

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, 17 MARCH, 1882.

AMATEUR RACING.

THE English Amateur Athletic Association last month adopted a rule, which reads as follows: "That on and after 1 January, 1883, all amateurs wilfully competing at sports not held under rules approved of by the A. A. A., shall be declared ineligible to compete at meetings held under Association rules." Transatlantic wheelmen appear to be very much exercised (mentally) over this action, from which we infer that their sporting interests are largely identified with those of the Amateur Athletic Association, and the 'cycling press urges earnest and united action on the part of the Bicycle Union and bicyclers generally to endeavor to obtain its repeal. It will be remembered that a similar organization in this country, with five initials, passed

a similar rule last year, which barred out of their contests some of our best known riders and mildly frightened a few of them; but really, we cannot see what wheelmen have to do, nor why they should wish to have anything in common with general athletics, which in this country at least, are usually controlled by and participated in by a lower stratum of humanity than the bicycling fraternity. Bicycling is as distinct and abstract a sport as yachting or billiards, and is destined to occupy as important a position in public estimation and interest as do the sports of the turf and aquatics; and its devotees can afford to be equally independent. Therefore, when the N. A. A. A. gets up on its hind legs to promulgate any such arrogant bull as that of last year, it reminds us of the frog and the ox in the fable. Instead of our wheelmen feeling aggrieved at the rule of exclusion, they ought to laugh at it, or at least feel indifferent; for they can win no enviable credit by participating in public games with the class of men who go to make up the average athletes. The League of American Wheelmen and regularly organized League wheel clubs should take charge of all bicycling events, establish all amateur championships, and make all records, recognizing no other races as amateur, and no times made under other auspices as records. When athletic associations, agricultural fairs, and other outside institutions desire bicyclers to enter their games, they should be required to first obtain official authority from the League or its officers, and wheelmen competing without such authority should be classed as professionals. Neither track, judges, nor rules are reliable when under the control of non-bicyclers. We sincerely trust that among other matters for consideration at the Annual Meet, this will take a prominent place, and that definite independent ground will be assumed by bicyclers in the matter.

AFTER a week of riding, things bicyclic appear in more roseate hues than they did a month ago, when, after an inactive winter, our feelings were more or less dyspeptic. A call on the printer who is working on the League hotel certificates and instructions to consuls revealed the fact that the consular committee are busily engaged in carrying out plans which seem to meet the demands of the League members, in respect to the

various matters relating to consuls, etc. The route slips, of which we have seen proofs, will be circulated among the consuls, and when filled in and returned by them, will furnish material for a most excellent road book.

* * *

THE want of an accurate road book has been felt by tourists, and this step to secure one will no doubt answer the question so often put by the unbelievers, as to the benefit of the League. These slips, which are divided into suitable spaces to be filled in, will give our road-record makers an opportunity to show the practical utility of keeping a log and testing the accuracy of their distances, besides benefiting their brother wheelmen. A familiarity with the character of the roads is conducive to touring, and some means of obtaining reliable information thereof will be appreciated by all riders who hesitate about venturing on new country. A good deal of pioneer work must be done, and the consuls are the ones to do it.

* * *

WHEN once the desire for reform sets in, it is apt to sweep all before it, oftentimes carrying with its progressive stream the good as well as the bad. We trust that the revision of the League, which now seems inevitable, will not be so radical as to completely upset what little foundation has been laid, nor place the work in entirely new hands, who will not understand so well the needs of such an organization as those who have followed its course from its inception. We recently had an opportunity of glancing at a new constitution proposed for the League, drawn up by Director Smillie, of New Jersey. In many respects it is superior to the one now in force, but like the latter, did not seem to be quite concise nor forcible enough. However, it forms a good basis to work on, and will no doubt be brought to the formal attention of the officers at their next meeting.

* * *

THE spirit of amalgamation seems to have reached fever heat among our English cousins, who, not content with joining together the Bicycle Union and the Touring Association, now advocate the amalgamation of the present Bicycle Union with the Bicycle Touring Club. Whatever other mistakes the framers of the League constitution made, that of a limited association was not one of them, as the League purposed from the first to combine in one what in England, until

recently, was only obtained by three associations. If the Touring Association, the Bicycle Union, and Bicycle Touring Club should be united, they will form an organization with the same objects as our own much-criticised League.

* * *

A REVIEW of the Stanley show would no doubt be of some interest to our readers; but as our information depends entirely on reports in the English bicycling press, we cannot give an intelligent description of it. The fact that over 80,000 people visited the exhibit is alone sufficient to prove its success. Every conceivable make of bicycle and tricycle was shown, affording riders a glorious opportunity to choose the machine which best suited them. The greatest change over former exhibitions was in the increased number of tricycles and the improvements made in them. The Boston Club will on Fast Day endeavor to emulate the example of the Stanley Club, and will give an exhibition of all the principle makes of bicycles and tricycles in use in this country. In this endeavor to really be of some use to the riding public, they should receive the hearty support of every rider.

ALMOST any afternoon, now, visitors to the Institute Fair building race-track and riding school may see such fast riding as to make one's head swim. The interest in the approaching Fast Day tournament, under the auspices of the Boston Bicycle Club, is increasing with the increased speed of the wheelmen who are practising for the competitions. Among these may be seen Underwood of the Roxbury Club, who pressed Frye so closely in the 28 January race, and who has during the past three weeks many times made his mile figure below the record, and it is said that once he docked one and a half seconds off of three minutes. Another coming man, and something of a phenomenon, is P. R. Ahl of this city, a young man full as slender and nearly as tall as Dean of the Bostons, who is a constant surprise to Prince himself. Dean, also, is becoming pretty constant in practice, and is rapidly wearing off the winter rust from his sinews, and gives promise of doing the Boston Club credit on the occasion. Champion Frye has been too busy to practise much as yet, but is watching his possible rivals with interest, and evidently does not intend to allow them to snatch his laurels without a struggle. Claffin, of the Massachusetts Club, a son of one of the Commonwealth's best governors, who held his handicap so pluckily in the five-mile scrub of the 22d of February that in the three miles before his unfortunate fall, Corey had not lessened the space between them, is also preparing and has ordered a Rudge Racer from England, and intends to make an effort for his club. Corey, of the Meteors, has purchased of the Cunningham Company the 53-inch Yale which was imported for Prince in

his race with Keen, but which was not ridden by the former, it not proving the right size. Corey has in mind Capt. Faulkner of the Stars, and intimates that he would like to meet that gentleman at an earlier date than some time "next summer," as the latter suggested recently in the WORLD. Meantime, Corey is ready for any little game that may offer at any time during the season. Coleman, of East Boston, is also getting into condition for the Fast Day races, and will very likely be willing to join both Corey and Claffin from scratch. Prince has several bicyclennes in training at the riding school, one of whom he expects to pit against Rollinson's pupil, Mlle. Armaindo. As to himself, Prince is taking a regular ten-mile spin on the track daily, in anticipation of the great match between Rollinson and him for the championship of America and a purse, which event is expected to come off on the same occasion; but that will depend on Rollinson's movements. It is confidently believed that every American record of the distances run at this race meeting will be broken, and some of them very badly so. It is well worth a visit to the Institute rink to see the practice.

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.]

April 13. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

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

ALBANY BI. CLUB. — The Albany Bicycle Club enters upon its third year with good prospects and plenty of enthusiasm. We have a riding-room with electric light, which we flatter ourselves is as good as any in Boston, and the stranger who drops in of an evening will see all varieties of 'cycler: the "Timid Toddler," the "Wary Wobbler," the "Go-it-Graceful" and a limited number of the "Fancy Few." Here too may be seen the "Club Masher," with his mustache fiercely curled *à la brigand*, circling proudly on his new nickelled Challenge, and the "Club Inventor," with knitted brow developing his patent duplex invincible non-slipping saddle, ingeniously

covered with leather stuck full of tacks, with the points up, and which he is ready to guarantee will keep the rider from slipping. This gentleman's bicycle may be known by its being hung all over with patent attachments so that it looks like a pedler's wagon. The opposition to the bicycle upon the roads has nearly subsided, owing to the care exercised by riders, and there has not been a single accident. The roads are fair, and the Park Commissioners allow us the use of certain paths. When the New York case is decided, we hope to successfully assert our right to the park drives.

Nearly all the older riders have worn out their Columbias, and ordered English machines a size larger than the old ones. Among the bicycles here or ordered are a British Challenge, a Matchless, a Special Club, a D. H. F. Premier, and an Expert Columbia, so we shall have a chance to compare the different makes. There is a tendency here to practical road riding, and little interest has been shown in racing. Our oldest member has ridden to and from his business almost daily for more than a year. The largest machines are a Harvard and a Matchless 56. By the way, the undersigned never saw a 56 that was half stiff enough in the forks to suit him, and fears he never shall. The continual twist on the road is the secret of the wear of front bearings. Why don't some one try round hollow forks, not like the Stanley, but very large at the head and tapering? Well made, they would be handsome and very stiff. "SEC."

ALBANY, N. Y., 1 March, 1882.

CAPITAL BI. CLUB. — *Editor Bicycling World*: — In your issue of 24 February appeared an article contributed by a Washingtonian, under the *nom de plume* of "Justinian," in which are several erroneous statements regarding the wishes of the Capital Bicycle Club, in connection with the Annual Meet of the L. A. W. The executive committee of the Capital Club request me to state that no one is invested with authority to speak for the club on this or any other subject excepting his communication be contributed through the secretary. The Capital Bicycle Club having no connection with the L. A. W., in would be out of place in their urging that the Meet be held in Washington, and it would be manifestly more improper on their part to attempt an advancement of the interests of any other city. We regard all bicyclers as "brother wheelmen," whether members of the L. A. W. or unattached; and as such they will always receive a cordial reception, and an untiring effort on our part to render their visit a pleasant one.

S. PRESTON MOSES, JR.,

Sec. Capital Bi. Club.

WASHINGTON, D. C., 4 March, 1882.

ESSEX BI. CLUB. — The third annual meeting and dinner of the Essex Bicycle Club took place on Monday last, 6 March, at the Park House, Newark, N. J. A large number of the members

attended, and considerable business was transacted. Several amendments to the constitution were adopted for the purpose of reorganizing the club, and setting it on a more solid and permanent foundation. As now constituted, the business meetings of the club will be held quarterly instead of monthly, while the general business of the club will be conducted by an executive committee. The following officers were elected: President, E. H. Snyder; vice-president, G. F. C. Smillie; captain, E. R. Bellman; senior sub-captain, H. W. Knight; junior sub-captain, O. L. Baldwin; secretary and treasurer, Charles Knight; club counsel, W. J. Knight; executive committee, E. R. Bellman, H. W. Knight, T. O. Ball, H. A. Douglas, W. J. Knight, G. F. C. Smillie. At the termination of the meeting, the club, with the honorary members and invited guests, sat down to an excellent repast, and the evening was spent in feasting and pleasant social intercourse. CHARLES KNIGHT, Sec.,
800 Broad street, Newark, N. Y.

SOMERVILLE BI. CLUB. — A bicycle club has been formed in Somerville, Mass., with the following organization: Captain, C. W. Hemenway; sub-captain, C. H. Robinson; secretary and treasurer, A. R. Brown, Jr.; guides, Albert Allen and John Bullard.

SPRINGFIELD BI. CLUB. — The Springfield (Mass.) club at the annual meeting, 7 March, elected officers for the ensuing year, as follows: President, Henry E. Ducker; captain, Charles E. Whipple; bugler, James M. Graves; secretary and treasurer, Charles K. Ferry. The entire active membership, numbering ten, have applied for admission to the L. A. W. The club is a wide-awake one, and are preparing for a lively season of wheeling.

MONTREAL BI. CLUB. — The following are elected officers for the ensuing year: Captain, H. S. Tibbs; lieutenants, A. T. Lane, G. M. Smith, J. Muirhead, G. De Sola, J. Trotter; secretary and treasurer, J. D. Miller.

MARLBOROUGH BI. CLUB. — At the February semi-annual meeting, the following were elected officers for the ensuing term: Captain, A. P. Curtis; lieutenant, Lemuel Hitchcock; bugler, George E. Frye; secretary, Charles Curtis.

BROCKTON BI. CLUB. — The following have been elected officers for the ensuing term: President, W. H. Bryant; captain, F. H. Johnson; first and second lieutenants, respectively, W. B. Swett, Charles A. Swazey; secretary and treasurer, E. M. Thompson; club committee, president, captain, secretary, E. P. Churchill, and F. B. Howard.

BUCKEYE BI. CLUB. — At the annual meeting, the following were elected officers for the ensuing year: President, W. H. Miller; captain, H. B. Hutchinson; lieutenant, W. T. Eldridge;

bugler, W. R. Kinnear; secretary, C. J. Krag. The club has adopted a new uniform, consisting of gray coat, cadet cut, gray knee-breeches, stockings, and hat.

J. F. HASELTINE has been elected first lieutenant of the Crescent Bicycle Club, to fill the vacancy caused by the death of Lieut. R. C. Goodwin.

WALTHAM BI. CLUB. — Tuesday, 7 March, the active members of the Waltham Bicycle Club met for practical reorganization. The following officers were elected for first half of year: President, Wm. Shakespeare; captain, A. F. Rivard; first lieutenant, W. H. Smith; second lieutenant, F. W. Derbyshire; secretary, Chas. E. Mulloy; treasurer, Chas. C. Hardy; directors, M. L. Childs (chairman), W. H. Smith, L. R. S. Staples. Considerable business was suggested and laid over till next meeting. It is rumored that a tournament will be given in September under the auspices of the club, of which more hereafter.

W. W. STALL,
Secretary pro tem.

THE Troy bicycle club have located permanently at 269 River street, third floor, and are now in a flourishing condition. The list of membership is steadily on the increase. The club contemplates a three-hour tournament at the Albany fair grounds in April. The prize will be a gold badge and the club championship. The annual meeting for the election of officers will be held 1 April. Fred. P. Edmans, Columbia Bicycle agent, has charge of the rink in connection with the club headquarters, and it is well patronized.

THE Marblehead Bicycle Club has adopted the following uniform: Green corduroy breeches; light olive-green shirt, laced with green cord; green stockings; green corduroy polo cap with monogram of the club on the front. The club colors are crimson and silver. The entire membership has joined the League.

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, or by reason of gratuitous advertising or objectionable phraseology.]

The League.

Editor Bicycling World: — In what I ventured to say in a former number of the WORLD (No. 5, Vol. 4), I did not intend to claim that the League was perfect, or that its officers were not legitimate subjects for criticism by wheelmen; but it did seem to me that a large part of the fault found with it was based upon most unreasonable expectations of benefits to be derived from so small an outlay, and from an organization so new and novel. Furthermore, have the few who find fault done their share? Have they met the League half-way? Have they put themselves in the way of receiving its

benefits? Has "Cyclos," for instance, as sort of "boss critic," got himself, or some other good man appointed consul of his city? Has he, when touring, called upon consuls in such places as he visited, or is he one of those of whom Consul Dean so justly complains, who "visit town after town without ever thinking of the consuls"? Has his voice been heard in the meetings of the League? Has he ever ridden over any road where his rights were disputed, and asked the League for aid?

Judging from his spicy letter in the WORLD of 3 February, 1882, he is a Mason. If he sat quietly down at home, and made no effort to receive the benefits of Masonry, might he not well claim that he saw no advantages in that organization? "*Seek and ye shall find!*" and my word for it, if "Cyclos" will attend the next meeting of the League, he will be so delighted with the good-fellowship and fraternal feeling developed there, that he will become one of the most enthusiastic members of the L. A. W., and will think that even annual parades are much more than simply "well enough in their way." His admirable contributions to bicycling literature show him to be a most valuable member of the League: "so are they all, all honorable men," — these critics of the League, — but too impatient in their zeal to wait for it to grow to perfection.

Briefly to answer "Cyclos's" review of my "plea," as he calls it, I beg to say, — *First:* That I am *not* a lawyer, and that the views I tried to express were those of common-sense. It still seems to me absurd to think that a League member could, for instance, having neglected his League badge, send it back all black and tarnished, get his two dollars, and then, whenever it suited him, send on again and get a new badge. *Second:* That I am not a Mason, and that I only used Masonry as an illustration, and suggested that those bicyclers who look upon the League as *simply* a sort of insurance company or charitable institution, were like those people who think that Masonry is mainly valuable to a man as an aid in borrowing money or getting trade.

Third: That when I said that *this sort* of bicycler expected to have the League take up "all" his quarrels and lawsuits, I did not intend "to confuse the jury," but I meant all *bicycling quarrels*, etc. *Fourth:* That I do not understand that the League intended to print an Encyclopædia of Bicycling when it issued its "Hand-Book," and consequently it did not fill a volume with decisions of the courts as to highways, etc.; but that League members can very properly call upon the corresponding secretary for such, whenever they are needed. *Fifth:* That neither did it propose to print a Gazetteer of America; and so for information as to roads, hotels, etc., the members must look to the proper consuls. *Sixth:* That when "Cyclos" says that the L. A. W. "has done little or nothing to promote the general interest of bicy-

cling," that it "has *refused* to defend and protect the rights of wheelmen," and that it "has not facilitated touring," he speaks without sufficient knowledge. "Not as he knows of," perhaps, but hundreds of bicyclers know that it *has* done very *much* in all these directions. *Seventh*: That whether "time, money, and brains" are "wasted" and "squandered" in getting up "races, championships, and annual parades," is a matter of opinion; and I strongly suspect that a vote of the League members would, by a large majority, favor all those as among the most effectual means of "promoting the general interests of bicycling," however much "Cyclos" — and myself might differ from that.

It is a pleasure to read "Cyclos's" letter, whether one agrees with him or not, and we shall have no quarrel, *certainly* not on the *racing* question. I consider that one of the dangers which threaten the future of bicycling is an undue prominence given to racing. Heaven forbid that our favorite sport should ever fall so low in public estimation as has pedestrianism, horse-racing, and — I might almost say — boating. But I recognize the fact that to many wheelmen these trials of skill and endurance have a powerful fascination, and I think that to bicycle races at county fairs, etc., is largely due the rapid spread of interest in the wheel; and while races can be wisely managed and kept free from the abuses of such sports, I feel disposed to "give the boys a chance," and to favor amateur races under club or League control. That *too much* of the League's time and money is not given to races, it is for "Cyclos" and those who agree with him to see to; and hoping to see him at the League meeting (*in Chicago*) next May, taking an active part and being elected to an important office, I close.

A. S. PARSONS.

Newburyport Wheel Melange.

Editor Bicycling World: — I hardly know whether to envy or to pity those riders who boast of enjoying a run out of doors every day in the year, but I do envy the wheelman who has the facilities to take a run on a good road in early spring. This week, if possible, I am to mount my 52-inch Columbia for the first time since last November, for a short run; and a short one I am afraid it will be, considering the roads. I am feeling so well over it, however, that if poetically inclined, I would join the long list of poets and enthuse in an "Ode to Beautiful Spring," at the risk of rendering myself liable to damage by the hands of an exasperated editor. But I shall not enthuse. . . The last ride taken by any one in this city was in December, during the remarkably mild and pleasant weather of that month. The wheelman was our 48-inch man, who, I am sorry to say, has left the city for employment in Charlestown. His face will be sadly missed in our runs the coming summer. All the boys are resurrect-

ing their machines, brightening and oiling them up, and as soon as the weather and roads permit, will take their first spin of the year. . . . Our riding-hall project has "gone where the woodbine twineth." Cause: lack of interest on the part of some, and the departure of the wheelman before alluded to, one of the most enthusiastic in the idea. . . . Wheelmen in general who have visited Newburyport and sampled our roads will be pleased to learn that a new street superintendent has been appointed, his salary increased, — a very suggestive fact, — and the prospect of better roads in the future is very flattering. . . . Wheelmen who have travelled in this vicinity will remember with feelings of pleasure the mile of hard, smooth oyster-shell road, about three miles from the city proper, and will be pleased to learn that the shells have been continued this side, on Gravel Hill, rendering this long and tiresome ascent comparatively easy, and for coasting, a hill that cannot be surpassed. . . . I perused with much pleasure your catechism and primer in last week's issue. In fact, I read the whole paper with pleasure. In your catechism is a question which is a direct slap at most of the riders of this vicinity: "Why do rural New England clubs persist in calling a flapping flannel shirt and ill-fitting knee-breeches a uniform?" The answer you append is: "Do they?" How innocent! They do, as far as calling a shirt and breeches a uniform is concerned; but whether the shirt is flapping and the pants ill-fitting is the question. I have seen some ill-fitting breeches, — in fact, worn them; as probably many people of Boston thought last summer who noticed a chum and myself meandering through Haverhill street, one knee of my nether garments being entirely absent, — the effects of a bad fall at Lawrence, from which place we continued a week's trip by rail. But as to the shirts, I confidently state that all from Newburyport last season were neat and well fitting. I also wish to state that it is highly probable that the coming summer a few of us will appear in new suits which can be strictly classed as a uniform. It is also very likely that we shall have an addition of three or four to our ranks the coming season, and I shall be able in my reportorial capacity to chronicle the hairbreadth escape of many

A handle-bar-bending young man;
A spraining-his-arm young man;
A regular tumbler;
A good-natured fumbler;
A bruising-his-shins young man.

Notwithstanding the remonstrance in regard to *noms de plume*, from Mr. Brown, of Pittsburg, I shall continue to write under the pseudonyme of ELLSWORTH.

NEWBURYPORT, MASS., 6 March, 1882.

A Voice from Ohio.

Editor Bicycling World: — I just want to say a few words about that Meet business. I think the next Meet should be held in a Western city. Cincinnati has no arguments in favor of its facilities for a parade, although it has many advan-

tages as regards location. Cleveland, St. Louis, Detroit, and Louisville are all good, but Chicago *best* for such purposes as the League Meet requires. Now, I think there has been enough discussion about the question, East or West, and I rather think that the inclination is to give the West a show this year. The East, while still advancing in progress as regards the use of the wheel, has attained a standard and recognized sphere, that would be hard to retrograde, and yet comparatively slow to increase; while the West, by a little recognition and encouragement, which it needs and has asked for, will, if their request is heeded, show the East a large number of enthusiastic wheelmen at the May Meet and at those to follow, — a body of bicyclers that has arisen since May, 1882, who in themselves will constitute a power: and if I am not too sanguine, these riders (who will be League members), together with the old, sturdy Leaguers who now push their cause, will be in strength of numbers something that will make the East look around and call for the next Meet to be held home again. Then will the men in whose eyes later shines the setting sun, simply say Amen! and where *one* of them would this year go East, ten or twenty will arise and return the call which they hope to receive from their Eastern brethren this spring. In the interests of bicycling, in the advancement of its progress, and the desire to perpetually establish its recognition and general use in the United States, give the Western States a chance to exhibit what they have, and promise what they will have in their undeveloped resources, as true in bicycling as in mines and crops. I speak for myself and my brother director, Ely, of Cleveland, and I am sure we represent the State of Ohio; have been in communication with the representative wheelmen of Kentucky, Indiana, West Virginia, Michigan, and Illinois: *all* strongly urge the desirability, some say *necessity*, of holding the next League Meet in the West, and most of them advocate Chicago as the place most advantageous, all things considered. In receiving this communication please consider it as *many*, for I am constantly in receipt of letters urging me to push "our Western cause." Our club took formal action on the subject last Monday night, at the business meeting, and our cyclists are deeply interested, and much rests upon the decision. Pardon me for consuming so much space, but double it as you *read* it, placing a "Chicago" between every word. In conclusion — Chicago! Chicago!!

JOS. G. KITCHELL,
Director, Ohio, L. A. W.,
President Cin. Bicycle Club.

CINCINNATI, 8 March, 1882.

Now.

Now is the time to shake the camphor out of your uniform and get ready for active service, to bring the bike down from the garret and apply a com-

pound of emery and elbow-grease, to buy a machine, to join a club, to make up your mind that Chicago is to have the L. A. W. Meet, and to save up your pennies so that you may be able to go there and give them a good send-off, to decide whether it would not be better to subdivide the League into Eastern, Middle, Western, and Southern branches, and have a grand Meet once in three years, to get all your friends interested in 'cycling, and to make them learn how to ride in order that they may be able to enjoy the out-door wheeling which is so near at hand, to wonder why there are no first-class tricycles in this country, so that you can take your would-be mother-in-law's daughter out for a ride, etc., to wonder also why manufacturers cannot see that the best way to advance their own interests and the cause of bicycling is to give us a superior machine at a much lower price than they now demand, for you to subscribe to the bicycling journals so that you may keep posted on what is being done, for the writer to close.

CARVER.

Kate Field on Knee Breeches.

Editor Bicycling World:—Kate Field, in a late publication, says: "There is nothing whatever to be brought forward in favor of trousers, except that they serve to cover up bad legs. Men without calves, when arrayed in the broad-cloth of the period, are as pleasing as Apollos. But shall all male beauty be sacrificed to the calfses? Cannot art assist nature and supplement proportions akin to the meagre pipe-stem? Men on the stage are no better formed than those off, yet they creditably endure the ordeal of knee-breeches. Moreover, small-clothes can easily take the place of stockings, and thus overcome the objections of the lank and lean. Here let me ask why there are undeveloped legs. Do they not indicate physical degeneracy, neglect of athletic sports, by which beauty of form is attained? Might not the revival of knee-breeches lead to greater physical culture, and thereby aid in advancing the human race? To be brought face to face, or literally leg to leg, with deficiencies, is the first step toward improvement."

How heartily all true bicyclers will indorse Kate Field in her argument for knee-breeches! As an old rider, I can say that half the enjoyment of the sport comes from the attendant privilege of wearing them. How gloriously light and free a man feels when encased in a well-fitting pair, preparatory to mounting the wheel; and (boys, let me whisper it where our old friend "Madeline" cannot hear) "The sex has the same admiration for a bicyclist's plain blue, green, or gray stockings as we do for the striped variety properly filled." Sad, but true. As to the deficiencies of limit mentioned, it is well to remember that large limbs are mainly ornamental, as our best athletes are not really large-limbed, and many are positively pipe stemmed, "as it were."

Observe the difference between the calves of the ballet and those of the principal dancer who does the "funny business" on her toes. In one case the limb is beautifully modelled; but in the latter the real muscle is highly developed, and cannot be hampered with pads. On contrasting the two, popular opinion would prefer the fat or stuffed calf to the naturally developed; but the latter does the successful business after all. Observe the limbs of the champion pole-jumper, who annually carries off the U. A. C. prize: it is hardly necessary to say that from a spectator's standpoint, they appear decidedly ethereal,—but they take the cake from our fat-legged young men, and more than that, go a shelf or two higher, "just for fun."

Now, my small-legged brethren, do not despair; fashion might change, and you may be all in style some day. In any case you are safe; small legs may be stuffed, but big ones cannot be whittled down. Men with small legs are never wrongfully accused of padding. By all means let us have knee-breeches for every-day use; and in gratitude to K. F., we are sorry that she cannot join us (openly) in the enjoyment of them.

PRACTICAL.

BOSTON. 2 March, 1882

The Proper Size Again.

Editor Bicycling World:—I have been reading the interesting article by "F." in the WORLD of 17 February, on the proper size of a bicycle. While agreeing fully with "F.," I would like to hear further on the subject from practised riders in other parts of the country, who ride under different conditions than "F.": those who are in the habit of taking extended tours, and over every description of roads, and particularly from those who have ridden continuously on different sized wheels. I am surprised that a subject so little understood has not been more fully discussed, as it certainly must be one of considerable importance to most riders, and one upon which many disagree. One will tell you to use as large a wheel as you can reach for general road use. One rider (who claims to have had seven years' experience in Europe and this country) told the writer he had experimented thoroughly on different sized wheels, and advised for road work an undersized wheel with 6-inch cranks. Sturmeys says in his "Guide to Bicycling," for bad roads and general touring purposes over a hilly district, an under size should be selected, and gives as a rule—"to place both cranks downward (if detachable); to be suitable, the feet should be then in exactly the same position as when walking, with full inch heels to the boots": and advises no one to go higher than 56 inches, no matter what size can be ridden. Now "F." states that "the character of the roads should not be considered in the least" in choosing the size of wheel. A rider certainly is the more graceful and rides in better form on a full-size wheel,—one as large as he can reach with 5-

inch cranks; but is such a wheel *practical* and *best* for general use in touring over all kinds of roads? Many have been taught to believe that for comfort it is a great mistake to choose a wheel larger than the tables and measurements given in manufacturers' and importers' catalogues; yet riders are constantly throwing aside wheels each year for larger ones,—a ra'her strong indication that "F." is correct in his views. Now let us have the facts based on practical experience, thereby giving the WORLD readers more light on this important subject.

DARKNESS.

FOND DU LAC, WIS., 22 February, 1882.

A Note as to Importing.

Editor Bicycling World:—The very courteous manner in which you refer to the Pope Manufacturing Company, in an editorial in your issue for 10 March, and the generally fair and correct report there made of a casual conversation we recently had, are appreciated, and a most preclude my asking any correction. Indeed, it is not so much correction as right emphasis that I desire to suggest. We are willing to license responsible parties to import bicycles in certain large communities not yet provided with sufficient agencies; and we think New Orleans, St. Louis, and San Francisco good centres for the right parties to establish agencies in.

But we have to consider the interests of others in the business, who are our licensees, and who like us have beaten the bush, or to use another figure, have ploughed and harrowed and sown, and who are entitled to be protected from mere gleaners until they have gathered their legitimate harvest, or are in a position to gather it without harmful intrusion. It is for the interest of bicycling that *all* connected with it should succeed: wheelmen, learners, clubs, agents, makers, and importers. Now, we are willing to license a limited number of importers or makers of bicycles and tricycles, from time to time, provided these parties shall be not only "responsible," and "have a few thousands they would like to invest," as you say, but also mean to make it their business, and will come into the field in a business-like manner, and aid in developing the demand, as well as in sharing the benefit of the supply. He is a benefactor who makes two men ride the wheel where one rode before, or better, where none rode before. The sources of supply are now sufficient to meet the demand for bicycles; but the demand may be increased to an unlimited extent, and any one who will come in and substantially help to increase it will be welcomed to the business by dealers as well as by riders.

My excuse for writing you is in the fact that some young men have been misled heretofore, by comments in the BICYCLING WORLD (or said they were), into thinking that *any one* might import bicycles, if he only paid a license fee or royalty after he had done so. If one is ready to put capital and energy into the busi-

ness; to take a locality not already sufficiently appropriated; to open and maintain a riding school; to advertise and patronize and promote the interests of bicycling, he may negotiate with us for a license, and we will meet him in a liberal spirit. But we must object to squatters, intruders, dodgers, and parasites.

By the way, from the best available sources, I estimate the number of machines now in use in this country as at least 12,000 (instead of 8,000, as you do), and the number of riders, or those who occasionally ride and constant riders together, at double that number; and this does not include the large army of the cheaper and smaller bicycles.

Yours, with respect,
ALBERT A. POPE.

BOSTON, 11 March, 1882.

The Fancy Riding Contest.

BALTIMORE wheelmen turned out in force, at Foster's bicycle school, on Wednesday, 1 March, to witness the first fancy riding contest of the kind on record. The prizes were a gold and a silver medal, of handsome designs and finish. The judges were Messrs. Clymer Whyte, Director L. A. W., Harry Browne, President Baltimore Bicycle Club; and T. J. Shryock, one of the patron saints of the sport. The competitors and machines were: C. R. Evans, 50-inch Club; E. E. Williams, 48-inch Club; R. F. Foster, 50-inch Club; Arthur Harrison, 50-inch Harvard; J. Wiesenfeld, 47-inch Pacer; W. V. Sauner, 46-inch Columbia.

The chairs were arranged in horseshoe form for the spectators. Each man, as his name was called, came in at the toe, stopped, adjusted his machine and pedals, and did his mount, riding out between the ends of the shoe, and behind the spectators. Each competitor carried a number embroidered on yellow satin, on his cap. The music enlivened things greatly, and the audience watched the struggle with great interest. There were fifteen events, which we published in the *WORLD* of 27 January. When the judges called the roll, all six came out and stood in a line, and then cleared away for action. Sauner was the only man who did everything on the programme, and did it well. The first medal was awarded him. Harrison was the next in the number of successful efforts, but his style was not so easy or finished as that of Evans, who took second medal. Between Evans and Williams it was the question of the trembling of a wheel, or an awkward gesture in the saddle. The judges recalled them again and again before deciding. Evans is undoubtedly a better rider than Sauner, but owing to his nervousness, and the novelty of a first appearance in public, he did not do himself justice. He is the prettiest vaulter I ever saw, and sits his wheel like a prince. Foster and Wiesenfeld had no show, the first being too indifferent and out of practice, and the latter too clumsy. After the contest

proper was concluded, N. T. Slee, the instructor, gave some private fancy touches, going through twenty-one mounts, nineteen dismounts, and seven styles of riding, amidst great applause from the admiring spectators.

We are now arranging for a similar contest, to be held at one of our largest public halls, open to the amateurs of the world. One gentleman, who wishes his name withheld, offers fifty dollars for the first medal, and the title of champion of the United States. Dr. Turner, who is awaiting his 58 Expert, has put his name to twenty-five dollars for a second medal, and William Bouldin, Jr., of the *Frederick (Ind.) Times*, for ten dollars for a third, if twenty-five entries can be got. Washington promises eight entries, Baltimore three, and we trust to the North and West for the balance. The programme will be restricted to such evolutions as any average rider can accomplish, no private touches being allowed, every man to do the same thing, and grace of execution only to win. We hope to have it by the middle of May, and intend selecting judges from the different cities represented. The object in confining this contest to simple mounts and dismounts and handling the machine is to shut out the fear of such phenomena as Rex Smith, Burt Owings, W. M. Wright, and the late Johnny Blow. Any of this style of riders will have to come down to first principles and try conclusions on the machine at feats which enter into every day riding. Practise up, boys, — it will be the first open contest of the kind on record.

B.

BALTIMORE, MD., 6 March, 1882.

A BOSTON wheelman writes us: — "If all bicycle clubs should follow the example of the Chelsea, Boston, and Massachusetts Bicycle Clubs, and several others, in seeing that every member of their club joins the L. A. W., and that their membership is kept up each year, I believe the L. A. W. would number at least one third more next year. I find upon inquiry that most of the clubs who joined in a body the first year left it to each member to do as he pleased the second year, and that in most cases not one half of them renewed. If the clubs do not take up this matter more generally next year, the L. A. W. membership will suffer. Let us not have any half-way business about it, but if we are going to support the L. A. W. at all, we ought to do it in a body.

Bicycling 2,476 Years Ago.

Editor Bicycling World: — Mr. Pratt in the "*American Bicyclist*" tells us that the first approach to the bicycle was made about one hundred years ago. Now, the object of this communication is to show that over two thousand years ago, the "wheel" was in use. Taking the Old Testament and turning to Ezekiel, Chapter 1 (the vision of the four cherubim and the four wheels), I propose to prove —

First. The wheel was in use 2,476 years ago.

"Now as I beheld the living creatures, behold one wheel* upon the earth by the living creatures."

Second. As there were four together, and as they looked alike, or had a uniform appearance, the following would indicate the existence of a club: —

"The appearance of the wheels and their work was like unto the color of a beryl; and they four had one likeness."

Third. They undoubtedly used cyclometers.

"Their appearance and their work was as it were a wheel in the middle of a wheel."

Fourth. They were good riders, too. "They went every one straight forward; and they turned not when they went."

Fifth. We find the club out for an evening run, with lamps lighted.

"As for the likeness of the living creatures, their appearance was like burning coals of fire, and like the appearance of lamps: it went up and down among the living creatures, and the fire was bright."

Sixth. They were fast riders in those days, and could probably have given John Keen several laps start in a short race.

"The living creatures ran and returned as the appearance of a flash of lightning."

Seventh. They tried to do the "stand-still" with more or less success.

"When those went, these went; and when those stood these stood; and when those were lifted up from the earth, the wheels were lifted up over against them."

Eighth. According to "F," in the *WORLD* of 17 February, they must have been bicyclers, for —

"Their feet were straight feet."

Verily, there is nothing new in the world.

E.

FORT WAYNE, IND.

*This would indicate that they were unicyclists. — EDITOR *WORLD*.

RACES

Coming Events

6 April. Fast Day, grand race meeting and bicycle exhibition of the Boston Bicycle Club, in the Institute Fair Building, Boston.

A SPECIAL 5-mile bicycle race was ridden in the Exposition building, Chicago, last Saturday afternoon, for a McDonnell cyclometer. The contestants and the result were as follows: L. W. Conkling, 60-inch D. H. F. P., 18m. 15s.; B. B. Ayers, 54-inch do., 18m. 30s.; Vernon Calkins, 54 Columbia, 19m. 30s.; C. C. Philbrick and F. S. Blanchard, 56 Columbias, and J. M. Fairfield, 54 D. H. F. P., times not taken. To-morrow afternoon the losers of that race will again compete for a McDonnell cyclometer, same distance, and Conkling will ride a mile against time.

GEORGE D. GIDEON, the pride of the Germantowns, writes that he is training,

and will, if his business engagements permit, be present and participate in the races here Fast Day.

THERE is an earnestly expressed desire among wheelmen for a slow race, to be contested at the Fast Day race meeting, and it has been suggested that it be for the championship of Boston.

Jones's Header.

JONES had just bought a bicycle, — a lean, long, lank-looking, second-hand 56-inch. He placed it against the back fence and called Mrs. Jones. Mrs. Jones appeared. She threw an admiring glance upon the bicycle. "Is that yourn, Joney dear?" said she, addressing her husband. "Yes, Chusey, it's all mine," replied the nobler half. By the way, he always called her "Chusey," because mamma so much prefers it to "Susie." "Oh, I'm so glad you've brought it home," she said: "my! what a lot of nice fresh water we shall have, instead of 'Cochituate essence,' and then —" "Tut, dear!" broke in Jones, "it's not a wind-mill, nor a tooth-pick, nor a cider press. Its a gosh darned bicycle." Jones was growing red, and so "Chusey" retreated to the recesses of the kitchen. The would-be 'cyclor now bethought himself to take a ride. He would just look to his attire. An old pair of cream-colored hose (part of his wife's *trousseau*), he thought, would do for protection to his less-than-ample calves. A pair of blue overalls, rolled up to the knee, would answer for breeches. An old beaver he thought would be comfortable, being roomy, and therefore airy, for head-gear.

So Jones stalked out into the middle of the road. How was he to get on? Somebody must hold the "thing." Ah! a passing boy was hailed, a contract sought. "Ten cents," said Jones. "Not 'nuff," replied the youngster. "Twelve cents," proposed Jones. "Raise it one, mister, an' I'm your man," remarked Young Enterprise. Jones felt in his pocket. Agreed. The first lesson was like all first lessons; more of a tumble than anything else. However, after a half-hour's practice, Jones deemed himself a competent rider, and dismissed his assistant. One more trial, and he would go to supper. A convenient fence was taken possession of, and a successful mount made. A few revolutions of the wheel, and Jones sat in blissful peace and harmony upon the pigskin saddle. A few more revolutions, and nothing but a small twig in the road disturbed his peace of mind. He thought he would whistle — no, he thought he would n't. A pebble of monstrous proportions arose before him. Should he turn to the left? No. A large hole lay on that side. Should he turn to the right? No, that was worse yet; it was covered with deep sand, and that terrestrial article, he had heard, was inimical to bicyclers. There was nought to do but ride straight ahead and take the chances of a mild fall. Jones thought of a number of things dur-

ing this short space of time. He thought of Chusey, and offspring at home; of Chusey's mother-in-law; and — well, his thoughts wandered back to the pebble, and he wondered if some spiritual power might not snatch it from under him? Whir-r-r! There was a transformation scene, — a disturbing of the atmosphere — a superflux of limbs, a thud, and a crash.

All was dark. The flickering lamplight shone on a countenance pale and emaciated, the property of Jones the 'cyclor. "Put on brake—put on the brake—grease the spokes—rub down the backbone,—anything, anything, for my sake; but don't throw those rocks at me! don't! don't! DON'T!" were the wandering remarks of the unfortunate one.

Two days after. Sign in front of Jones's residence. "Bicycle, 1 pair cream-colored hose, 1 pair blue breeches, 1 pair garters, for sale cheap. Apply within." G. A. A.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which 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 fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. 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 2 October, 1880, 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.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members; and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; KINGMAN N. PUTNAM, 54 Wall street, New York; DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

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,
Corresponding Secretary L. A. W.

ÆOLUS WHEEL CLUB.—Additional: Wilber W. Hobbs, Worcester Safe Deposit Company, Worcester, Mass.; Geo. F. Harwood, 387 Main street, Worcester, Mass.

MASSACHUSETTS BI. CLUB.—Additional: Frank G. Parker, 7 Exchange Place, Boston; Jeffries Wyman, Cambridge, Mass.

UNATTACHED.—E. R. Freeman, Middletown, Conn.; A. S. Hill, 13 Tremont row, Boston, Mass.; John L. Ayer, 38 West street, Boston, Mass.; Fred. H. Childs, 5 Hartford street, Boston, Mass.

CONSULS APPOINTED.—New York State: Fairport, Wayland M. De Land, No. 225; Fort Edward, Asahel R. Wing, National Bank of Fort Edward, No. 226.

SPRINGFIELD (MASS.) BI. CLUB.—New: S. J. Bilings; M. B. Breck, 355 Main street; F. L. Caulkins, 627 State street; H. E. Ducker, 70 Linden street; C. K. Ferry, secretary; A. R. H. Foss, with

Forbes & Wallace; M. D. Gillette, 408 Main street; J. M. Graves, 408 Main street; G. M. Hendee, 239 Mill street; C. E. Whipple, 460 Mill street,—all of Springfield.

TO THE CONSULS OF THE LEAGUE OF AMERICAN WHEELMEN IN MASSACHUSETTS:

Gentlemen,—As the coming season draws near, it will be necessary to prepare in the best manner possible for the season's work, and to that end you are requested to report what progress you have made during the past year in furthering the interests of your fellow members, in your official position as consul. To ascertain exactly what will be required of you, you will kindly answer the following questions as you are able, and forward the same without delay to the undersigned: 1, name of consul; 2, town; 3, county; 4, population; 5, number of L. A. W. in town; 6, number of wheelmen not League members; 7, number of clubs and membership of each; 8, names and number of first and second class hotels; 9, names of railroads running through or into the town; 10, whether there are any restrictions by town government in bicycle riding; 11, the number of calls you have received, as consul, by League members; 12, number of accidents that have occurred to persons or vehicles by means of bicycles; 13, name of hotel recommended by you as the League hotel, and charges of same; 14, number of miles from Boston, and best routes to same. No. 11 is important, and should be answered as nearly as possible. In some cases it may be necessary to approximate the answer, but some answer will be required. All instructions to consuls of the League in Massachusetts will hereafter be published in the BICYCLING WORLD. By giving the foregoing your immediate attention, you will greatly oblige,

Yours fraternally,

EDWARD C. HODGES,

FRED S. PRATT,

Directors for Massachusetts.

28 STATE STREET, BOSTON, MASS., 14 March, 1882.

CURRENTS CALAMO

We have now some very handsome \$5.00 L. A. W. badges just received.

L. A. W. RECORDING SECRETARY S. T. CLARK, of Baltimore, sails for Europe to-morrow.

MR. F. W. BLACKER, of the Æolus Wheel Club of Worcester, has sent us a fine cabinet photograph of himself.

MR. W. V. GILMAN, the enterprising and enthusiastic president of the Nashua Wheel Club, was in town Monday, and made us a pleasant call.

TICKETS of admission to the grand Fast Day race meeting, under the auspices of the Boston Bicycle Club, are now ready, and for sale at the BICYCLING WORLD office. Price twenty-five cents.

FRANK H. TAYLOR, of the German-town Bicycle Club, G. H. Potter, of the Cleveland, and Secretary Moses, of the Capital Club, were in Boston last week, and visited the Boston Club headquarters.

SECRETARY STANLEY, of the Columbia Bicycle Club, writes us that if the League Meet is held in an Eastern city, they will turn out sixteen strong; if in the West, they will send half that number.

WE have just received an invoice of the "Wheelman's Year Book" for 1882, which Mr. Dean pronounces "one of the most complete and useful books ever compiled for bicyclers." Sent postpaid to any address for fifty cents.

BICYCLERS' attention is directed to Harry D. Hedger's advertisement on page 227. Mr. Hedger is a practical

and experienced bicycle machinist, and has excellent facilities for altering, repairing, refitting, etc., and personally is well worthy of patronage.

COMMUNICATIONS received from Secretary Miller, of the Montreal Club, Secretary Thiessen, of the Troy Club, "Pumpnickel," of the Bremen (Germany) Club, "Geesee," "One Crank," of Kentucky Club, "869," of Haverhill, "B. Bugle," of Staten Island, "Dancer," of Buffalo, and others; received too late for this issue.

"THE Æolus Wheel Club will wheel to Boston Fast Day to attend the race meeting, condition of roads and weather permitting" said Ex-President Blacker to us the other day. We have an idea that all the roads converging on Boston will present an animated and picturesque appearance on that day if wheeling is even fairly practicable.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—In reply to "Scrub's" query in the WORLD of 24th ult., I would suggest that he try one of the patent detachable and adjustable steps on his machine. There are several patterns of them, and as the cost is trifling (one dollar and a half, I think), it will not be an expensive experiment, at all events. He can try it in any position he chooses, and thus satisfy himself in regard to the matter. My own opinion is, that all machines should be fitted with these detachable steps, as they do away with the necessity of drilling holes through the backbone, thus leaving it much stronger just above the rear wheel, which is usually its weakest part, and which is subjected to great strain, especially in riding over rutty places, cobble-stones, etc.

G. W. H.

POUGHKEP-IE, N. Y., 7 March, 1882.

Boston Amusement Record.

BOSTON THEATRE.—Ideal Opera Company. Next week, "The World."... BOSTON MUSEUM.—"Butterfly Fever." Saturday night, Barron's benefit, "Richelieu" and "Seeing Warren." Next week, "False Friend."... GAIETY THEATRE.—Willie Edouin's Sparks. Next week, "Cancross' Minstrels."... GLOBE THEATRE.—"Two Orphans."... HOWARD ATHENEUM.—Rantz-Santley Novelty and Burlesque Company.... PARK THEATRE.—Mr. and Mrs. N. C. Goodwin. Next week, "The Professor."... WINDSOR THEATRE.—"Pique."

WHEELS are beginning to turn, and you should turn in your dime at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

FOR SALE OR EXCHANGE

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

SEND for price list of slightly soiled and second-hand Bicycles. Prices low, to promptly close out stock. Going out of the business. Columbia Bicycle Agency, Pittsburg, Pa.

FOR SALE.—A 46-inch Ball-Bearing Standard Columbia Bicycle, run but one season and in good order. Price, \$65.00. Address, Box 530, Malden, Mass.

FOR SALE.—A 52-inch Special Columbia, full nickelled, good as new, rubber handles, and Hill & Tolman bell included. Price, \$100. Owner wants a size larger. Address E. W. MCCOLM, Columbus, Ohio.

BICYCLES FOR SALE.—58 H. F. H.; 56 D. B. H. F. C.; 52 H. F. H.; 52 and 50 1879 Columbias; 48 D. E. H. F. Prices low. Address with stamp, W. W. STALL, Brighton, Mass.

WANTED.—A second-hand 52-inch or 54-inch Special or Standard Columbia. Describe machine and state price. Don't reply unless you are willing to sell cheap. Address Bicycle, Box 1,757, Boston, Mass.

BICYCLE RACE MEETING

AT THE

Institute Fair Building,

HUNTINGTON AVENUE, BOSTON, MASS.

(Track five laps to the mile.)

THE

Third Grand Race Meeting,

At the above Building, will be held by the Boston Bicycle Club on the afternoon of

Fast Day, 6th of April, 1882.

Full particulars will be announced shortly.

The arrangements contemplate a meeting at ten miles between the Professional Riders

JOHN S. PRINCE, of Boston

(Claiming the title of Champion of America), and

Prof. F. S. ROLLINSON, of Chicago

(Also claiming the title of Champion of America).

Preparations are also being made for a five-mile Amateur Handicap, in which some of the best of our amateur riders are expected to compete; and for mile races from scratch, three riders in each heat, and a final heat between the three winners.

E. C. HODGES, *Chairman,*

J. S. DEAN, *Sec.,*

FRANK W. WESTON, *Manager,*

COMMITTEE B. B. C.

A GOOD CHANCE

TO BUY

Three First-Class Bicycles.

No. 1. 58-inch Harvard, enamelled spokes and rims, gold stripe on rims, nickel forks, backbone and head. Ball bearings to both wheels, gun-metal hubs. Rat-trap pedals, direct spokes. One of the best Harvards ever imported. This machine has been ridden but three times, and has not roaded over 100 miles.

PRICE.....\$120.00.

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

PRICE.....\$117.50.

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

PRICE.....\$100.00.

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

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

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

MISCELLANEOUS.

4-line Addresses in this department, \$6 per year.

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

BICYCLE LEGGINGS. 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.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, \$4.00; Nickelled, \$5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

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

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 W. Co. for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Wellford, editor of *Cycling*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

LADIES, ONLY think, we will send 1 dozen Elegant Fringed Table Napkins; 1 Autograph Album; 100 Album Verses; 5 Papers Assorted Needles; 1 Specie Purse, and large Illustrated Family Story Paper three months, postpaid, to any one who will cut this out and return to us with 44 cents: this appears but once. MISCELLANEOUS PUBLISHING CO., Boston, Mass.

RUBBER TIRE STEEL WHEEL BICYCLES.



A fine 44 and 46-inch wheel at \$45 and \$50. Rubber Tire Steel Wheel Velocipedes.

Rubber Tire Steel Wheels for Baby Carriages. They are noiseless. Latest novelty. Send stamp for Catalogue.

ST. NICHOLAS TOY CO.

794 to 794 Madison Street, Chicago.

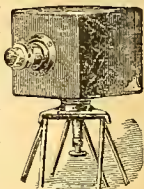
N. H. We make an excellent 48 and 50-inch Rubber Tire Bicycle at \$55 and \$60, which we can furnish for export trade only.

AMATEUR PHOTOGRAPHY.

The most delightful, instructive and profitable of the arts, for ladies or gentlemen, is easily mastered by use of the complete **Dry Plate Outfit**, and full instructions furnished with

WALKER'S POCKET CAMERAS.

Accurate, compact, weighing but 100 pounds, invaluable for tourists. An Essay on Modern Photography, beautifully illustrated, with sample photographs produced by this instrument in the hands of amateurs, sent on receipt of Ten Cents. Circulars Free. Wm. H. Walker & Co., Box L 200, Rochester, N. Y.



AMERICAN AND ENGLISH

Bicycle and Tricycle Repairing,

NICKEL-PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont St., cor. Church St.,

Opposite the Boston and Providence Depot, late machinist to the Pope Mfg. Co., Boston, Mass., and several years with the Coventry Machinist Company, Coventry, England, makers of the famous CLUB and other BICYCLES.

Having had some ten years' experience in bicycle and tricycle making and repairing, I have opened at the above address, and hope by my personal attention to all matters regarding bicycle and tricycle repairing, I shall be favored by your patronage and support.

Bicycle and tricycle supplies, ordered by mail or express, will receive immediate attention. Orders taken for any make of bicycles, American or English.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

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

A. J. PHILBRICK & CO.,

SALEM, MASS.

THE AMERICAN STAR BICYCLE.**A SAFETY MACHINE.**

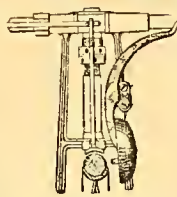
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

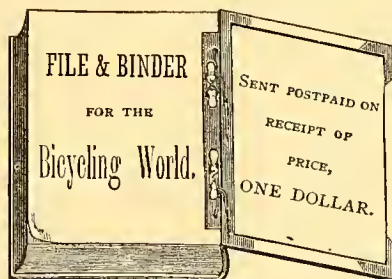
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

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

HILL & TOLMAN, Worcester, Mass.

GOY, the Athletic Outfitter, 21 and 22 Leadenhall Street, and 54 Lime Street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WHEEL PERIODICALS.

THE CYCLIST.—Weekly. Edited by H. W. Sturmev and C. W. Nairn. Published by Illiffe & Son, Coventry, Eng. American annual subscription, \$1.75. *Cyclist and Bicycling World* for \$3.50. Address E. C. Hodges & Co., 8 Pemberton square, Boston.

LE SPORT VELOCEPEDIQUE.—Weekly. L. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

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.

CYCLING.—Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Paddles, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmev, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

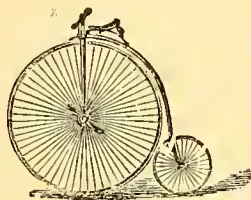
THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors up to 50-inch, for..... \$41 00

From 50 to 56 inch..... 43 00



Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... \$26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., \$26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM \$20 EACH.

PRICE LISTS FREE.

PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - Wolverhampton, England.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth.....	\$2 00
Patent File and Binder for World.....	2 00
American Bicycling Journal, bound in cloth.....	1 00
L. A. W. Hand-Book, 1881.....	4 00
Sturmev's Indispensable, 1880.....	30
1881.....	30
American Bicyclist, by Charles E. Pratt.....	50
Velocipede, History of.....	60
Lyra Bicyclica; Poems by J. G. Dalton.....	30

Cycling Sketches, cloth.....	\$1 00
" " paper.....	50
Photographs of Wheelmen at Newport.....	2 00
SUBSCRIPTIONS.	
Cycling, Newcastle-on-Tyne, England (monthly).....	1 00
Cyclist, Coventry, England (weekly).....	1 75
Le Sport Velocipedique, Paris (weekly).....	1 75
Bicycling News, London, England (weekly).....	3 50
Bicycling Times, London, England (weekly).....	3 50
Tricycling Journal, London, England (weekly).....	2 00

COLUMBIA BICYCLES.

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

BOSTON, Oct. 20, 1881.

To the Christian Union:

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

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

PHILADELPHIA, Jan. 18, 1882.

THE POPE MANUFACTURING CO.:

"Gentlemen, — During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1,500 miles, and never broke. Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it was n't — decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw." Truly yours,

GEO. D. GIDEON, *Germantown Bi. Club.*

[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

Send 3c. Stamp for New, Elegantly Illustrated 36-page Catalogue, with Price Lists.

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmer, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - 8 PEMBERTON SQUARE, BOSTON.
THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,
Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

— AGENT FOR —

COVENTRY MACHINIST CO.	HILLMAN, HERBERT & COOPER,	LAMPLUGH & BROWN,	WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS,	E. COLE & CO.	JOS. LUCAS & CO.	STARLEY & SUTTON,
WARMAN, LAXON & ASLATT,	JOHN HARRINGTON & CO.	R. LANGTON & CO.	Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,
BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.; Hillman, Herbert & Cooper's Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals; Hy. Keat & Sons' Buglets and Slings; Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings; Thompson's Cyclometers; John Harrington's Cradle Springs; Jos. Lucas' Lamps. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.