

THE 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 and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
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To Contributors.

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

BOSTON, 1 SEPTEMBER, 1882.

"TWO POINTS."

IN our issue of 18 August was a communication from "A. G. C.," Canandaigua, N. Y., entitled "Two Points." The first point our correspondent raises is to the effect that "the Lamson badge is not the League badge, but that any rider not a member of the League can with propriety wear one." We meant to have corrected this statement at the time, but accidentally overlooked it. In the first place, the Lamson badge *is* the League badge, — that is, the *design* was adopted at the officers' meeting in New York last October, and a committee was appointed to make arrangements for its manufacture as a badge. At the annual general meeting in Chicago last May, the committee reported, recommending a size and pattern, and an arrangement

with Mr. Lamson for the mutual protection of him and the League in the manufacture and sale of the design, and discontinuing the old badge; which recommendations were adopted by the meeting, and a committee was authorized to have made *silver* badges of the new design and furnish to members desiring them. Mr. Lamson, as the design patentee, was permitted to retain the right to make the design in *gold*, and he has supplied a large number of these to members, but not to others, knowingly. The letters L. A. W. make it distinctively the *League* badge, and the propriety of non-members wearing it may well be questioned. In this connection we would state that on several occasions riders not members of the League have contested in events where these badges were offered as prizes, and have won and received them. This we consider improper, and evincing a thoughtlessness or carelessness on the part of race managers which is decidedly reprehensible.

As to the second point raised by "A. G. C.," respecting the change in the rules by which clubs may join the League as clubs provided their entire memberships are included, we do not see the force of his objection. He thinks that most clubs have members whose *circumstances* will not permit them to join the League. Yet the amendment was adopted after due deliberation and debate by the meeting at Chicago, "A. G. C." being present, we think; and it would seem that any rider who can afford to purchase and own even a second-hand bicycle, and belong to a club, ought to be able to spare the paltry sum of fifty cents or \$1.00 annually for League dues, albeit he personally receives no benefit beyond the mere consciousness of belonging to an extended fraternity of wheelmen, and feeling that if he *should* travel, he can accept attentions and hospitalities from all other members, not merely from courtesy, but as his right and privilege.

A BULL.

WE have seen a circular, apparently addressed and issued to bicycle manufacturers and dealers, announcing the early publication of a new monthly magazine, the *Wheelman*, devoted to bicycling and edited by S. S. McClure and J. S. Phillips, both gentlemen members of the Boston Ramblers of this city. We cordially welcome this new

acquisition to wheel periodical literature, and trust that it will do much to aid the growth of bicycling in this country, yet we suspect that the strongest call for the magazine's existence lies in the need of the Monopoly for an "organ"; and what particularly leads us to this suspicion is the following "indorsement" contained in the aforesaid circular (the italics are ours): —

"We heartily indorse the *Wheelman*. We know that it will have a field of usefulness, and predict for it great success. We do not hesitate to ask our agents to lend to it all the aid possible, and trust that there is not one of our more than three hundred agents who will not, by 20 September, send to the editor the names of five subscribers, with the subscription price, thereby getting a copy of the magazine for themselves for the year, and having their names placed on the list of agents that will be published every month in the magazine. *Any agent of the Columbia bicycles who has not energy enough to secure, at the least, five subscribers to the magazine, published in the interest of wheelmen and wheel business, and for which a subscriber will more than get the value received, ought to give up his agency to some one who has energy sufficient to conduct it.* If each agent will take hold and render such assistance as is within his power, he will be doing a good thing for himself and for the bicycle business. Believing that you will do what is asked, I am,

"Yours truly, ALBERT A. POPE,
"Pres't The Pope Mfg. Co."

We can imagine the consternation produced among the "more than three hundred agents" of the Monopoly on the receipt of this Papal bull, and feel that each must now heartily sympathize with the poor bulldozed Sultan in relation to Arabi Pasha's status. We expect, however, that it will operate on sleepy agents as building a fire under a meditative horse once did, — put unwonted activity into them until they each have secured the required five victims. Jay Hubbell has not lived in vain, and his lesson has not been lost upon the Colonel, who, with apt appreciation, has promptly seized this glorious opportunity to secure in one lump fifteen hundred supporters of his latest born chicken. Yet notwithstanding this act of sublime and unselfish benevolence on the part of the Monopoly toward the new venture, there are those who will doubt its disinterestedness; but we can assure such that they mistake, for the Colonel exhibited the same effusive generosity when the *WORLD* was first launched, and bespoke the active support of his agents (or, as he additionally

termed them, his "servants") in our behalf,—although we are compelled to admit that, like Cassius's threats, his bespeak proved "idle wind" as far as the agents were concerned, only a few of the more immediately energized responding to the spur.

WHEN AND WHERE.

AS seasonable notice should be given of the time and place of the annual race meeting of the League, we desire to urge upon the proper authorities the necessity of taking speedy action in the matter. The longer the interval between the announcement and the event, the greater the interest will be and the larger the number of entries. We should like this meeting to be a great success, and be able to record interesting races and fast times. The race meeting of last fall was in many respects an experiment, but it should not be so now. We see no reason why, with the new State boards, the arrangements should not be carried out in a successful and profitable manner. Where the race meeting shall be held is of course an open question. Our opinion is that where the largest list of good entries can be obtained should decide this question.

In Massachusetts we feel certain the events would be successful, as many excellent men are in constant training. Contests between such riders as Moore, Underwood, Frye, Claffin, Ahl, Corey, Norton, and others of the same stamp in this vicinity, would be full of attraction and excitement. Besides, we hope to see Gideon, Jenkins of Louisville, and Conkling of Chicago put in competition with those we have mentioned, few of whom would be likely to attend if the meeting was held out of New England; while for our Western flyers it would be about as convenient to come here as to attend them in New York. A race meeting in this vicinity would draw together, besides more racing men, a larger number of wheelmen generally than in any other section of the country,—an important consideration. New England should have the race meeting, not only on account of its interest in racing, but because no other section seems so well entitled at present to recognition. Good tracks are to be found in many places where great numbers of towns-folk would attend. Worcester, Brockton, Attleboro' all have fair tracks and every facility, although Brockton is probably the most conveniently located. Boston

and Providence are, if our information is correct, to have excellent tracks within their limits, and would be well situated for a large number of members.

This matter is of more than ordinary importance, and we trust will receive the careful and intelligent attention of the League officers.

BECAUSE the gallant Lieut. Conkling of the Chicago Club, in a recent run against time, made five miles in 16m. 12s., some Western papers are stupidly claiming for him the "championship" of America. In the first place, the title of champion is not awarded to him who makes the quickest record: it must be won in actual contest in an open race, after suitable and timely announcement. In the second place, Mr. Conkling's time, although creditable, is by no means the fastest, Gideon having in the five-mile handicap at the Institute Fair Building in Boston, 7 April last, from scratch, made the distance in 16m. 10 $\frac{3}{4}$ s., while Dean, with 280 yards handicap, won the race in 15m. 39 $\frac{3}{4}$ s., but having by mistake run an extra lap of $\frac{1}{2}$ of a mile, his actual time from scratch was about 16m. 4s., as nearly as can be estimated.

THE following item, clipped from a daily paper, ought to cheer the heart of the bicyclist, as indicating that the public apathy respecting badly kept highways is not universal:—

"READING, PA., Aug. 21. The fifty-five councilmen of this city, and the mayor, were arrested to-day by virtue of a bench warrant issued in pursuance of the indictments found against them last week for not keeping the streets in proper repair. They gave bail for their appearance at the November court."

Here, as we have often urged, is proper work for the local wheelmen in all parts of the country. Throw your votes and influence for municipal officers, and especially for road commissioners, for men who are public-spirited, liberal, and regardful of the good name of their city or town, irrespective of party politics, which latter element ought never to enter into local elections.

WHEEL CLUB DOINGS

WHAT IS TO BE.

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

BOSTON BI. CLUB.—6 September. Regular meeting at 7.45 P. M.

XENIA BI. CLUB.—The bicycle club organized at Xenia, Ohio, early in the present season, has the following board of officers: President, D. Dean; vice-president, A. A. Winans; secretary, F. E. McGervey; captain, R. S. Kingsbury.

BOSTON BI. CLUB.—The Boston Bicycle Club have accepted the invitation of the Worcester and Æolus Clubs of Wor-

cester to visit their city on the occasion of the annual fair of the New England Agricultural Society, 5 September, and are ordered by Capt. Hodges to appear in that city in full uniform on that day before 12.30 P. M. The club will start from headquarters, 53 Union Park, Boston, at two o'clock in the afternoon of the 4th, and ride to Northboro', where they will spend the night and ride to Worcester on the following morning. Those who do not care to ride the whole distance can take the 3 P. M. train and stop off at South Framingham; or take the Old Colony Railroad direct to Northboro'. The steward will accompany the club, and baggage sent to the club-house before 3 P. M. Monday will be cared for. The club will also attend the race meeting at Springfield, the 20th. The third annual twenty-mile race for the championship of the club will be held on Saturday, 16 September, probably at Beacon Park.

RACES

Coming Events.

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

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

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

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

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

14 September. Newington Park, Baltimore, 3 P. M. Annual races Maryland Bicycle Club. Open to all amateurs under L. A. W. rules. First race, half-mile heats, club members only: First prize, medal, Maryland Club badge, value \$20; second prize, nickelled 1882 King of the Road lamp. Second race, two-mile dash, open to all amateurs: First prize, gold medal, value \$25; second prize, medal, value \$12. Third race, one-mile heats, handicap, club members only: First prize, gold medal, value \$35; second prize, nickelled Æolus ball pedals. Fourth race, three-mile dash, open to all amateurs: First prize, gold medal, value \$35; second prize, medal, value \$18. Fifth race, five-mile championship of the Maryland Bicycle Club: Prize, gold medal, value \$65; to second man, medal, value \$15. Entrance fee, fifty cents to each event. Entries to E. A. Griffith, 247 West Baltimore street. Entries close 6 P. M., 12 September.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

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

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

ROCHESTER, N. Y., 25 AUGUST.—A race meeting under the auspices of the Rochester Bicycle Club was held 25 August at Rochester Driving Park, there being a large attendance of spectators, and the weather being excellent. A

street parade preceded the races, there being some fifty wheelmen in line. The first event was an interesting club drill, under command of Capt. W. J. Curtis. A half-mile race in heats followed, the first being won by C. F. Hovey in 1m. 38 $\frac{1}{2}$ s.; the second heat was led by S. H. Pool in 1m. 47 $\frac{1}{2}$ s.; the final heat was not run off for some reason. Some excellent trick riding was next on the programme, by R. A. Punnett and W. J. Curtis. Mr. Punnett added to the laurels he had already gained. His mounts, dismounts, and riding were a variety of the most difficult moves, all of which he executed in a graceful manner. His standstill mount, jumping from the ground into the saddle and keeping his wheel upright without giving it motion, was greatly admired. The leap from the ground to the saddle with both feet over the tiller was also applauded. His riding in a horizontal position on his back and stomach was very good. One of his concluding performances was to lie face downward on the saddle at right angles with the wheel, while C. A. Smith, his companion in the double fancy riding act, stood on the step with hands on the tiller. The latter kept the machine upright, while Mr. Punnett, working one of the treadles with his hands, gave the wheel motion. The act was loudly applauded. The last performance was to stand on his head on the saddle, with his companion on the step. One great drawback in the fancy riding was that the track had been cut up, and was consequently rough. Mr. Curtis's riding is perhaps a little more attractive to the eye than Mr. Punnett's. Mr. Curtis rides a large wheel, a 52-inch, while Mr. Punnett takes a 44-inch wheel. The fine effect of Mr. Curtis's riding is brought about by very graceful motions. One trick, however, is especially worthy of mention. He balanced his wheel at a standstill, standing on the pedals with one leg over the handle. This was varied by resting one foot on a spoke. Mr. Curtis is adept in the art of balancing, it seemingly being as easy for him to sit on his wheel without motion as it is when the wheel is at full speed. He closed the exhibition with some fine double fancy riding with G. N. Perkins. For the best exhibition of single fancy riding, the judges gave the first prize to R. A. Punnett, and for double fancy riding to Curtis and Perkins; but the judges stated that it was exceedingly difficult to award the prize, as the merits of the riders were so equally balanced. A slow race of one hundred yards was won by R. A. Punnett while still twenty yards from the goal, in 1m. 4 $\frac{1}{2}$ s. A quarter-mile tricycle race was won by G. N. Perkins in 47 $\frac{1}{2}$ s. A one-mile race in heats was won by John Kondolf in two straight heats, in 3m. 33s. and 3m. 32s. respectively. After some fancy riding on an American Star by W. H. Reid, a quarter-mile race without using hands was won by W. J. Curtis in 51s. A mile race for outsiders was won by Mr. Kaufman in 3m. 25 $\frac{1}{2}$ s. A three-mile race for the

championship of the club followed, which was won by C. A. Smith in 10m. 52s., the first mile being led by E. B. Freatman in 3m. 28s. A one-mile relay race was run by W. E. Williams, Hovey, Kondolf, and Freatman; times, 51s., 1m. 47s., 2m. 40s., 3m. 31 $\frac{1}{2}$ s. The meeting was very successful, and considering the track, the times were very good.

HAVERHILL, MASS., 21 AUGUST. — A two mile straightaway race for a cup (valued at \$15) took place at the trotting park in Haverhill, Monday, 21 August. The race was run under sanction of the L. A. W., and governed by its racing rules. The starters were A. T. White, Howard Gage, and J. F. Adams of this city, and F. W. Goodwin and F. L. Holt of Lynn. The race was won by A. T. White; time uncertain. F. L. Holt and J. F. Adams collided at the start, and in the third lap Goodwin fell and Gage went over him; and as White was spurting to pass Goodwin at the time, it gave him the race easily, Gage second, and Goodwin a good third.

AT Salt Lake City, 24 July, the Salt Lake Bicycle Club held one-mile and ten-mile events, the first race being won by William Jennings in 3m. 20s.; James Woods second in 3m. 36 $\frac{1}{2}$ s. Jennings also won the ten-mile race in 40m.

W. J. MORGAN is willing to race any bicyclist in America except J. S. Prince fifty miles, for \$200 a side; or he will race Prince one hundred miles for the same amount.

TO-MORROW, at the Polo Grounds in New York, Prince and Armaido will do some smart riding in their 25-mile match for a \$500 purse. Prince expects to make a record worthy of himself in this contest, if the plucky Louise is in condition to show her usual go. Both are in active and constant practice, Prince at Chestnut Hill and Beacon Park, and the lady at Coney Island and on the Polo track.

THE Beacon Park track has been at last repaired and put in excellent order under the immediate direction of John S. Prince, and is this week opened to practice. It is well provided with dressing-rooms and other facilities, and ought to become a popular resort of wheelmen for both racing and practice. We understand that J. S. Prince will at present have the management of the track, and will give his personal attention to training competitors and others.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

An Open Letter to Charles E. Pratt.

Dear Sir: — Among those who attended the League meeting in Chicago, not a few were astonished at the result of

the annual elections and mystified by the attitude assumed by you toward competing candidates for the office you had so long and so creditably filled. When you were elected to the post of honor in the League, you were put there —

First. Because you were well fitted by experience and capability to deal with League affairs.

Second. Because you had not only been prominent, in organizing the L. A. W. and in contributing to its growth, but had done much to popularize bicycling all over the country.

Third. Because a powerful and friendly support was behind you in the leading club of New England, if not of the United States.

Your support was non-partisan: it was not sectional, it came from no organized political movement, but was, as such elections should be, spontaneous, — not influenced in any way by bicycle tradesmen and political jobbers. We have had no trade influences in the League up to the time of the last election, no petty wire-pulling, trickery, or scandalous conduct in our annual meetings.

Your resignation was timely and prudent. You were professionally engaged to advance the interests of the Pope Manufacturing Company, and could not in that capacity honestly serve the League.

The League is opposed to monopoly.

The Pope Company is a monopoly.

The League, in defending bicyclers and their interests, favors a low tariff on imported machines.

The Pope Company has endeavored to have the tariff raised from thirty-five per cent to fifty per cent, thus adding fifteen per cent to their enormous profits.

The League favors the sale of home-made machines at some such reasonable price as Englishmen pay for home product.

The Pope Company make their machines cost as much as an English machine of the same quality after the latter has had piled on it thirty-five per cent duty, \$10 royalty, freight across the Atlantic, and the interest on the price of a license to sell.

There is a wide breach between the moneyed interest of the monopoly and the interest of League bicyclers who suffer by it.

The chasm was too wide for you to straddle.

You resigned.

An influence in a national body like the L. A. W. is essential to the Pope Manufacturing Company. If they cannot directly or through their agents control it, the next best thing is to scheme for the election to office of men who favor the machines of the monopoly, — men who are friendly to the monopoly interests. In thus scheming, it is politic to stir up feeling against those who favor lower prices, lower tariff, protection to bicyclers, and competition among manufacturers. In the election, 30 May, was this not done? Did not the Massachusetts

Club, composed of President Col. Pope, Secretary E. W. Pope, Treasurer Joy, Mr. George Pope, Mr. Harry Pope, Salesman Wilmot, and Heaven only knows how many other employees beside yourself, send to Chicago a delegation whose representative, by getting the Crescent Club vote thrown out although the League rules did not sustain the action, and by getting the Massachusetts Club votes thrown in although the League rules pronounced them illegal, thus elect a candidate who rides a Pope machine, and has publicly favored the interests of the Pope Manufacturing Company?

Did you not mention Mr. Miller's name as a suitable candidate some time before the election?

Did you make that selection, or did Col. Pope?

Would it not have been more natural for you to have supported those who have hitherto supported you, more consistent to have named as a successor some one better known, better fitted, by experience with League affairs and by a working acquaintance with its past, to a performance of its duties; some one identified with the League's birth, growth, and success, such as was the man who stood first in the choice of wheelmen East and West at Chicago? I refer to the gentleman who has been your compatriot in the Boston Club, who has labored with you in building up this little journal, who, next to yourself, has had more to do with the success of bicycling and the success of the League than any other member of it; who stood out bravely and alone against the monopoly which has made bicycling in this country an enforced expensive luxury; who stood forth bravely and defended the interests of the men who tried to defeat him at Chicago. I do not here reflect in any way upon the character of the pleasant and respectable gentleman who is, by virtue of trickery in elections, by slander uttered by Mr. A. S. Parsons, and by the direct influence of the Pope Manufacturing Company, put into the chair. I believe he will honestly do his best to be a president. But, with hundreds of others all over the country, especially in New England, I protest against the influences that put him there; the influences that have already weakened the League by three large clubs, besides many small but growing clubs, and started a decay for that unripe fungus, the Pope monopoly, to feed upon. The line will have to be drawn for and against monopoly. The League cannot exist as an advocate of low prices and high prices, as a Pope League and an anti-monopoly League; it cannot smile upon the Pope interests, and like them absorb the shekels of bicyclers who have no stock in the company. We want no more two-faced dealings. If the Pope Manufacturing Company insist upon a representation and influence in an amateur organization like the L. A. W., then partisans will have to show their colors

and fight honestly for control. The League members can no longer be the dupes of the tradesmen who have come among them, and a large majority of them will *not* support an organization which only oppresses them under the name of protecting them.

Shall the L. A. W. be ruled by the monopoly, or shall it exist as an amateur organization of gentlemen to protect the interests of *bicyclers*?

There are questions here for you to answer, and for others to consider. They are all respectfully submitted.

RHODE ISLAND.

PROVIDENCE, R. I., 25 August, 1882.

In re Protests.

Editor Bicycling World:—As there seems to be considerable discussion about the action of the committee on rights and privileges in throwing out the votes of the Worcester and Marblehead clubs, I think it would be in order to ask the gentlemen of the committee for a statement of the particular form in which these votes were drawn up; and also whether the votes of the secretaries of either or both of these clubs were counted in. If Mr. Parsons will kindly give me this information through your columns, he will greatly oblige not only myself but other members.

C. W. FOURDRINIER,
L. A. W. Ticket, No. 896.

BOSTON, 25 August, 1882.

L. A. W. Wants.

WANTED:—At the next election of State officers, nominations to be made by a committee of three or five appointed by chief consul sixty days prior to closing of polls. Nominations to be printed on slips and sent to every League member in States where nominations are made, with accompanying blank ballot. This will call out a larger vote and lessen the scattering fire of recent elections.

Wanted:—*At once*, a full and correct directory of entire membership L. A. W., printed in neat, plain, and cheap pocket form, for *free* distribution to each and every member. Members should *not* be *compelled* to send for a list and pay fifty cents for it besides, — *it should be sent to them gratis*. Slips containing corrections and additions to be sent out *every three months* at least. Let the Hand-Book containing list of officers, constitution, rules, consuls, etc., be made up separately in neat little pamphlet form, to be mailed gratis also. These books will enable members to keep informed as to standing of membership, as to who their neighbors are, will be of great use to State officers and consuls in pursuance of their duties, and generally keep things active.

Wanted:—*Consuls* in every town in which a L. A. W. wheelman resides.

Wanted:—*League hotels* in every town through which tourists may pass, and list of same published in Hand-Book.

Wanted:—Routes and distances to be published in Hand-Book.

Wanted:—More *push* and *life* in the whole organization from top to bottom.

Wanted:—The executive officers to look after these or similar wants.

Wanted:—To know if the League is to lay dormant until next May election; if so, better put out a sign, —

"Wanted:—No more applications for membership,"—those now in will start something better.

Wanted:—New ideas and reorganization pushed to a point of activity and usefulness, and co-operation will *not* be wanting from a

MIDDLE STATE REPRESENTATIVE.

The Rejected Votes.

Editor Bicycling World:—Whether "Nine-pin" writes in a sarcastic way or not, I cannot say, but he has hit the nail on the head in fighting for principle. The question is not who was elected, but whether or not the votes of the Marblehead and Worcester clubs were rightfully thrown out and not counted. If "Geese's" statement is correct, that each of the ten men voting signed his name, the ballots should have been counted; whereas, if they were signed by the secretary for the club, as in the case of the Worcester Club, it would seem to be an open question, — although I should be inclined to think that they too ought to be counted, as the rule which provides for the present method of voting says nothing in regard to the signing of ballots. At best, the signing is only a matter of identification. If the committee have made an error of judgment, it should be corrected, and not passed by as if of no importance because the result of the election will not be changed. It is the right given to every member in the League to cast a ballot and have it counted, and a committee should not be allowed to discard votes without stating the reasons therefor. This way of running the League is what is killing it, and making its most ardent supporters disgusted.

FAIR PLAY.

New York Letter.

I MOUNT my wheel in the evening gray
For a spin to Harlem, two miles away;
I pass the park with its leafy screen,
That hides the roads we have never seen;
Like at hare and hounds when harking back,
I coast the span of the L. Road's track,
And over the hollows dipping low
Till I meet the sun in the after-glow.
With a joyous sense I wheel along,
My heart still singing its sweet, low song;
Harlem is reached, no stop nor stay,
Then she's there at the gate, my winsome May!

Editor Bicycling World:—It is a rather singular fact that visiting riders, when here in New York, almost invariably get the impression that we are restricted in our riding to one or two routes. This is not the case: the whole of the upper part of the city is now interlaced and intersected by our routes, and every day, almost, develops some new road, for the most part good, and admitting of a run of from one mile to two, which of course always goes down in the og-book of our memory, to be extended

into future trips.... The city authorities, when constructing new roads through Harlem and the upper part of the island, now mingle the bitter with the sweet, and where they lay two roads of cobbles they lay one of macadam; seemingly out of consideration for us, but only seemingly, for they all drive horses, and pure selfishness rules their actions, and they have as little thought for us and our welfare as the sparrow policemen of the park (may Jersey mosquitoes perch upon their graves!).... Take my word for it, we have every bit as good roads here, on the average, as you will find anywhere, except perhaps your own city; and one or two of our roads cannot be surpassed except in length,—that being the one thing needful, for the Riverside drive is only about three to five miles long, and the fine portion of the southern boulevard toward distant Pelham and the east about three miles. The only one that sustains its reputation, with the additional bolster of length, is the 8th avenue boulevard, which will, by another year, be extended out toward Yonkers; and when that is reached by it, we shall have an elegant macadamized road, about one hundred feet wide, running for a straight fifteen miles. If we had the park roads, why, of course as every one will acknowledge, we would “take the bakery,” for a long day’s journey could be run without leaving its precincts. Alas! what a promised land (or rather unpromised) it is! and it is just exactly as far off as ever, with the present board in their enchanted palace of somnolence.... It is astonishing, though, how elegant a good, clear, open winter makes our roads. Last winter the writer rode every day when the weather was favorable, and that was very often. The roads would freeze hard, and whether cobbles or macadam, a slight fall of snow, with a little melting thrown in, and then a freeze again, and after one day’s driving ready for use (shake well, two teaspoonfuls to the dose); a clear, frosty day, air so exhilarating that you make T. Hunt Sterry a bet that you can lift him (with some trivial assistance from the derrick that stood erstwhile before the new Mills building) and off you go. Ah! nothing equalled those days, except perhaps the nights, when, with the cold, icy breeze in your face, and the icy moon casting many a glint from the icy layer beneath you, which rang with a metallic sound beneath the steady crunch, crunch of your wheel, you fly along, spurning the steady earth, and winging your flight, in mind, along the sparkling galaxy. One beauty about winter riding is that it is so exhilarating. It steals upon you unawares: when you first go out it is intensely cold, and the chill strikes you with a force that leaves you scarcely able to mount; but presently your legs are in motion, and by the time that a couple more blocks have stolen away to the rear, you feel a delicious tingling gradually working its way through your whole frame, and after that you are riding through an elysium. Forgotten quite is

the far-off summer, with its tempered air, and you only feel that you can ride like this forever.... What, I wonder, has become of the *Graphic* “distorter,” erroneously yclept “artist”? Can it be really possible that the renewed activity displayed of late by the city dog-catchers can have had any connection with his having failed to furnish us with his usual quota of anachronisms? Or has the late-rendered decision of the management of the county asylum for the insane induced him to retire to private life?... While at the theatre the other evening with my “best girl,” imagine my pleasure (?) in finding that after sedulously folding the programme so as to better mate her fairy hands (2 inches by 8½ feet; or in other words, the programme: her hands: my little wheel: Doc. Beckwith’s 160-inch wheel), I found to my disgust that I had, with my usual manual facility when run by my gigantic brain power, brought into the utmost prominence the following “crank-ism”:* “A Yankee bicycle dealer has adopted the plan of presenting each of his customers with a pair of crutches and a yard of sticking plaster, and consequently now enjoys a monopoly of the trade,” etc. (North, East, South, West, and Turkish papers please copy.) He might, in our estimation, have added to the collection “A Pamphlet,” containing full and comprehensive reasons for the refusal of the Bored of Park Commissioners to allow the bicycle in the park, and “A Treatise” on the cogent reasons, as personally and theoretically advanced by a horse, for scaring at a bicycle, and declining to shy at a huge rock in the road, a piece of paper fluttering around, a woman’s skirt flapping in the wind, or his own shadow well defined on the road: not because he disliked bicyclers as a class, but simply because he knew his owner objected to them on principle.... Doc. Beckwith, the genial captain of the Citizens’ Club, writes us from the wilds of Michigan that the attractions of the fair daughters of that State (they must be *Wheeler’s* and *Wilson’s*) in no wise compensate him for the brief separation he is undergoing from his 160-inch.... R. Marsden Campbell, president of the Lenox Club, resigns for a year’s trip to Europe for his health, and bicycling here for a time loses a man it can ill afford to part with, both in a social and a riding sense.... Frank Fullerton, ex-Manhattan Club, intends to enter for the Springfield races, as likewise Ben Sanford of the Ixion, and probabilities point toward the presence at that event of quite a large New York contingent. The first-named gentleman intends to astonish Springfield by riding on a machine to which he has fitted a newly patented appliance which he claims will give him twenty-five per cent. more speed with no (?) increase of power. We of

* N. B. Patent applied for, and rights reserved for all countries except Jersey, and all of the United States except Rhode Island, where, with such a “crank,” if the pedal were once turned, the spokes, I fear, would make sad work in Massachusetts’ heart, besides churning the life out of the still useful Sound.

course had this for dinner the day after he gave it to us, and with the aid of some of Wright’s lubricating oil it went down easily enough; but we have suffered a great deal since, and the doctors have not decided yet whether it will be an epidemic through the East or not.... Pitman says he wants to meet his old antagonist of the Boston Fourth of July races, who you say is entered at Worcester.... T. Hunt Sterry will in all probability enter for the Manhattan fifty-mile race, and with his weight reduced to ninety pounds and riding a 58½-inch Yale, he will make it warm for all, himself included.... Fred Jenkins took the run to Coney Island last week, and had a good time, the roads being in fair condition. Fred has been talking of starting a first-class place down-town as headquarters of the Cunningham Company; and as we know from the past that he has successfully catered to the wishes of his customers, we wish him every success in the future, with a hearty goodwill.... What time has failed to accomplish, the axe and pick and onward march of improvement are fast doing, to effect the destruction of old “791,” from out whose doors formerly so many of the old-time riders mounted for a moonlight spin or midday journey; for Park & Tilford, the great grocery concern, are putting up a large building, and are encroaching on 791’s ground.... Capt. Hill of the New Orleans Club is in town on a visit.... We have advertised repeatedly in the “Lost and Found” column of the *Herald* for members of the New York, Lenox, and Manhattan Bicycle Clubs; but as they fail to respond, with the exception of Messrs. Bourne and Jenkins of the Manhattan, we begin to think that they are either making their vacation somewhat longer than usual, or the species has become extinct.... W. J. Morgan issues a challenge in Friday’s (25th) *Herald*, to the editor of the *Police Gazette*, enclosing \$50, to any man in America, barring Prince, to ride a fifty-mile race for \$250, or \$500 a side; also to ride one hundred miles for \$200, or \$500 a side, and the American championship. Where are all our long distance riders? Can the Canadian beard us thus with impunity?... The agony is about over about the ten-mile race at the Polo Grounds on 2 September, as they have about decided to let it go through without getting the sanction of the N. A. A. A. In that case Pitman says he won’t go in, and Sanford, who was to enter also, likewise declines. It’s a pity they won’t do things right while they are about it.... Rah! for Pitman and the B. T. C. CHIC.

NEW YORK, 26 August, 1882.

The Essex County Wheelmen.

THE run of the League of Essex County Wheelmen came off last Thursday, 24 August. It was on the “orders for the day” that the start be made from Salem Common at 9.30 A. M. The time came, so did the Hawthornes, the boys

from Lawrence, Marblehead, Beverly, Ipswich, Haverhill, invited guests from Chicago and Philadelphia, and the spectators; but no commander. We waited half an hour for him. He didn't come then, and what is more singular, sent no message. President Currier then requested Capt. Bowie of the Hawthornes to take command, and we started, forty-five in all, the Hawthornes with bugle and colors leading the way. The roads were muddy, so the run to Nahant was a little slow. On Ocean avenue, Swampscott, where we went by fours, the line looked exceedingly well. Arriving at the Relay House, Nahant, about noon, wheels were stacked, and dinner served. After dinner the officers held a business meeting, at which a committee was appointed to arrange for a meet in Marblehead about the middle of September. The constitution and rules were ordered printed, and are to be distributed among the members. Designs for a badge are to be procured and badges furnished as soon as possible at a reasonable figure. The treasurer reported eighty-eight names on the roll, with a near prospect of a rapid increase, and cash in the treasury amounting to \$29.50. At 2.45 the bugle sounded to saddle, and as the Lawrence boys had a train to catch, the return trip was made in quick time, but good order; the editor of the crowd acted as rear-guard to prevent straggling, and he will do it if it takes all his time to keep in the rear.

And so the first run of the L. E. C. W. ended, and it can be counted a success, socially and financially. Capt. Bowie filled the bill in his position as commander. The Hawthornes were, as always, careful for the comfort of the visitors, and Executive Shirley and the rest of the Marblehead boys. I have to especially thank for the many courtesies I received at their hands while in their quaint old town. "869."

HAVERHILL, MASS.

Cycling Memos.

FACETIOUS youngster to party of bicyclers passing along: "Why don't you keep step?"

THE *Cyclist* has been calling attention, lately, to the practice in certain localities of offering money or plate, at option of winner, as prizes in events advertised for amateurs.

THIS opens the interesting question whether the losers would be amateurs if plate is chosen, and professionals if the money were taken.

At all events, it is clear that the practice is questionable, and I trust it will not find supporters in this country.

THERE seems to be no limit to the speed of bicycles under favorable circumstances. Not only has Cortis done twenty miles within an hour, but one hundred and ninety-three and a half miles of road has been traversed in the short time of 18h. 55m. by W. F. Sutton of the London Scottish Bicycle Club.

THE same gentlemen will attempt to do two hundred and thirty miles in twenty-four hours. Such travelling as this should forever silence the "croakers" one meets with occasionally, who still doubt the practicality of the bicycle.

AND, as I remarked last week, the tricycle is coming in for its share of the honors, — one hundred miles frequently being covered in a day.

W. V. BURT of the Boston Bicycle Club has, I understand, ordered a Coventry Rotary No. 1, of Rudge & Co.

THIS tricycle is well spoken of, and has an excellent reputation as a path machine. It is a single driver, makes only two tracks, and is narrow enough to pass through an ordinary doorway.

THE cranks are after bicycle pattern, and it has central chain driving. On the whole, a good-looking machine.

THE Coventry Rotary No. 2 is also an excellent machine, and differs from No. 1 only in its method of propulsion, which is by a double-cranked pedal shaft, and side chain driving; not so speedy as No. 1.

CORTIS not only got married the day after his great twenty-mile ride, but spent his honeymoon on a sociable tri.

THERE is a perfect galaxy in Washington, where the rough and worn asphalt makes the liability to headers on the ordinary bicycle particularly great.

By the way, the makers of the American Star should turn their attention to the manufacture of three-wheelers, as the cost of imported machines is a great drawback to their adoption.

IF they can make the Star, which is more complicated than the ordinary bicycle, for \$80, they should be able to give the American public a tricycle at a moderate price.

FIFTY cents on the Boston and Albany Railroad to carry a bicycle less than five miles is an imposition, and this matter of bicycle transportation should receive the attention of chief consuls and representatives of the States. This is just what they ought to attend to if they carry out the purposes for which they were elected.

ONE DOLLAR AND TWENTY-FIVE CENTS for a supper at the Massachusetts House at Lexington is what the Newton Club had to pay. This is too much even for such a good house. The L. A. W. should look to this. LONDON W.

A Bicycle Thief caught.

ON Friday, 11 August, a man named F. A. Richardson, *alias* William Patterson, called at the bicycle repair shop of Harry D. Hedger, corner Piedmont and Church streets, Boston, and stated that he was going to New York in a few days and desired to sell his bicycle before starting. He was told to bring it in, and departed; but early on the following Monday morning reappeared with a Columbia machine in fair condition which

he offered to sell for \$50, and after some haggling finally accepted \$30 and left. Mr. Hedger, receiving a fair offer, sold the machine the same day; but subsequently seeing an advertisement of a bicycle stolen which answered the description of the one in his possession, sent for the advertiser, Mr. H. A. Pope of Dorchester, who came, identified it as his, and took it away, allowing Mr. Hedger \$10. The latter was now \$20 out, but the police department was notified, and a warrant was issued for the arrest of Richardson, who was everywhere searched for. A few days later Richardson came in again, this time bringing a Harvard with him, which he said he had purchased with a Yale, but intended to keep the latter. Mr. Hedger was absent, but momentarily expected, and his assistant, Mr. Hewitt, suspected but was not certain that this was the man they were after, so kept him talking until Hedger came in, who at once recognized his man. He, however, bargained for the machine, but pretending not to have the money with him, went out for the ostensible purpose of procuring it, leaving Mr. Hewitt to keep his man easy. Of course he soon returned with officers, and Richardson was taken in custody. Hedger then advertised the machine, which was taken in charge by the police, and Mr. Thomas Jones of Corey Hill responded and proved the property his, and it was subsequently delivered to him. Richardson was arraigned last week Wednesday on account of the first theft, was convicted, and on Friday last was sentenced to two years. A warrant is out for his arrest for stealing Jones's bicycle also. As a matter of note, we would state that Richardson cannot ride a bicycle, and was obliged to trail the machines all the way from Dorchester and Brookline, respectively. When he first appeared at Hedger's to negotiate for Pope's machine, he had not got it, but stole it the following Sunday night. Mr. Hedger, besides the trouble and annoyance of the affair, spent some money in advertising Mr. Jones's machine, and we understand the latter gentleman has neglected to either reimburse or thank him for its restoration.

"PAPA WESTON" of Boston, U. S. A., having survived the hospitalities of Harrogate, called in at this office just as we were going to press. His numerous friends on the other side of the "herrin' pond" will be glad to know that he has entirely regained the health and vigor of former days, and that he presents as hearty and sunburned an appearance as they could wish to see. His response to our greeting of welcome, to the effect that he was "as well as could be expected" after reading the copy of the *BICYCLING WORLD* which contained the account of his departure from Boston, doubtless contains more of meaning than a superficial listener could comprehend. Mr. Weston will probably remain in Coventry several weeks before mounting his wheel for London. — *Cyclist*.

L. A. W.

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

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

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

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

APPLICATIONS.

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

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

BROOKLYN BI. CLUB.—Additional: E. Annan, Jr., 201 Cumberland street, Brooklyn, N. Y.

BOSTON RAMBLERS.—Additional: H. L. Field, 42 Summer street, Boston, Mass.; A. L. Flocken, 27 Concord street, Boston, Mass.

RUTLAND BI. CLUB.—Additional: Fred. G. Tuttle, Rutland, Vermont.

CHAMPION CITY BI. CLUB.—Additional: H. H. Goodfellow, 22 East Main street, Springfield, Ohio; Ralph H. Thomson, 22 East Main street, Springfield, Ohio.

DETROIT BI. CLUB.—Additional: Chas. E. Dudley, 148 Lafayette avenue, Detroit, Mich.

UNATTACHED.—Fred. E. Barrows, 7 Webster street, Worcester, Mass.; Omar W. Wittemore, Arlington, Mass.; Frank Buhl, Danville, Vermilion County, Ohio; R. T. Peckham, 159 Park avenue, Utica, N. Y.

CURRENTE CALAMO

NEW-ENGLANDERS, all aboard for Worcester!

THE Cunningham Company have just got in a lot of new Yales.

FRANK W. WESTON is 'aving a galorous time hat 'ome hin the hold country, we are informed.

PROF. BROWNE of Boston University, now touring in Europe, will do some of his journey on the bicycle.

SECRETARY L. M. BEEBE, of the Charleston (S. C.) Bicycle Club, intends being present at the Springfield tournament.

MR. C. H. LAMSON will have a supply of gold League badges in various styles of make-up on exhibition and sale at the Worcester meet next Tuesday.

SEVERAL members of the Chelsea Bicycle Club took an extended run into the suburbs last Wednesday evening, under the auspices of a glorious moon.

CLAFLIN, of the Newton and Massachusetts Clubs, sprained his wrist a few days ago, but will make his appearance in the Worcester events, nevertheless.

TRAINS leave Boston for Worcester by the Boston and Albany Railroad at 8.30 and 11 A.M. on Tuesday, 5 September.

HENRY C. FINKLER of the San Francisco Bicycle Club, while spurring with a buggy in the park recently, was thrown by his wheel striking loose ground and received some severe bruises.

WILLIAM B. EVERETT of the Boston Bicycle Club succeeded recently in rescuing from drowning a woman and two children who had slipped from the rocks into the water at Wells Beach.

CAPT. SCATTERGOOD, of the Albany Bicycle Club, is spending a few days in this vicinity. His family is summering at Harvard, about thirty-five miles from Boston, and he has wheeled to and fro several times.

THE "Bi. girls" who have been away visiting have all returned home save one, and are welcomed home by the Bi. boys. — *Springfield* (Ohio) *News*. Consequently the Bi. boys are done saying, "By Bi. girls."

THE price of suspenders for holding up stockings has gone up, while the monkey wrench still holds its price at seventy-five cents. — *Springfield* (Ohio) *News*. Now, how do you apply the monkey wrench for the purpose?

MESSRS. CHAS. E. PRATT of the Boston Club, Chas. A. Hazlett of the Rockingham Club, and Winfield S. Slocum of the Massachusetts Club, have been wheeling along the North Shore in company during the recent fine weather.

AT the Saturday afternoon run of the Chicago Bicycle Club, 19 August, eighteen riders appeared in line. The objective points were Garfield and Humboldt parks, supper being taken at the latter, and the return made by hub light.

LOUIS S. BARNARD, a Boston match boy, recently rode a bicycle from this city to Providence, about fifty miles, in the very good time of about six and a half hours, and owing to the drouth much of the road was in wretched condition.

SAN FRANCISCO Bicycle Club men have been accorded partial riding privileges in Golden Gate Park, under limitations and at certain hours. This will do for a beginning, but the time must come when their full rights will be conceded.

THE two bicycle parts in which improvements are most needed at the present time are the saddle and the saddle spring. Very little has been accomplished in these directions yet, as compared with other points of bicycle construction.

SECRETARY HILL, of the Worcester Bicycle Club, informs us that special rate tickets and ample accommodations for wheels will be furnished by the Boston

and Albany Railroad on the occasion of the grand meet at Worcester next Tuesday, 5 September.

HILLMAN, HERBERT & COOPER, the prominent English manufacturers, whose machine, the Premier, is such a favorite with many old riders in this country, makes an announcement on our second page to which the attention of our readers is particularly directed.

CAPT. JOHN R. HEARD of the Roxbury Bicycle Club, being unable to spare time for a vacation from business, wisely concluded to do the next best thing, so married a charming young lady on the evening of Tuesday, the 22d inst., and now has no wish to go away from home.

WE are glad to see that that excellent literary monthly, the *Brooklyn Advance*, has taken up the advocacy of bicycling. It not only indicates the wisdom of its managers, but evinces the general and growing recognition of the wheel as a factor in healthful physical development and recreation.

D. BOLTON, the English professional rider who was severely injured while dismounting, by his clothes catching in the machine and causing the handle bar to strike his stomach, has since died from the effects of the blow. This should be a warning to riders to be careful about wearing any loose garment liable to get entangled in the machine.

THE Newtons took a spin to Lexington Saturday evening to supper, and returned by moonlight. The party comprised eight wheels, but four of them belonged to a buggy. They were charged \$1.25 per plate for supper at the Massachusetts House in Lexington, but "Carver" says perhaps it was because Freelon flirted with the pretty waiter girl.

MR. E. A. HEMMENWAY, an unattached rider from Dorchester, on Saturday last made the run from Dorchester to Newburyport and return; distance, 103 $\frac{1}{8}$ miles. Mr. Hemmenway left home at 4 A.M., and breakfasted at Salem, dined at Newburyport, and arrived in Dorchester at 9.25 P.M. Mr. Hemmenway ought to join one of our local clubs.

CHARLES A. BOOTH, who will be remembered by the old riders in this vicinity as a bicycling professional and instructor, was at last accounts engaged in projecting and organizing bicycling races and tournaments in Australia, and at Melbourne some events under his management have raised a question involving the amateur status of several riders there.

FRED. B. CARPENTER, the popular captain of the Crescent Bicycle Club of this city, met with a severe accident at Concord, Mass., on Monday of last week. He was thrown from his machine, the backbone of which whirling over struck him on the head, cutting quite a gash and making him insensible for a time. He also sprained his knee, and will be laid up for a week or so yet.

MR. FRANK G. EATON, the genial member of the Germantown Club who rode from Philadelphia to Boston last season, is now spending a few weeks' vacation at his former home at Newton Lower Falls.

WE notice that a match boy has been doing good work on a bicycle. Our Busy Man said a match boy ought to make a good "scratch" man. We assented, and added that he would go like the — Lucifer on one of our "sand-papery" roads, and make it hot work for any competitors. But ought not his machine to be the "Matchless"? and where would he be likely to find his match?

MESSRS. E. E. GAGE and A. H. RICHARDSON, wheelmen of Hyde Park, Mass., on 14 August wheeled from that town to York, Me., — about eighty miles. They took the most direct but hardest route — the turnpike — as far as Newburyport, and found it hilly and rough, of course. They returned last week by another route, partly, and notwithstanding the roads, express themselves as highly enjoying the trip both ways.

A YOUNG bicyclist named Benjamin Nason, residing in Salem, while riding through Manchester in this State on Friday, 18 August, with a party, struck against a lamp-post when turning a street corner and was thrown from his machine, receiving a bad cut on the thigh, besides other injuries which will incapacitate him from riding for several days. The lamp was broken from the shock of the collision, which would seem to indicate that he was going at pretty high speed.

LONG-DISTANCE riding appears to be having quite a boom in England. The captain of the North Warwickshire Club recently rode seventy-six miles in six and three quarters hours without a dismount, and the honorary secretary of the same club rode one hundred and fifty-eight miles in seventeen and one half hours; five members of the Belsize Club rode one hundred and fifty miles in twenty-one hours, or thirteen and a half hours actual riding time.

CAPT. J. G. BUTLER of Watertown Arsenal recently rode to Portsmouth, N. H., accompanied by his twelve-year-old son, who was mounted on an old-style light 40-inch Excelsior with cone bearings. The journey consumed three days, including some time spent at Rye Beach. The ride is more noteworthy from the fact that the lad has only been mounted a short time on a regular machine, his practice previously having been confined to a small wooden bicycle last season.

AMERICAN STAR stock among bicyclers appears to be looking up. We hear many favorable reports of it lately, from parties who have used it long enough to fairly test its capabilities. We imagine that much of the prejudice against it entertained by old bicyclers who have experimented with it arises from the fact that they do not stick to it long

enough to accustom their muscles to the unusual motion and method of propulsion as compared with the crank machine.

THE Boston Ramblers will send ten or a dozen men to the Worcester meet, and the Newton Club will furnish about the same number. The Boston Club expects to muster from fifteen to twenty riders for the run to Northboro' Monday afternoon, on the way to the meet. The Chelsea Club will probably send half a dozen riders, and the Crescents of Boston will also be represented, and it is probable that the Massachusetts and other local and suburban clubs will send generous delegations.

MR. EVERETT of the Bostons, with a party of three unattached riders, Messrs. Souther, Westcott, and Page, took a three-days' run down the North Shore, taking in the watering-places along shore. The first day, stops were made at Swampscott, Marblehead, Salem, Beverly, Manchester to Gloucester (for the night); Pigeon Cove, Annisquam, Ipswich, Rowley to Newburyport for the next day; Boar's Head, Rye Beach, to Portsmouth for the third day. Mr. Everett left the others at Portsmouth, who made trips from there to York Beach, Epping, and other places, returning from Newburyport to Dorchester on wheel on Wednesday, 175 miles for the four days.

FROM a private letter from Mr. Fred. S. Pratt of Worcester, chief consul elect for Massachusetts, we take the following: "I should have much preferred to let some one else assume the responsibilities of chief consul's office. There are plenty of wheelmen in the State who have the requisite leisure to devote to it, and far greater ability. I felt perfectly safe after declining to be a candidate, and have had hardly time to recover from my surprise at the result of the ballot. I doubt if I shall be able to resist the urgent appeals I have had to reconsider my action, however. They are made in such a kindly spirit, and accompanied with such promises of hearty support and assistance, that it would seem ungracious to refuse an effort, at least, to serve. I shall probably call an informal meeting of the State officers at Worcester, 5 September, some time during the day."

NOTES, QUERIES, ETC.

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

To Correspondents.

W. C. M., OVID, MICH. — "King of the Road," to be procured of any importing dealer.

Editor *Bicycling World*. — The writer wishes to know the capabilities of the Marine Bicycle: 1st, for speed for the following distances: 1-4 mile, 1 mile, 5 miles, 25 miles; 2d, the greatest velocity of the wind against which the machine can be practically driven. F. M. G. CHELSEA, 24 August, 1882.

BOOKS AND PAGES

THE WHEELMAN. — Just before going to press we received a publishers' circular and advance sheets of the forthcoming monthly bicycling magazine, the *Wheelman*. Hitherto we have seen nothing in relation

to its existence except occasional allusions to it in some of our Western exchanges, and the circular to dealers on which we have editorially commented in this issue. From the prospectus and advance pages now before us, however, we can form some idea of the scope and quality of the periodical, and welcome it, not as a competitor, but as a valuable accession to wheel literature, abroad as well as in America. The specimen pages contain Mr. C. E. Pratt's entertaining article, "A Wheel around the Hub," which was published in *Scribner's* several years ago, with all its excellent illustrations; and if its typographical standard is to be maintained, as indicated, it may well take rank, as it claims, with our leading magazines. It announces a good list of contributors, among which are some with whose writings the readers of the *Bicycling World* are already familiar. In short, it will, without question, become an interesting and valuable literary compendium of bicycling, although we cannot altogether indorse Vice-president Parsons's assertion, in commending it, that "The need of something much more likely to preserve in permanent form and convenient shape accounts of news, tours, events, and general bicycle chronicles than the weekly publications has been felt for some time." Notwithstanding we recognize its birth as a direct result of the unpleasantness existing between the *World* and the monopoly, whose *protege* it undoubtedly is, and whose material support it will receive according to its fidelity to its patron's interests, we still cordially commend it as it now appears, and decline to consider it a rival or competitor in our own field, but rather as a coadjutor in the general interests of bicycling, and more particularly as its literary exponent. It is to be published in Boston, and its editors are announced as S. S. McClure and J. S. Phillips.

ST. NICHOLAS for September is received, and is full and varied in its list of contents, several stories and poems being unusually entertaining, some of the best of which are "The Doll that could n't spell her Name," "The Cockatoos," "Jiro, a Japanese Boy," "The Story of the Arbalist," "The Marlboro' Sands," etc. "Our Largest Friends" is an interesting account of the elephant. Mrs. Clement's "Art and Artists" gives sketches of Brunelleschi, Ghiberti, Donatello, and Cellini; Balder, the god of summer, is described in "Stories from the Northern Myths"; and Mrs. Dodge's serial, "Donald and Dorothy," the conclusion of which is promised next month, grows more interesting as it nears the end. The departments, "Jack-in-the-Pulpit," the "Letter Box," and the "Riddle Box," are all as usual of good things.

FOR SALE OR EXCHANGE

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

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

FOR SALE. — A 52-inch Standard Columbia; half nickelled; in good condition; will sell for \$75 cash. Address H. L. BEACH, Plainville, Conn.

WANTED. — Tricycle. A second-hand tricycle in good condition. Send full description and lowest cash price to GUMP BROTHERS, Dayton, Ohio.

FOR SALE. — A 54-inch Yale Light Roadster; full-nickelled; in good order. H. C. D., Post-office Box 3504, New York.

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BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

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WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

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

W. W. STALL.—Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

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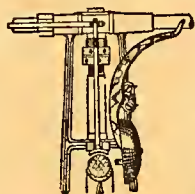
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TRICYCLING JOURNAL.—Weekly. Edited by **Charles Cordingley**, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges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

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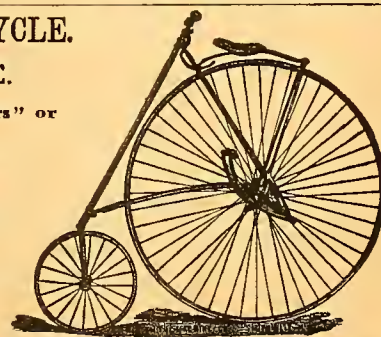
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