membership tickets for the year 1881-2, or their right to compete in such races will be challenged. Per order,

C. K. MUNROE, Com.

KINGMAN N. PUTNAM, Cor. Sec.

### BOOKS AND PAGES

GEVER'S STATIONERS' ILLUSTRATED CATALOGUE is received, and is a handsome supplement to the publisher's excellent and valuable monthly. It contains handsome samples of stationery goods, and some of the finest specimens of illustrated advertising we have seen.

Scribner's Monthly, for October, closes the twenty-second volume, and with flying colors. The next number (November), to be issued about the 20th of October, will be christened with the new title, "The Century, Scribner's Illustrated Magazine," and after a year of this, its title will be, "The Century Magazine." The October number is fully as attractive as any of its predecessors, and we almost dread the contemplated change, because we can see no chance for any that will be an improvement, — unless it be in the covers. Among the best illustrated articles are Muir's "Coniferous Forests of the Sierra Nevada" and Stoddard's "Primeval California," and on these pictures the eye loves long to linger. Its reading matter is of variable excellence, being with few exceptions of the most interesting and instructive kind, although rather overweighted with poetry.

ST. NICHOLAS, for October, also winds up a volume, and in so splendid a style throughout that there is no chance for anything but unstinted praise; and we can appreciate the wild delight with which the young people will revel in its stories and pictures.

SCIENCE AND HEALTH, a monthly magazine devoted to general science and the preservation of health, on hygienic and sanitary principles, is received, and is a neatly printed, and we should judge a valuable addition to medical literature. It is published by Shamp & Foch, Lewisburg, Pa.

SCIENCE AND HEALTH, a monthly magazine devoted to general science and the preservation of health, on hygienic and sanitary principles, is received, and is a neatly printed, and we should judge a valuable addition to medical literature. It is published by Shamp & Foch, Lewisburg, Pa.

FICITION Keppler & Schwarzmann's new paper of serials and short stories, continues the excellent standard with which it commenced. Ten cents will buy a specimen copy.

MR. CHARLES KUNZ, one of the founders of the Falls City Club, died at his residence, on lower Walnut street, Monday night, 11 August. Mr. Kunz had been confined to his room for a month with typhoid fever, but nothing serious was apprehended until last Saturday, when he commenced sinking rapidly. Mr. Kunz was loved by all, and no bicyclist stood higher in the estimation of his companions. A called meeting of the Falls City Bicycle Club was held on Thursday evening last, and the following resolutions offered:

WHEREAS, In view of the loss we have sustained by the decease of our friend and fellow-wheelman, Charles Kunz, therefore be it

Resolved, That in the death of our friend and companion, this club laments the loss of a member whose utmost endeavors were exerted for its welfare and prosperity.

Resolved, That the heartfelt sympathy of this club be extended to his family in their affliction.

Resolved, That these resolutions be spread upon the records of the club, and a copy thereof be transmitted to the family of our deceased member, and to the Louisville Commercial for publication.

L. A. GREATA, Sec. Falls City Bi. Club.  
Louisville Commercial.

MESSRS. HENRY AND THOMAS SKILLMAN, ALEX. MORGAN, H. MILWARD, R. McMICHAEL, BARR, AND ROGERS, of Lexington, having competed for money prizes, have surrendered all claims of being called amateurs. Amateurs should remember that entering a race for a cash stake makes them professionals. . . . One of the Louisville boys, who has received rather more than a fair length of legs, while riding through a country town a short time ago, was noticed by a young lady, who, after looking at him attentively for a few moments, said, "That gentleman has been riding so much he has almost ridden himself in two." . . . The Louisville Fair Association has at last concluded that a bicycle race would form a very attractive feature of their exhibition, and expressed their willingness to make an appropriation therefor; but the

boys decided that there was not sufficient time to prepare, and it will probably be postponed until the spring meeting, when a good race is assured.—*Louisville Commercial Notes.*



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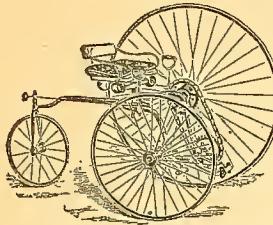
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