

Bicycling World

The Official Organ of the League of American Wheelmen.

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., 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.

To Contributors.

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

BOSTON, 23 DECEMBER, 1881.

EDITORIAL SPOKES

"MERRY CHRISTMAS!"

HERE it is — almost Christmas day, and no snow yet.

LOTS of splendid bicycling weather and roads this week in this vicinity. How are you, Canada?

THE Boulevards and South Park, in Chicago, have been opened to bicycles, and wheelmen in that city are correspondingly happy.

IF the one hundred and thirty-four delinquent subscribers to the BICYCLING WORLD would remit to us the amounts due, we might have a very merry Christmas indeed.

THE humane Guiteau wants his jury to have a little out-door morning exercise. It would n't be a bad idea to let 'em try bicycling. They would soon see that a "header" is too good for Guiteau. A "necker" is what he needs.

WE republish this week, from the *Spirit of the Times*, an article on "Bicycular Mismanagement," because we think it contains much food for reflection, not only for participants, but for the projectors and promoters of racing events as well.

IF parties who find blanks in their papers this week will take the gentle hint which they convey, we will be able to materially cut down a very long list of unpaid subscriptions. These small amounts are inconsequential to the individuals from whom they are due, but in the aggregate they foot up a very large amount.

WHEEL CLUB DOINGS

CAPITAL BI. CLUB. — The semi-annual election of officers of the Capital Bicycle Club was held Saturday, Dec. 10, and resulted in the choice of the following, to serve to 1 July, 1881: President, C. E. Hawley (re-elected); vice-president, Leland Howard; secretary, Clarence G. Allen; treasurer, Francis C. Donn; captain, Herbert S. Owen; sub-captain, Jas. M. Lewis, Jr. (re-elected); junior sub-captain, J. McK. Borden. These, together with E. H. Fowler (elected for one year) and F. D. Owen, form the Executive Committee of the club.

L. W. SEELEY, *Secretary*.

WASHINGTON, D. C., 14 December, 1881.

SAN FRANCISCO BI. CLUB. — On Thursday evening, 8 December, a regular meeting of the San Francisco Bicycle Club was held at the Windsor House, a large attendance being present. The advisability of holding a fifty-mile road race, between this city and San Jose, at an early day, was discussed with much spirit. On motion, the matter was referred to the club committee to make the necessary arrangements, and prepare medals appropriate to the occasion. Messrs. Clairmont, Warschauer, and Eggels were appointed to act as a committee to make preparations for a banquet to be held on the second Thursday in January, immediately after the annual business meeting. An invitation from the sub-captain, Mr. Charles A. Butler, to all the members to present themselves at his photograph gallery to have their portraits taken, was accepted. Mr. Warschauer gave notice to amend the by-laws, creating the offices of first and second lieutenants, after which the meeting adjourned.

LANCASTER (PA.) BI. CLUB. — The riders of Lancaster, Pa., have organized a club, to be known as the "Lancaster Bicycle Club." The officers are: President, H. Clay Brubaker, Esq.; vice-president, C. H. Longenecker; secretary and treasurer, W. Frank Gorrecht; captain, Walter Boardman. We now have twelve

members, who will be joined by at least six, and possibly ten new riders in the spring.

W. F. GORRECHT, *Sec.*
LANCASTER, PA., 14 December, 1881.

AT the Rochester (N. Y.) bicycle rink, 13 December, the bicycle club gave an exhibition on the invitation of Mr. Elliott Mason. There was a large attendance of gentlemen and ladies. Valentine's Trio furnished the music. The club gave a drill, very well executed, under command of Captain W. H. Reid. Mr. Reid subsequently exhibited his American Star wheel,—the bicycle with the little wheel in front. The feature of the evening, however, was the excellent fancy riding of R. A. Punnett. His own machine is a forty-eight-inch, but he rode, just before the close of his exhibition, a fifty-six-inch wheel. The bicycle rink will be open during the winter, and will be under charge of Mr. Stillwell, of the bicycle club. Another hall, probably, will be used, however.

EXCURSIONS, RUNS, ETC.

From Marblehead to Concord. I.

(From Marblehead Messenger.)

ONE fine day, we — a party of three — mounted our "airy steeds," and set out for a ride to the historic town of Concord. The day was all that could be desired. To be sure, the sun was not shining very brightly, and 'most any one would have said it was a poor day to start on a pleasure trip; but it may not be generally known that a cloudy day is the most favorable time to use a bicycle, if one wishes comfort in riding.

We rode rapidly on through Swampscott and Lynn and over a lovely stretch of road to Saugus, the only thing to break the monotony being the numberless requests of children along the way to "Please ring the bell." Here the ride begins to get interesting. We bowl along "through by-ways green," and over smooth, hard roads which are quite a relief after the jolt from Marblehead. Over a typical country road, past well-kept farms and hilly woodlands, we turn our wheels through the towns of Melrose and Stoneham. We ride along the border of a beautiful body of water, shut in on all sides by groves of small trees, which is known as Spot Pond. We keep on this road till Winchester is reached, when we turn towards Woburn. We here dismount for dinner, after which we stroll into the public library building. This is an imposing structure, built of brick and various kinds of stone, and of a very striking style of architecture, being highly ornamental, but by no means gaudy. It was erected to the memory of Jonathan Bowers Winn, a deceased citizen, and contains, besides a splendid library of fifteen thousand volumes, a fine art gallery, on the walls of which over a hundred canvases of foreign and American artists are hung. There are a number of art treasures in the collection which are worth going a long way to see.

We spent a pleasant hour in the large and well-lighted reading-room, and wished the one having charge of Abbot reading-room could do the same. We could not help contrasting its orderly arrangement, and tables filled with the principal literature of the day, with the reading-room at Marblehead, where the periodicals are dumped in a heap on a table, in a most slovenly manner, so that had one the time to search for the publication wanted, he would be repelled from an attack on that pile.

Feeling much refreshed, we mount our machines and drive over a hilly road to Lexington. The hills all being in our favor, we make very good time by "coasting" (that is, by throwing our legs over the handle bar and letting the machines run down hill), — a practice which is said to be dangerous, but which is, nevertheless, one of the pleasures of bicycling. We rest an hour on the shady common at Lexington, and view the monument of granite erected to the "brave men of '76." Then we resume our travel in the direction of Concord — only six miles away — less than an hour's easy ride! Is it? We thought so then, but know better now. For about a mile the roads are good, then they commence to get sandy. One of the worst things a bicyclist has to contend with is a sandy road. He can ride over a rocky road with impunity, but when he comes to a sand bank he must succumb. The remaining distance we are obliged to walk, pushing the machines on ahead. The walk is very tiresome, although the section of country we are passing through is beautiful. We pass acres and acres of field and forest in rapid alternation — now through a shady road in the woods, now suddenly emerging upon a broad stretch of farming land and rocky cow pasture. When almost at the town we meet a farmer, of whom we inquire if we are not nearly at the end of our day's journey. But he, insisting that he has seen us before, that we live in Concord, and that we are "trying to fool him," refuses to enlighten us. Ah! here is an inviting by-path! We get into our saddles and take a run along the path, following its windings, when it suddenly merges into a sidewalk. Not a person is in sight, so there can be no harm in taking a run on the sidewalk. Just now we see the figure of a tall man coming slowly towards us, and are about to dismount, when the man raises his hand, bidding us keep on, and kindly stepping aside. He has a most familiar look. Where have we seen that face before? We look again and are sure of it. It is the great philosopher, Emerson! and we watch him until he is lost to sight among the trees surrounding his home.

Unlike most places, Concord allows bicycle riding on her sidewalks. Indeed, we were invited to make use of the sidewalks for the edification of the good people of that town, an invitation which we thankfully accepted. We put up at the Middlesex Hotel, — the only public house in the place, — where we found fair

accommodations, notwithstanding we were assured beforehand that it was "a miserable place." The next day we commenced our sight seeing.

CORRESPONDENCE

Pittsburgh.

Editor Bicycling World: — Lovers of the bicycle in the "Smoky City" have just passed through a week of excitement, Elsa Von Blumen having finished her 1,000 miles in one hundred and forty-four hours. But this was not the event of the week. On Wednesday Miss Von Blumen offered a handsome silver pitcher costing \$30, to be contested for by the members of the Keystone Bicycle Club in a five-mile race, all to start at once. The time set for the race was Friday evening. This announcement was sufficient to fill "Old City Hall" to overflowing; and among the spectators were not a few of the fair sex, who cheered the brave boys on, by the waving of hands and kerchiefs, as they went dashing around the hall on their two-wheeled steeds or lay prostrate on the floor, thrown by their vain efforts to ride with but one wheel. The size of the hall was such that it required sixteen laps to the mile. The contestants were seven in number, six of whom you have read about in the "Midnight Run of the Keystone Club," in a late issue of the BICYCLING WORLD. They were as follows, two of the "Daring Three," who we will call "Fifty-sixer" and "Excelsior," "The Funny Man," "Irish," "The Coming Man," "Petsy," and "Little McC." At 8.25, the club having announced their readiness, Miss Von Blumen left the track, and the boys started, leading off with "Irish" on his 50-inch, the balance two by two as follows: "Fifty-sixer," and "Little McC." on his 50-inch, "Coming Man" and "Petsy" on their 52s., and "Funny Man" and "Excelsior" on their 50s. After a spin around the course twice, and as they passed the judges' stand, the word was given, "Go!" And Go! it was. On the first lap "Excelsior," in trying to pass "Fifty-sixer," struck his right pedal against the wall, and took — oh! ye gods! — a header. Instantly there were piled on top of him three machines and their riders. After getting sorted out they dashed away again; but "Excelsior" had bent his ball-bearing pedal so badly that it was useless, and he had to continue the race on one foot for three or four laps. When turning the upper curve, "Little McC.," who was ahead of him had taken a slider; he coming close behind ran into "McC.'s" machine, and was again dismounted. Finding he could not continue the race under disadvantages, he retired from the course. In the meantime "Fifty-sixer" had taken two sliders on the upper curve, and had lost two spokes by coming in contact with the step of one of the other machines; but it seemed that that upper curve had a spite against the boys, for the

first lap after "Excelsior" withdrew, "Fifty-sixer" took another slider at the same place, bending his crank into an S. He came down the home stretch leading his nag, looking very disconsolate indeed. "Funny Man" was the next to withdraw, buckling his wheel on that same curve as he was finishing his first mile. The race was now exciting, "Coming man" holding the lead, having made his first mile and two headers in four minutes; but alas! on his nineteenth lap that same curve tripped him up, and buckled his machine. The excitement had now reached fever heat, with only "Irish," "Petsy," and "Little McC." in the field, — "Irish" leading, and the other two, as named, following, with "McC." gaining on the others, notwithstanding the fact that his little wheel had been buckled so badly when "Excelsior" ran into him that every revolution it made, the tire rubbed against the fork; and afterwards upon examination it was found that about one quarter of an inch of the rubber tire was worn away. But alas! like the rest he was doomed to meet his fate on that upper curve: when trying to pass "Petsy" he struck the wall and took a header. He fell with such force that the wind was knocked completely out of him, and it was some time before he recovered. The race was now closely contested by "Irish" and "Petsy," amid the cheers of the crowd. "Go it, little fellow!" "Catch him, big fellow!" up to the end of the fourth mile, when "Petsy," losing his wind, left the track, and "Irish" finished his five miles in 24m. 20s., amid the deafening cheers of the audience. "Irish" (or let it be known what his real name is for it is more "French" than "Irish," possesses the name of Philo N French) was declared winner, and on the following evening was presented the pitcher, Gen. A. L. Pearson making the presentation speech, when at the same time the members of Keystone Club presented to Miss Von Blumen a beautiful basket of flowers. D. H. F. CHALLENGE.

PITTSBURGH, PA., 10 December, 1881.

New Haven Bicycle Club.

Editor Bicycling World: — I am glad to be able to report that our club continues to thrive and prosper. All the summer and fall our regular biweekly runs have been well attended, and proved most beneficial and enjoyable to all participating. Our log shows we have covered many hundreds of miles, and yet we have not in all the time caused a single accident. I think this is not alone due to the fact that the horse is becoming more reconciled to his new and most formidable rival, but to the order and discipline that always exist on these runs. The few simple whistle commands being perfectly understood, and always promptly responded to, even when coasting in the country under the "go as you please," I have seen every man brought to his feet at the first toot to dismount, which in

this case was given all on account of two maidens fair, who seeing the approaching wheelmen in the distance, attempted to turn their old nag around, pulling on the wrong rein, which one of the young ladies, in her excitement, held crossed in her fair hands. Her companion was poking the poor beast with her parasol for dear life, and both screaming at the top of their voices. They only succeeded in turning the horse directly across the road as the first wheelman dashed up. Had the command in this case not been instantly answered, there would as a result have been a terrible smash, which as it was only turned out a slight *dash*. ... In fair weather the club has not a single time omitted the regular Wednesday evening and Saturday afternoon run. The evening runs have perhaps proved a little the more popular, when there would frequently be from a dozen to twenty present, and often much admired and frequently applauded by the people who chanced to be on the street as they wheeled by in full uniform, over the shining spoke, illumined by the favorite "King of the Road." ... Now that the riding season is about over, our attention is naturally called to the club-room, which we have been trying to make more attractive, and feel quite certain it will prove a favorite resort during the long winter months, and trust we shall, even during the winter, enjoy the pleasure of greeting some passing or tarrying wheelmen; for all who come with the simple introduction of L. A. W. will always receive a hearty welcome. ... Our second annual fall races, after being twice postponed on account of snow and rain, were at last definitely set down for the day before Thanksgiving Day, which proved to be equally stormy. At the appointed time the club mounted and rode to the park where the races were held, in a driving snow-storm. Arriving at the park, quite a good crowd was found assembled, yet nothing like as many as a pleasant day would have brought out. As the snow was at least half an inch deep, and falling fast all the afternoon, the time was necessarily quite poor.

Officers of the day were as follows: Judge, Hon. J. B. Robertson, mayor of New Haven; Referee, Wm. L. Cushing, rector Hopkins Grammar School; starter, Capt. S. A. Marsden; clerk of course, Lieut. F. H. Benton; time-keeper, F. Fowler. 1. Grand Wheel by Club. 2. Club championship one-mile bicycle race; prize, gold medal, value \$30. Entries: C. K. Billings (Yale's champion), H. D. Clark, and L. Hamilton. Clark took the lead from the start, closely pressed by Billings, who was never over a length behind; came in first with Billings about a foot behind. 3. Slow race, two hundred feet; prizes, silver alarm bell and two rubber handles; won by Canary, time 4.32½; Thompson second, G. Fowler third. 4. Ride-and-run race, half a mile; prize, indispensable lamp holder; Canary first, G. Fowler close second; time, 3.04. Closely con-

tested and very amusing. 5. One-mile race (winner of No. 2 not eligible to compete in this race); prize, a gold medal by captain of club. First heat, Hamilton first; time 4.15½; Billings close second. 6. Tricycle race; gold medal. Entries: G. Fowler, on American Roadster Tricycle; Canary, on Royal Salvo; F. H. Benton, on Excelsior; Robert Christie, on Excelsior; won by Fowler, 5.32½. 8. Second heat mile race; won by Billings. 9. Third heat, won by Billings, 4.29½. In the evening the club went by chartered car to Savin Rock, where the better part of the night was spent in enjoying supper and a jolly good time generally. ... The name and address of our new secretary is Robert Christie, 226 Orange Street, New Haven.

S. ARTHUR MARSDEN.

NEW HAVEN, CONN., 13 December, 1881.

Chicago.

Editor Bicycling World:—I have pleasure in sending you the news of the success that has been gained by riders of the glorious wheel here, to have right of way as vehicles on the boulevards and park drives. Mr. Shortall, president of the Illinois Humane Society, the Rev. Dr. Arthur Edwards, and Hon. Wirt Dexter stubbornly fought the commissioners for our rights at their meeting last Wednesday afternoon. After speaking of the rights which are given to wheelmen in other cities and other countries, the advantages that riders have as possessors of this means of locomotion, the laws that are proper for bicyclers to observe, and various other matters in favor of our rights, it was put to vote and was carried by three to one. The smiles that were visible on the faces of the ten bicyclers who were in the room, listening very attentively, would have made a fine subject for an artist. Chicago is now a No. 2 Paradise for bicyclers, as we have over twenty miles of *smooth*, wide boulevards and park driveways equal to anything I have ever wheeled on; partly asphalt and fine macadam. It would be a great thing to have bicycle riders road inspectors: what nice roads we would have then! Country towns ought to adopt this plan as well as cities: in a few years railroad stocks would go 'way down. Commercial travellers would save their shekels by adopting our mode of travelling, either on a bi. or a tri. He would have to *tri* which 'cycle would suit him best, and probably afterwards would *buy* cycle, as he would find it better. ... Mr. T. B. Jeffery, bicycle manufacturer of this city, has invented a training machine on a most novel and sensible idea. It is not very expensive, and every bicycle club ought to have possession of one for its members. The Chicago Bicycle Club have the first one that has been made. It would not be just to give a full description of it, as Mr. Jeffery has not quite settled the patent business, but I will explain it a little: Any size of wheel can be placed on it, thereby

giving every one the advantage by using and pedalling his own wheel; the speed in spurting and general riding is about the same as when on the racing track; it brings perspiration a little quicker, and has the same effect on the lungs; altogether, it is a success. I placed a 54-inch ball-bearing Columbia on it to-day, and made a quarter-mile spurt in thirty-five seconds (by the way, it announces every quarter-mile by the ringing of a gong); made one mile in three minutes, and five miles in 15m. 45s. It can be placed in a bedroom where there is sufficient space for your bicycle to stand, and a five-mile spin can be taken at any time, the first thing after getting up in a morning, and also when it is impossible to wheel with comfort out of doors. The Chicago Bicycle Club is now very active, what with the boulevards, the Milwaukee *vs.* Chicago Club race, the coming entertainment, and their new training machine. By next summer this club will no doubt have a large membership; it is now continually increasing. ... Last, but not least, the Exposition Building has been kindly opened to bicycle riders; therefore Chicago bicyclers are and ought to be happy, having advantages that no other city in the United States possesses for riders during the winter. ... Should think that this late action by the Chicago Boulevard and Park Commissioners will have a good effect upon the test case concerning New York Central Park.

FRED. S. ROLLINSON.

CHICAGO, ILL., 19 December, 1881.

The New Badge.

Editor Bicycling World:—The only criticism of the new League badge design that has thus far been received is that the letters L. A. W., being in Old-English capitals are not sufficiently legible to the ordinary eye, and that a plain Roman letter would have been preferable. This point has been considered, and is thought to be really a positive advantage. The elegant curves of the Old-English capitals are more in keeping with the general design, and answer the purposes of ornamentation and of making it a distinctive League sign as well. Suppose, for instance, a wheelman wearing constantly a badge with the letters in plain, conspicuous Roman type, he might expect something like this: Every average bore claiming his acquaintance, who approached him would probably exclaim, "Hello! what's that you have there?" and reading "L.—A.—W.," would say, "What's that stand for? Lawyer? Hey?" and a laborious explanation would be necessary to enlighten him; but with the Old-English letters on the badge, the same A. B. would probably see them simply as ornaments, or if they *should* attract his attention as *letters*, he would most likely not risk exposing his ignorance by making a mistake in deciphering the (to him) unfamiliar characters, but would content himself with observing, "That's a pretty pin you have there."

The small gold badges are not intended to attract the particular attention of the ordinary eye, but to supply a visible sign whereby, as before stated, *wheelmen* may recognize each other wherever they meet. The new badge makes a neat and pretty pin, that may be worn at all times with any suit, not so conspicuous as to attract vulgar attention, but still sufficiently prominent to notify the *initiated* that the wearer is a brother member of the League, and a fellow enthusiast in the world of wheelmen. C. H. L.

Rollinson v. Prince.

Editor Bicycling World:—You remark in your paper as follows: "Cunningham & Co. have imported a beautiful Yale Racer for J. S. Prince. It is a 54-inch wheel, weighs thirty-one pounds all complete, and is as strongly built as it is handsome. Meanwhile, Prince is just dying to give Rollinson a chance to beat him; but he says the professor only talks and won't come to the scratch." These remarks respecting myself are uncalled-for, and J. S. Prince has no foundation to make them. I sent you a letter some time ago, saying that I should be pleased to meet Mr. Prince on the track when an opportunity affords me. It is the wrong time of the year to make a race, without some capitalist comes to the front and engages a large hall or building suitable for the occasion. Chicago Exposition Building can be rented, I understand, for \$1,000 per day. This has the largest track of any building in the United States,—three and one-fifth laps to the mile; but who would be foolish enough to engage this on such a sum, and have one single event only? Bicycling has not yet reached the stage to hinder this from being an obstacle. In a few years this event, singly, will no doubt bring such a number of spectators that it will do honor to the sport. Messrs. Etherington and Wright are gentlemen who fell victims to indoor professional racing given in Boston, New York, and Chicago. However, I am willing, if it is convenient for me to do so, to take part in any race that will give me the opportunity of contesting against J. S. Prince, from one to one hundred miles, which will then probably relieve J. S. Prince from his "dying agony," and demonstrate, in a fair and reliable manner, to the public, who is the fastest rider and champion of America, without any doubts.

PROF. F. S. ROLLINSON,
Champion of America.

CHICAGO, ILL., 12 December, 1881.

Long Handle Bars.

Editor Bicycling World:—Having seen a number of articles on handlebars, I would like to give my experience with them, as the subject does not seem to be generally understood. Commencing in the days of the old 18-inch bar, I always felt sceptical in regard to their efficiency; and finding that the latest improved machines brought over by the champions in

fall of 1879 were furnished with bars two to four inches longer than usual, I took courage and ordered 22-inch to my 58-inch in spite of the cautions of my friends, who maintained that they were too long. After using this part of last season, it broke, and the new one was put in, by special order, 24-inch. Finding this so decided a success this season, I put in as an experiment a new 29-inch bar with rubber handles. After a month's practice with this I find it none too long, and shall try 30-inch or 32-inch, my idea being to find the maximum length practicable. The great objection to the long bar is the difficulty of getting the legs over and around it; but this is more than compensated for by the increased advantage in climbing hills, riding over rough and rutty roads, and especially in spurling.

From 26-inch to 30-inch is about right for average riders according to the length of arm. The long bar *opens the chest, giving the lungs freer play*, and gives a *straight arm pull*, which if obtained at all is done by sacrificing the length of centre or applying the ungainly "cow-horn" handle, as in the "Yale," "Pilot," and some other English machines. Those who have given the long bar a thorough trial will unite in advocating them. The rubber handles are very good, and although the amount of vibration they absorb is very small, still they do not warp, chip, crack, scratch, or rattle as do other substances. Also, being made large and good shape, they give a good hold, and the hand does not slip. I found a pair which do blister, but they are so *hard* that they are actually polished, and of course cannot be compared with a good soft rubber handle. The great, and in fact, only objection to them is that in event of a fall or in putting legs over, they are apt to stick and drag if the clothes come in contact with them; but after the rider becomes accustomed to them he can avoid that.

PRACTICAL.

BOSTON, MASS., 13 December, 1881.

The Crescent Exhibition.

THE exhibition given by the Crescent Bicycle Club at the Soldiers' Home Bazaar, on Tuesday evening, 13 December, was witnessed by a vast concourse of people, numbering not less than 5,000. Among the spectators were seen many wheelmen from Boston and vicinity, and some, too, from a considerable distance. The Providence Bicycle Club was well represented. The large hall in which the exhibition was given is admirably adapted for such a purpose. The floor, one hundred and seventy-five feet long by one hundred and forty feet broad (not including the deep spaces under the balconies) affords ample room for the successful execution of the most elaborate movements, and in the balconies and galleries are seats for thousands of spectators.

On this occasion the Crescent men appeared for the first time in their new

uniform, a cadet blue trimmed with dark-blue piping. The coat is patrol jacket style, with turn-down blue velvet collar, decorated with silver crescents, the captain wearing an elegant gold crescent with two gold stars on each sleeve. The stockings are dark blue, as is also the polo cap, which is still retained, and decorated, as formerly, with the club emblem. Altogether, the uniform is a handsome one, and many complimentary remarks were heard concerning it. Without even suggesting gaudiness, it is at once elegant and stylish in appearance, and thoroughly serviceable.

The exhibition commenced with a slow race, Messrs. Lowell, Robinson, Woodward, Mandell, Means and Harrison starting. One by one the men went down till Messrs. W. C. Woodward, E. S. Robinson, and P. T. Lowell were the only contestants, the first-named gentlemen leading by so great a distance that it was evident he could not win. Mr. Robinson struggled bravely till he reached the line two lengths ahead of Mr. Lowell, who was declared winner, and decorated with the prize, a handsome silver medal; remounting, he rode back to the starting point, gracefully bowing his acknowledgments to the applauding audience. Fancy riding by Messrs. Cochran, Kennard, and Means followed the slow race. Nothing particularly new was offered in the way of tricks, except a double act by Messrs. Cochran and Kennard. The two came to a standstill side by side, and Mr. Kennard then stood upright in his saddle and waved his handkerchief (presumably to some lady friend in the balcony) while Mr. Cochran held his machine; and then, without dismounting, positions were changed. This performance was received with demonstrations of pleasure, as were also the other feats attempted. These, though old to the wheelmen present, were new to most of the audience and created no little admiration and wonder. Mr. Brown, on an American Star, and Mr. Mandell on an Extraordinary, proved that some very graceful fancy business can be performed on these rather awkward-looking machines. The feature of the evening was the squad drill. The squad consists of twelve picked men, under command of Capt. F. B. Carpenter, and acting first lieutenant A. B. Turner, the others being Messrs. Hazeltine, Robinson, Lowell, Mandell, Woodward, Kennard, Cochran, Jones, Harrington, and Means. Orders were given by whistle. The usual twos and fours were formed, and the wheels executed with correctness, but the vast hall permitted something better than this. The company was divided into two platoons of six men each, and then made the wheels to perfection; as a military gentleman was heard to remark, "even better than well-drilled soldiers can do on foot." It goes without saying that the wheelmen present were delighted; but when, a moment later, the squad having changed to single file, suddenly turned at the signal and rolled across

the hall, company front, in perfect line, their enthusiasm knew no bounds. Many other movements were executed with the same precision, such as right about, both in single file and by twos, the men turning in surprisingly small circles; the two platoons approached each other from opposite corners of the hall, passing close in perfect lines. The difficult "figure 8" movement was performed. A grand right-and-left movement, the most difficult of all, perhaps, was executed nicely; one man stood still, forming a centre, while the others rode around him in two circles, riding in opposite directions; and many other pleasing figures were carried out with accuracy. At the close all twelve men rode down the hall, company front, and at the signal dismounted as one man. The exhibition, it is hardly necessary to state, was a grand success. Capt. Carpenter has reason to feel proud of his squad and their skill, and he and they deserve alike much praise for the performance. SEA PEA.

A Model Mount.

THE writer derives such increased enjoyment from bicycling since he chose for his mount that lightest of all machines, the Surrey Invincible, imported here under the name of the Yale, that he cannot refrain from narrating his experience with it, believing that there are many other old riders in America who, on trial, would appreciate its advantages over the ordinary pattern of bicycle.

The Invincible has two especial features that distinguish it sharply from its contemporaries, — the double section hollow rim, and tangent arrangement of spokes. A few other machines, as the Club and Tangent, of Coventry make, are fitted with hollow rims and tangent spokes; but it is the peculiar pattern of these specialties adopted by the Surrey Machinist Company in which lie their superiority. The D. S. H. rim is so well known to all well-informed wheelmen — *i. e.*, those who read "Sturmeys Indispensable" — that I will not weary your readers with a description of it. Suffice it to say that it is so rigid as to permit the finest spokes to be used, the tangent arrangement giving longitudinal strain, and so light as to make up, in conjunction with them, small hubs, axle, and fluted cranks, the lightest wheel known. But this remarkable lack of weight is not the greatest advantage of this Invincible wheel, although it is one that every intelligent 'cycler will appreciate. Its great point is the more surprising after mentioning the one above. That point is its rigidity, unparalleled in any other make. So stiff is it that the rim responds instantly to sudden foot pressure, obviating that "back-lash" so annoying in hill-climbing, and which the writer has experienced in all his other mounts. That these last have been high-class machines is apparent from the list which I give, without any other criticism than that they are vastly inferior to the

Invincible, for the height of enjoyment in riding: Duplex Excelsior, D. H. F. Challenge, Humber (best of the list), D. E. H. F. (Harvard), Columbia (Standard and Special). I thoroughly tested, also, the following: British Challenge, Royal Challenge, Special Challenge (Timberlake), National Challenge, Matchless, Special Club, Club, New Gentleman's.

I was fully prepared for an early breakdown of this latest mount by the dire warnings of numerous wheelmates who had "hefted" the machine, then scanned my six feet of solidity, but I resolved bravely to settle this point the first thing, by giving the wheel a test that would be as severe as possible: then, if it broke down, the old theory that weight is strength would be upheld; while if it came through unscathed, my pet idea, one that has been growing on me for some years, that hollow metal means *extra* strength and rigidity, would be established to my own satisfaction. Accordingly, the second day after its arrival I started, in company with three friends, who were mounted on Harvards for Greenwood Lake, on the northern boundary of New Jersey. The distance was thirty-five miles, and the last fifteen were as rough as any possibly could be, even in this country of outrageous thoroughfares. It was often impossible to ride; but wherever a Harvard was driven, there the Invincible followed, over masses of irregular rock, hummocks of turf, in and out of ruts, everywhere where it was possible to stay in the saddle. When we returned, on the second day, that feather-weight wheel was unscratched. It had not fallen, thanks to its ease of management and light weight; while every Duplex had bent handle bars, and one had a broken rim. The cow-horn handle bar is an advantage that one can only fully appreciate by stiff hill work; then the pull, unhampered by bent elbows, is terrific, and in a wheel of the lightness and rigidity of this one, gives success on any grade surmountable on wheel. The disadvantages of this double curve in coasting, I find to be imaginary. By crossing the feet in front, the thighs slip comfortably into the U formed by the two arches, in which position it is as easy to coast, with or without use of hands, as on any other machine. The trouble of spoke-tightening is greatly exaggerated. I had occasion to tighten one of the thirty-two spokes in the 17-inch rear wheel, and the process of loosening the tire for an inch, extracting the plug of cement from the hole in the upper rim, adjusting the tension with the little key furnished, and cementing on the tire again, occupied about five minutes. The spoke had been elongated by a blow from a careless servant. The most severe shaking on rough roads does not seem to affect their tension in the slightest.

It was a happy thought to attach the Arab Cradle Spring when introducing this light and rigid machine to the American public; for it is an undeniable fact

that upon its use depends, in a great measure, the wonderful durability of the wheel. No other spring is so sensitive to bumping and jarring as this one, yielding, as it does, to every irregular motion of the backbone. Now, the rider is practically an anvil (in my case weighing one hundred and sixty pounds), and every inequality in the road a hammer, striking a more or less violent blow upon the bicycle interposed. But for the comfort of the anvil, and the avoidance of injury to the bicycle, an elastic medium is interposed, to often sadly deficient in the qualities desired. The perfect control of the machine is not at all impaired by this yielding spring, as it affects neither pedals nor handles. Though cones are advertised for the rear wheel by the importers, the Invincible rear balls were put in my machine. These Sturmeys describes as the most delicate in use, the balls being exceedingly small, and the wheel *suspended on them*, as it were.

I capped the bearings with a broad ring of wash leather just inside of each rear fork, oiled them carefully, and awaited developments. After 90,000 revolutions (a trifle over 700 miles), I find no signs of dust, no appreciable wear, there being positively no side shake, and the longest spinning wheel I ever had, with the exception of the rear wheel of a Humber racer in my possession, which certain Worcester gentlemen may remember. This Invincible rear wheel has been oiled twice since it has been in use.

For any wheelman who goes in for the super-æsthetics of bicycling, this machine would be a poem. As Buntorne says, it is "Hollow, hollow, hollow!"

Oh, to be wheeling away
On the back of this airy Pegasus;
Where the trotters that leave us to-day,
To-morrow will find they can't pass us!

IXION.

BICYCLAR MISMANAGEMENT. — Since bicycling became a popular sport, four parties of English wheelmen have at different times visited America, with the double purpose of aiding the "bicycle boom" and carrying away a little Yankee money. But in each case, inefficient management and ignorance of American customs have sadly interfered with the expected success. The fourth of these unfortunate expeditions is now with us, and its manager has, as usual, blundered at the outset of his campaign.

We have received and been requested to publish the following circular: "American Institute, Third avenue and Sixty-third street. A fifty-mile bicycle race for the amateur championship of America, and valuable gold and silver medals, also a \$50 prize extra if record time is beaten, will take place on Monday, 19 December, 1881. Doors open at 6.30. The race to commence punctually at 7.30. Entrance fee to the race \$2, which will be returned to all starting. The above race is promoted by John Keen, English

Bicycle Champion, who will ride ten miles against time immediately after the race. Admission 50 cents. Entries close to John Keen, 791 Fifth Avenue, New York City, on or before 16 December."

Four facts will combine to make this affair a failure.

First. New York City is, to use a showman's phrase, the poorest bicycle "stand" in America, and our citizens obstinately refuse to interest themselves in bicycling, or to patronize its occasional exhibitions. 8 October, at the Manhattan Polo Grounds, in pleasant weather, the League of American Wheelmen held their meeting for the decision of the annual amateur championships of America, and less than two hundred spectators were present, although on the same grounds, in worse weather, base ball has attracted three thousand people and football eight thousand. No bicycle exhibition ever given in New York City took \$200 gate money, and there is little prospect of material improvement in this respect. In New England bicycling is a popular sport, and there are fifty cities in Massachusetts and Connecticut whose people would liberally patronize exhibitions of first-class bicycling. A profitable Eastern tour would be much more sensible than a succession of pecuniary failures in New York City.

Second. Mr. Keen presumes too much in announcing his race as for the "amateur championship of America." We have a National Association of Amateur Athletes of America, which assumes general control and management of all amateur athletic championships, — bicycling as well as other sports. We have also a "League of American Wheelmen," which take special charge of bicyclic championships. It is extremely improbable that a newly arrived English professional will be successful in such an ill-advised attempt to override these established authorities by founding an alleged amateur championship. These associations have thus far proved themselves capable of managing their own affairs; and if they shall at any time feel the need of outside assistance, will no doubt exhaust the amateur ranks before taking in a professional partner. It is not very long since the National Association squelched out of existence a New Jersey club which ventured to announce games "for the amateur championship," and this bicyclic enterprise seems likely to share the same fate.

Third. One of the laws of the National Association of Amateur Athletes is as follows: "The clubs comprising this Association shall not allow their members to enter or compete in any games, competition, or exhibition other than those given by associate clubs, or clubs whose standing shall be approved of by the Executive Committee. Members of associate clubs are not allowed to enter or compete in any games, competitions, or exhibitions given by any club association, company, or person or per-

sons, other than those given by an associate club, or club whose standing has been approved of by Executive Committee." The National Association includes the most prominent clubs in the country, and this law will prevent their members from competing at Keen's exhibition. Another law of the Association is as follows: "No person competing in games other than those given by an associate or approved club shall be allowed to compete in games given by associate clubs, nor at the championship meeting." This rule will keep away from the coming affair every non-associate amateur who does not wish to be banished from all games given by associate clubs, as well as the annual championship meeting.

Fourth. This proposed race is a piece of sharp practice — a sort of "snap judgment" on American wheelmen. Keen has in his troupe Mr. C. D. Vesey, Surrey Bicycle Club, who at the Surbiton Recreation Grounds, only seven weeks ago, made the fastest amateur record in the world from fifty-one to one hundred miles, and ought to be able to give two miles in fifty to any amateur in America. He should certainly be willing to give our riders a fair chance, but seems now to be seeking unfair advantages. The bicycling season in this vicinity closed Thanksgiving Day, and most of our riders have stabled their machines for the winter. Bad weather and muddy roads prevent regular out-door work, and there is no chance for any satisfactory training. Keen's circular was issued 9 December, and gives American wheelmen just ten days to train for a fifty-mile race. It would seem that in this attempt to angle for American bicyclists, the bait is too scanty to conceal the hook. — *Spirit of the Times.*

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.

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.

Edito 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.

CHAMPION CITY BL. CLUB. — Additional: R. A. Worthington, Springfield, O.

NEW YORK BL. CLUB. — Additional: Hugh Hill, 27 Cedar street, New York City.

CRESCENT BL. CLUB, BOSTON. — Additional: H. M. Richards, Jas. E. Brown, J. Means, — all care of W. C. Woodward, 156 State street, Boston, Mass.

League of American Wheelmen.

MAIL VOTE NO. 12. — That the following be added to Rule 7, defining the duties of directors: "That directors shall appoint League Hotels in their several States, and furnish the same with signs and certificates." Carried — Yeas, 31; nays, 2; blank, 1.

MAIL VOTE NO. 13. — "That the Committee on Consuls be authorized to prepare proper hotel certificates and signs, and forward the same to the recording secretary for record and distribution." Carried — Yeas, 30; nays, 3; blank, 1.

MAIL VOTE NO. 14. — "That the Committee on Consuls be authorized to prepare a uniform tariff for transportation of bicycles." Carried — Yeas, 33; nay, 1.

MAIL VOTE NO. 15. — "That the Committee on Consuls be authorized to prepare printed route slips." Carried — Yeas, 33; nay, 1.

CHARLES E. PRATT,
President L. A. W.

14 DECEMBER, 1881.

FRENCH NOTES. — The *Revue des Sports* continues its articles on prominent French wheelmen in its recent numbers. Here are some notes therefrom: "Charles Terront [one of the professionals who visited this country two years ago] has been in the French army for a year past, but this has not prevented him from indulging in his favorite sport. Through the kindness of the chief of his corps he has been granted every facility for training, and he took advantage of his opportunities to prepare for the races at Angers, Tours, and Rennes, — cities not far distant from

his quarters. Hence his successive defeats cannot be attributed to lack of training, but rather to the fact that his former competitors, with whom he raced, have gained much in speed since 1880, while he has not improved. It seems, therefore, that Charles Terront has seen his best racing days, and will never be able to surpass what he has already accomplished; and we doubt if he is ever able to win again the title of champion of France.... Jules Terront, a brother of Charles, has made some fast time; but as a general thing, his races have not been very successful this year, though in some instances he has beaten some of the fastest men in France, as at Angers, in a six-hour race he came in behind De Civry, but ahead of Baudrier, G. Pihan, Espéron, and Delisse. Mr. Terront is a skilful fancy rider.... Mr. Espéron, of Bordeaux, has placed himself among the best riders of France by his races during the season of 1881. It is thought that he will be a dangerous rival for Mr. De Civry in 1882. He has started in twenty-five races this year, and won twelve of them, taking second place in eight of the others.

... Mr. G. Pihan, of Paris, has been De Civry's most formidable adversary this year. He is a very young man, being only seventeen years old, and has not attained his full strength. It is believed he will do even better another year.... Mr. Barré is the first amateur champion of France. At the commencement of the season no one suspected he would win the championship, for he was defeated for a while in every race; but suddenly he came to the front at Chatou, taking the first place, and later at St. Ouen and Mondidier he beat Hommey and Grossin. s.

Gideon Wins the Fifty-Mile Championship—A Close and Exciting Race—Unexpected Defeat of the English Champion.

THE fifty-mile bicycle race for the amateur championship of America, organized by John Keen, the English professional champion, took place at the American Institute Building, Third avenue and Sixty-third street, last evening. The race closed with six entries: C. D. Vesey, Surrey Bicycle Club, England; W. Smith, Manhattan Athletic Club; George D. Gideon, Germantown Bicycle Club; Frank Howard and B. G. Sanford, of New York City; and Louis Stearns, Lenox Bicycle Club. All of them came to the scratch, and at a quarter to eight o'clock were sent on their journey. At this time the attendance was very fair, and as the race progressed, the number of visitors was considerably increased. All went off easy for the first lap—there were nine to the mile—but on the second circuit a spectator crossed the track, got in the way of Sanford, and was knocked down, the rider likewise coming to grief. Nothing daunted, Sanford was quickly at work again, but he took no important part in the race, being quite outclassed and falling

farther and farther behind as each mile was recorded. Smith was the first to show in front when they had settled into their places, and with Vesey and Gideon, who kept close behind, soon began to leave the other three, of whom Stearns and Howard kept together lap for lap. On the third mile Vesey passed Smith and led until near the end of the fifth, when the little man again got in front, but fell at the turn by the entrance. This mishap lost him half a lap, but he picked it up before the finish of the eighth mile. Vesey still led, and at six miles began to make havoc with the American amateur records, which were altered as far as the twenty-first mile. Smith was first at the end of the thirteenth mile, but all the others were credited to Vesey. At ten miles, run in 36m. 10s., Vesey, Smith and Gideon were together and eight laps in front of Stearns and Howard, with Sanford already a mile and a quarter to the bad. The three leaders occasionally changed places, but it was rather dull work, and it seemed as if the Englishman would, as so many anticipated, win very easily. Fifteen miles was finished by him in 55m. 4s., and when the hour was up, he had covered 16 miles $2\frac{1}{2}$ laps. The same processional style of business was kept up for 24 miles; Vesey, Smith, Gideon, Stearns and Howard riding close together, the latter two being a mile behind. On the twenty-fifth mile Smith woke the spectators up with a fine spurt, which took him well to the front, and at the end of the mile he led Vesey by forty yards. Gideon then took second place, and the Englishman was soon half a lap behind. At the end of the twenty-sixth mile, he was passed by both Smith and Gideon and was evidently in trouble, but what was the matter was not determined till after going another two miles, when he showed signs of cramp, and on the thirtieth mile he pulled up to have his legs rubbed. After a few minutes he was off, but had to stop again on the thirty-second mile, and before he was in the saddle the next time had lost two miles, a distance it was quite impossible for him to recover. Stearns had for some time been making the pace, followed by Smith, Gideon and Howard; an interesting race if it had not been that Stearns and Howard were a mile behind the other two. On the thirty-seventh mile, Stearns raced away and got back one of his laps, and this brought about some good racing, changes in position being frequent. At last little Howard, whom no one had been noticing very much, put in some fast work, and in six laps gained on and got level with his old companion, Stearns. Not content with this, he raced away again, and at Smith and Gideon's fortieth mile had recovered another lap. This he repeated on the next mile, and was then seven laps behind the leader and two in front of Stearns. At forty and a half miles Smith was taken with cramp and fell. He came on after a while and rode two laps, but that was his last effort. This left Gideon with a lead of seven

laps over Howard, but the latter soon made it six and then five on the forty-third mile. Excitement now ran high, as it was evident Gideon was nearly gone, and the young New Yorker had a chance to catch him. Howard tried hard, but the distance to the finish was too short; and when Gideon crossed the line at the end of the fifty miles, Howard was exactly two laps behind. Stearns was also on his last mile, and they were the only ones left on the track. The winner finished the fifty miles in 3h. 13m. $8\frac{1}{2}$ s.; Howard, 3h. 14m. $1\frac{3}{4}$ s.; Stearns, 3h. 18m. 45s. When the race was finished, John Keen mounted his iron steed for an exhibition race of three miles, which he covered in 10m. $16\frac{1}{2}$ s. The scoring was done by Messrs. P. G. Lane and E. Plummer, Messrs. George Taylor and Charles Reed were timekeepers, and Mr. James Watson referee and starter.—*N. Y. Herald.*

The Fifty-Mile Race.

THE second fifty-mile amateur championship of America, promoted by an English professional, has been run; the agony is over for another two years, perhaps. It is to be hoped that in the next one, something approximating to competent management may exist: that spectators be restrained from wandering over the track at will, that a score board announce the progress of the contestants during the race, and that the dirty surface of the Institute concrete be swept before the event comes off. These same annoyances were experienced in the race given by Dave Stanton, in February, 1880, though in less degree. However, as none of the riders in that match appeared in this one, it is not to be expected that any improvement would be found. It is interesting to compare these two races, given on the same track, bearing in mind the progress of bicycling in the interval that elapsed between them. Gideon's time was some three and a half minutes slower than Johnson's, but he rode in and won a much harder race; a race of continued uncertainty, of alternate spurring and easing, of severe nervous as well as physical strain.

In the contest of two winters ago, little Walter Clark assumed a lead at the outset that the others recognized as insurmountable, had he the endurance to hold it; they therefore rode a steady gait, believing it impossible for a youth of his age and build, notwithstanding his wonderful performances, to keep it up for fifty miles. Another point: None of those men rode the pace in the first half of the race that Vesey and Smith set for their American opponents. It surprised a good many of the "pioneers" present that these two Englishmen, trained perfectly, and one of them with a long-distance experience unequalled by any other amateur, should endeavor at the start to shake off the others by riding a pace that in the chilly atmosphere of the rink would cramp almost anybody's muscles while

yet unwarmed by exercise. Over-confidence in their ability to tire out the Americans may be the true reason for this exceedingly irregular method of riding a long race. At all events, Gideon stuck to them gamely, presumably feeling that any decided advantage gained by a rider of Vesey's brilliant reputation could be held by him without trouble, and that his only chance was to hold him every inch of the race.

Then, when Vesey fell out, Smith was riding steadily and well, surprising all by his endurance, a quality that was not generally accredited to him,—by American wheelmen, at least. The Keystone man held him, also, until he dropped from the race exhausted; and then, over a mile in the lead, the way seemed clear to victory at a steady, *resting* pace, not necessarily a slow one, but with the feeling that the struggle was over, not to be faced; but little Howard spoiled that. In the early part of the race, when the pace was warmest (it wasn't *hot*, all through the race), the two boys, Stearns and Howard, with the right idea in their inexperienced and youthful brains, rode steadily on without exhausting themselves by rapid spurts. This principle was all right, but unfortunately their inexperience led them to overdo it; and when on the forty-fourth mile, Howard shot out and reeled off lap after lap at a pace that surpassed any previously shown, it was too late,—he was a mile behind, and Gideon had enough left in him to keep Howard from making it all up; but it was perilously close, and made the winner ride to the very finish.

Howard's form and riding bear a strong resemblance to Walter Clark's, which astonished New York two seasons ago. Had he had proper coaching, he might have won, for he finished the race as fresh as a rosebud. Whether he could equal Clark's time in the rink is very doubtful; but mounted on a suitable wheel for racing, and carefully advised, he would prove a formidable opponent anywhere.

Vesey's failure was a great disappointment to many. His reputation is so high and his riding form was so perfect that nearly every one gave him the race until he finally dropped from it. The track (nine laps) evidently troubled him exceedingly. Gideon rode a 58-inch D. E. H. F. Harvard Semi-roadster (it really isn't truthful to use the term "racer" about the lightest of B. T. & Co.'s machines) with non-slipping rubbers. Whether they helped him to fly the corners is hard to say, but he certainly took them with ease, grace, and in perfect safety. Still, the track is not a safe one, especially for shorter races.

The prizes—medals—for this race were not exhibited, nor were their values given, as is customary in England and America. It is to be hoped that they will be appropriate to the occasion; for though amateurs race for honor and amusement, they like to have a handsome souvenir of their prowess besides.

IXION.

English Bicycles.

OUR English manufacturers are evidently waking up to the importance of directing the attention of bicycle buyers in this country to their wares. Humber, Marriott & Cooper, makers of the famous Humber machines, occupy large space in the *WORLD*, commencing this week, and evidently intend to push, or rather, pedal their undoubtedly excellent bicycles and tricycles into the American market; and we can assure such of our readers as may not be aware of the fact, that no machines in Great Britain have a better reputation for beauty, speed, and constructive excellence. Of the merit of William Ford & Co.'s manufacturers we cannot speak so confidently, because none of their bicycles are at present in use in this country, that we are aware of; but they are well spoken of in the English wheel press as most excellent machines for the prices at which they are offered, and certainly, if we read and realize all the points of excellence named in their announcement, these prices are surprisingly low, and may well tempt beginners to patronize them.

THE long-delayed shipment of the celebrated "King of the Road" bicycle lamps has at length arrived safely, *ex S. S. "Bulgarian,"* after a perilous voyage through terrific weather. We expect to get the goods out of the Custom House on Wednesday, 14 December, when we shall immediately fill the orders which we have on file. The balance of the shipment remaining after these orders are filled will be on sale on and after Thursday, 15 December, until all are sold. Riders are reminded that

1. Night riding is almost a necessity at this season of the year.
2. No one should ride at night without a lamp.
3. The "King of the Road" is the most reliable, and in fact, the only absolutely safe lamp in the market.
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Boston Amusement Record.

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FOR SALE OR EXCHANGE

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

FOR SALE.—A 54-inch British Challenge, all plated, ball bearings to front and back wheels, and to pedals. Apply to W. P. DESPARD, Box 222, London, Ont.

PERSONAL

PRESIDENT PRATT's portrait is to embellish the Christmas number of the *Wheel*.

A TEN-PAGE essay, "On the Wheel," by Kol Kron, has been accepted for publication by *Lippincott's Magazine*.

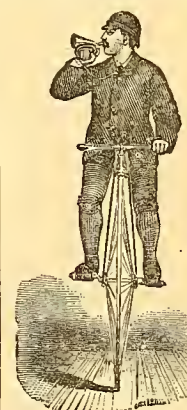
PRESIDENT BLACKER, of the *Æolus* Bicycle Club, of Worcester, is elected a member of the common council of that city.

DIRECTOR LAMSON announces that new League badge, will be ready very soon. See change in advertisement on first page respecting styles and prices.

As Mr. A. A. Ballard, engineer at the Abattoir, was riding his bicycle on his way to dinner, recently, he was deliberately run down by a two-horse team driven by Macy Stearns, the bicycle being damaged to the extent of \$15 or \$20, Mr. Ballard fortunately escaping without personal injury. Mr. Ballard will bring suit for damages.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & Co., 8 Pemberton Square.

DON'T buy your new machine till you have read the specifications for the perfect bicycle, written by the leading wheelmen of the country, in the *Wheelman's Annual* for 1882.



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WHEELMAN'S ANNUAL FOR 1882.

League Hand-Book.

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

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THE WHEEL, 75 Fulton street, New York.

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

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

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

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Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for \$1.00. Cannot be sent by mail. Address

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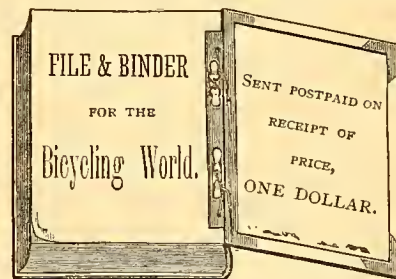
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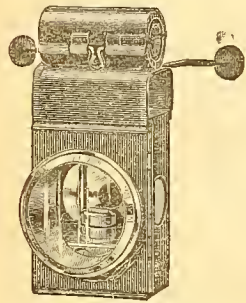
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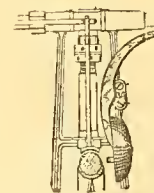
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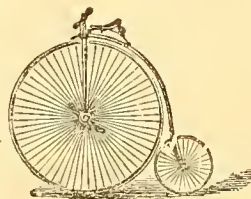
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