

# THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William G. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.  
10s. Foreign.  
7 cents a copy.

BOSTON, 30 DECEMBER, 1881.

Volume IV.  
Number 8.

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# THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

## To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary 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 Tuesday morning, and longer articles by Monday morning.

BOSTON, 30 DECEMBER, 1881.

## EDITORIAL SPOKES

"HAPPY NEW YEAR!"

A HAPPY NEW YEAR to our subscribers.

A HAPPY NEW YEAR to our readers, everywhere.

Also, a Happy New Year to bicyclers and tricycleresses.

And a Happy New Year to everything and everybody everywhere.

THE President's "phiz," in the *Wheel*, is not bad, although he seems to be looking a little "off"—as it were.

THE Prince-Keen event will take place in the New England Manufacturers' and Mechanics' Institute, not later than 14 January, probably.

THE Devil offered Jesus the whole world for his friendship, and for \$2.00 anybody may please a friend with the possession of the WORLD for a year.

THE Bicycle Touring Club has succeeded in securing uniform and reduced rates for the transportation of bicycles as passengers' luggage, on all railway lines in the United Kingdom.

THE Boston Bicycle Club has issued invitations for the reception of friends at their elegant club house, 2 January, from three o'clock to twelve o'clock P. M.

A YEAR'S subscription to the BICYCLING WORLD makes an excellent New-Year's present, and not a few have already availed themselves of the chance.

SOME more bicycle races, to include 20-mile professional and 20-mile amateur handicaps, are being arranged by John Keen, to come off in the American Institute building some time next month.

THE Louisville *Commercial* propounds the following riddle to the *Graphic's* idiot: "One crank pushing two cranks, two cranks carrying one crank, and one crank after three cranks. How many cranks are there?"

"Mr. CONKLING, of the Chicago Bicycle Club, is credited with a quarter-mile in 28 seconds," says *Turf, Field, and Farm*. That is at the rate of 1 minute 52 seconds for a mile; and although Conkling straddles a 60-inch wheel with uncommon grace and skill for a Chicago man, we would like to see the report authenticated.

THE Chicago bicyclienne, Louise Armaindo, wishes to try conclusions with Elsa Von Blumen, and so requests us to publish her challenge for a race for the female championship. As this would be the first contest of the kind in this country, it would naturally awaken considerable interest. Rollinson is Louise's instructor and trainer.

ON the occasion of the Boston Union Athletic Club's games, to be held in the Massachusetts Charitable Mechanics' Association building about 25 January, there will be several interesting bicycle events, including slow racing and mile and two-mile contests, open to all amateurs, and exhibitions by the Crescent Club. Messrs. Carpenter, Keyes, and Robinson, of the Crescent Club, comprise the committee of arrangements for these events.

THE Vesper Boat Club, of Philadelphia, are actively canvassing for subscriptions to the erection and maintenance of an elegant club house, to cost between \$10,000 and \$15,000, and to accommodate about two hundred members, a large number of whom will be bicyclers. Besides ample room for the stowage of two hundred boats, there will

be stalls for stabling nearly as many bicycles. It is to be located in Fairmount Park, and will not only be fitted up inside as a first-class, three-story club-house, with parlors for both gentlemen and ladies, and accompaniments for luxury and comfort, but the grounds surrounding will be charmingly laid out and devoted to floriculture.

WE notice that some of our exchanges, in quoting our announcement of the projected race meeting in Boston, get somewhat mixed concerning the place where the races are to be held. There are two large buildings in Boston where such events might comfortably be held, one of which is the exhibition building of the Massachusetts Charitable Mechanic Association, and the other is that of the New England Manufacturers' and Mechanics' Institute. The former is where the Soldiers' Home Bazaar was recently held, during which the Crescent Bicycle Club gave an exhibition of drill and fancy riding, as described in the WORLD last week. The latter building has the largest floor area in the main hall, and can give a track of six laps to the mile, and it is here that the proposed tournament will be held. It is colloquially termed the Institute Fair Building, while the other is better known as the Mechanics' Fair Building.

## EXCURSIONS, RUNS, ETC.

From Marblehead to Concord. II.

(From Marblehead Messenger.)

CONCORD is a lovely town of less than 3,000 souls. The streets are carefully laid out, and are bordered on either side by stately elms, affording most grateful protection from Old Sol's burning rays. From our hotel window we look across the way to an inviting little common, where stands a monument to the memory of those brave men of a hundred years ago. It is very restful here, the only sound to break the stillness of the morning air being the faint "tinkle, tinkle" of a fountain near by and the merry voices of children at play. The cool, shady streets, and entire absence of the hum of busy life, make Concord particularly attractive to those who come here in summer in search of quiet. We take a spin to the battle ground and see the Minute Man, the bronze statue erected on the spot

"Where once th' embattled farmers stood  
And fired the shot heard round the world."

The statue is of heroic measure; somewhat more than seven feet in height, generously proportioned, and is elevated upon a pedestal of granite. It represents a young man turning at the hurrying call of the messenger from his labors in the



field, and instantly ready for duty. The grounds are tastefully laid out, and a handsome rustic bridge spans the stream running through. The School of Philosophy is next visited. It is a small, plain, unpainted building, about the size of St. Michael's Chapel, and is almost concealed from view by climbing plants, which give it the appearance of a miniature English ivy-clad cathedral. Here, under this roof are assembled in the summer some of the ablest minds in the country, — the Summer School of Philosophy at Concord having become noted throughout the world. The school is in the yard of the old Alcott House, where Miss Louisa M. Alcott, the charming writer, lived for so many years. Back of the house is the old barn where Miss Louisa, who had a great dislike for strangers, was wont to fly with a book whenever a party of curiosity-seekers was seen coming up the garden walk. The Alcott House is a large, barn-like building, painted a very dark brown. The family no longer live here; they occupy a neat cottage farther up town. A long drive brings us to the grounds of the State Prison. We are invited to enter, and by the courtesy of Mr. Russell, one of the officers in attendance, we are shown through the place. 'Most everybody has read of the dimensions of the prison, how many bricks were used in its construction and other dry details, so I will not weary you with a repetition of these facts. There are over six hundred convicts in prison, all of whom, except a few who are in feeble health, are busily engaged in the various workshops. The convicts are mostly young men, and many of them look bright and intelligent. As we cross the yard to enter the prison, we see among a group at the door two most vicious-looking men who have nearly reached their threescore years and ten; and you may believe we keep a little nearer to the officer when he tells us that they are in for life for killing their wives. A walk along the corridors gives us an opportunity of noticing the prisoners' cells. They are good-sized rooms, well ventilated, and heated in winter. Many of them are fitted up very prettily, and some are luxuriously furnished and decorated. Before many a cell door a bird is singing in his cage, — a double prisoner.

With a scarcely repressed shudder we leave the prison and proceed on our way. Through the villages of Acton (past the powder mills), Maynard, and Sudbury, we whirl onward to Saxonville. Here we commence to "coast," and bring up at Framingham. Saxonville, we are told, is a very pretty village. It may be, though all the recollection we have of it is a long, steep, tree-embowered hill, up which flew houses, fences, and children in a delightful state of promiscuousness.

We arrived at South Framingham in the afternoon, and found the town enveloped in a deep yellow haze. It was so dark that no work could be done. Lamps were lighted, but they gave no light, burning with a sickly white blaze, some-

what resembling the electric light. Sunflowers turned pale, and the grass took on a peculiar metallic green color. The people were somewhat disturbed, and Mother Shipton's stock went up pretty lively. To cap all, one of our party was attacked by the toothache, and we'll venture to assert that at least one person believed the world was approaching its predicted end. In a few hours, the sky became clear, and the sun shone brightly. The flowers and grass assumed their natural hues, and all nature was smiling. After a stroll to Farm Pond (a large body of water from which the towns around are supplied) we retire for the night, and are lulled to sleep by the music of a flock of ducks singing their evening hymn. The following day we pass in camp with Captain McClearn, and are entertained in a royal manner; the captain, officers, and in fact the entire company, doing everything possible to make our stay pleasant. We take tea with Major Anderson, after which, through his courtesy, we enjoy a ride around the town in a luxurious landau, seeing the beauties of the place by moonlight, the Major regaling us the while with many pleasant anecdotes from his apparently inexhaustible stock. We spend some time visiting the neighboring towns; then turning our wheels homeward, we glide over smooth roads through Natick, Wellesley, Brighton, and Cambridge to Boston. Here we dismount, and foot it to Chelsea, where we once more are astride our machines, pushing on towards Lynn. A short run through Swamp cott and along the road to Marblehead brings the tower of Abbot Hall and other familiar objects to view, and serenity steals over us, — for we are home!

#### Christmas Run by the Massachusetts Bicycle Club.

THE novelty of a Christmas morning run was enjoyed by the Massachusetts Bicycle Club on Monday last, the day observed as a Christmas holiday. The club were under the command of their genial first lieutenant, Mr. Shillaber, and enjoyed the companionship of several of the Crescents. The start was made from headquarters at 9.30 A. M., and the wheelmen proceeded through Columbus avenue, Chester Park, Tremont, Cabot, and Roxbury streets to Cliff street, where the frozen and rutty ground was something immense. Here the first header was indulged in. A halt at the end of the street to examine tires and wait for the unhorsed, and the ride was continued through Walnut avenue, Townsend and Washington streets to Dorchester Mills, thence *via* River street to Mattapan. The road through Dorchester was found to be in very good condition, and the mile-and-a-half stretch from Dorchester to Mattapan was superb. This is a newly paved, broad street, and has no superior near Boston. The few riders who have discovered it appreciate it fully. The return was made *via* River and Adams streets, Dorchester avenue (where a half-mile

ride was made between the car tracks), Bowdoin, Washington, and Warren streets. The distance travelled was about nineteen miles, and portions of the route were rideable only by such veteran roadsters as are produced by touring bicycle clubs. It was excellent practice, as all agreed.

MASSACHUSETTS.

### CORRESPONDENCE

#### Chicago.

*Editor Bicycling World:*—Now that Chicago's most conservative park board has recognized the bicycle by opening wide the gates of restriction, heretofore closed to our wheels, withholding nothing, the privileges conferred being those conceded carriages, — all secured through club influences directly or indirectly brought to bear upon the subject, — it remains for us to see that no action on the part of bicyclers shall cause the commissioners to regret the concession. To control the actions of club members, a system is now being adopted whereby any infringement of prescribed rules will come under the notice of proper authority and the offence equalized by a proper fine. The Chicago Bicycle Club, at the request of the commissioners, has prepared a set of rules specially applicable to the safe management of the bicycle on the drives, and the same has been adopted by them, — the execution of the regulations being in the hands of the park police. We are to carry bells and lanterns; keep strictly to our side of the road; no fast riding or racing, and no cavorting or trick riding while on the boulevard. The man that attempts to learn, or go upon the drives before he is able to properly manage his machine, will be promptly abused and driven off by the police. Cards of instruction have been issued to all our wheelmen and horsemen, setting forth on one side the rules to be strictly adhered to by bicyclers, while on the other side are a few hints of value to drivers. A party of wheelmen went out to take the first free ride in nearly two years on the South Park boulevards last Sunday, and after a 25-mile spin on the crowded drives, report not the slightest difficulty. By next summer the last vestige of prejudice against the bicycle will have faded away, like all other old-time ideas which clog the wheels of progress.

One of the most peculiar things connected with the bicycle is, that however good a mechanic may be who undertakes to repair it, unless he has had much experience in handling the wheel, or is a rider himself, he is sure to make a botch of the job in some way. The bicycle seems to be a puzzle to machinists. It is too fine a thing to take to a blacksmith shop, — and not exactly the thing for a watchmaker. When you can get a machinist down to a "happy medium," and let him be a bicyclist too, then you can trust your machine in his hands and look for skillful work. It has been the impression in Chicago that we did not have



a man who could take a seventy direct spoked wheel apart and put it together again perfectly true without showing screw threads; who could make a pair of ball bearings equal if not superior to the finest, a pair of faultless gun-metal hubs, stanch axle, cranks, and fittings.

After three years' experience in botchology, we feel justly tickled in having a man who can duplicate the defective parts of the most superbly constructed machine, and improve on them too. One of our wheelmen owns a D. H. F. Premier, fitted with Æolus bearings,  $4\frac{3}{4}$ -inch light g. m. hubs, "holdfast" cranks, and seventy-two direct thick-end spokes. The axle bent at a point between inside of bearing and outside of hub. One of the gun-metal flanges dished inward slightly, — not enough to throw the wheel out of true, but enough to make it look bad. One of the Æolus bearing cases burst; the metal was too soft, the case itself spreading or enlarging so that the threads on the milled adjusting cap would not hold. The inner cones or collars fitting around axle got loose. Mr. Jeffery took the machine in hand and made a new steel axle and 6-inch g. m. flanges the like of which for elegance never was seen; he took off the Æolus bearings and substituted therefor a bearing of his own, similar to the Rudge in appearance but better constructed and finished, with the specially important improvement that the inner groove or crack for the balls is turned into the axle itself, which is enlarged for the purpose, thus doing away with the possibility of annoyance from loose collars, and strengthening the axle itself just where it is needed. The wheel was put together again as true as before, which is saying a good deal, as the Premier wheels are marvels of exactness in this respect. The total expense for the repairs was \$18.

The number of elderly gentlemen who are learning to ride the bicycle at the school this winter is noticeable. Wistful eyes are cast at the 'Xtraordinary Challenge, but the young men seek to turn their gaze to a loftier and more worthy style of bike. The father of our 60-inch young man is now at it. He will buy a new machine for himself. He cannot borrow his son's, — it's too big for him. The son has got the "bulge" on him there. It is noticeable that the older learners in the school take the thing easier, and learn just as quick, if not quicker than the young ones, with less or no falls; they have not the impetuosity, but more common-sense. STENO.

#### Something More About Tires.

*Editor Bicycling World:* — My object in calling attention to the subject of rubber tires, and their proper form and use, is partly accomplished by the discussion it has already caused. I wished to bring out *knowledge*, if anybody really *knows*, and also theories which may serve as a basis for experiment, in case nobody already *knows*. The letter from G. W.

Pressey, in the BICYCLING WORLD of 16 December, is of real value; because Mr. Pressey has been experimenting, and really knows something about the subject. Actual experiments have convinced him that the round rubber tire is *not* the best form. This is worth more than any amount of mere theory. He is so thoroughly convinced by his experiment that he proposes to manufacture a new form. So far he has the solid basis of facts, verified by experiment, to back him. But in constructing a new form he is forced to proceed tentatively, — upon theory, partly deduced from his observed facts. I take it, from a study of his letter, that his new form of tire is to be the old round tire, flattened on the inside next the rim, or nearly that; or it may be nearly elliptical, laid with its broad side to the rim. Any form of tire adopted should be, if possible, such that it can be turned, thus giving it a longer life.

But that part of Mr. Pressey's conclusions which adheres to the notion of the necessity of having the rubber thick, in order that small objects, not exceeding one third of an inch high, may bed in the rubber and save the entire wheel from being raised, is mainly only theory. He does not state that he has ever tried thin flat rubbers, or rubbers not exceeding one quarter of an inch thick. He has, perhaps, taken it too much for granted that thick rubbers are necessary. Now, actual experiment will convince Mr. Pressey, I think, that nothing is gained by having thick rubbers in passing over such very small obstructions as will bed in the rubber and not raise the wheel, sufficient to compensate for what is lost in having thick rubbers to make up-hill work on a smooth flat surface. Tie a small cord to the machine, pass the cord over a pulley, and try with weights at its end how much power is required to draw the wheel over such slight obstruction and on a level, with thick rubbers and with thin rubbers, also with a bare steel rim. This experiment will prove that lifting the whole wheel one third of an inch when under motion costs no appreciable loss of power; and that if a wheel with a thick rubber be blocked with a stick one third of an inch in diameter, beside another wheel of like weight and diameter with bare steel rims, actually a less power will draw the wheel with the bare rim over the obstruction. (I have not taken up the subject without myself trying some simple experiments. Still, I do not pretend to *know* much about it.) In passing over obstructions, which are generally much larger than will bed in the rubber, the spring under the saddle operates to prevent the weight of the rider from being lifted suddenly, and gives *that* (which is the principal weight) a gradual lift and fall. Hence, besides the question of comfort, a perfect spring, perfectly adjusted to the weight, and having some play in all directions, is one of the most important points in bicycle construction; so important that the bicycle with the best

and best adjusted spring is almost entitled to be considered the best machine. Manufacturers cannot too strongly be impressed with the importance of this. It would be well if their circulars always requested riders, in ordering machines, to state their weight, and have each machine sent out with a spring carefully adjusted to bear the weight of the person who is to ride it.

I sincerely hope that Mr. Pressey will continue his valuable experiments. He is on the right course, and his example is to be commended to other manufacturers. I heartily wish he may find such success as will repay him richly in financial rewards.

"Cyclos" may be more briefly dismissed, as his letter is merely theory, in which he is already answered in part by Mr. Pressey's practical experiments. First, let me say that when I said "oval," I meant oval. I did *not* mean elliptical: because an elliptical tire, with the same weight of rubber, to make the rubber thicker between the rim and path, would require the rim to be made narrower; whereas an oval, with the broad end next the rim, and the pointed end on the path, would give a greater thickness with the same weight of rubber. Second, "Cyclos" is all wrong in his theory about the round rubber being right in form because the wheel tips. If he rides a wheel, say fifty-four inches high, the surface of his rubber next to the ground, in order to always present the same bearing surface, instead of being an inch round tire, ought to have an outside surface the shape of a segment of a circle of at least four and a half feet diameter, or more, with slightly parabolic curves from centre to edges; because the top of the wheel is from the top or the saddle to the bottom, making its top cut an arc of a circle of over four and a half feet, and its bottom a similar or still larger circle with slightly parabolic curves. This would require a rubber almost flat, to be of correct form, according to his own reasoning; also according to mine. Further, the tip of the wheel is very small. I venture to assert that "Cyclos" never rode, even when turning the shortest curves, a wheel tipped over fifteen degrees from the perpendicular, probably not over ten degrees; and a flat rubber only one-eighth of an inch thick and two inches wide would keep its entire surface on the path under any tip of the wheel he ever rode. As to a wheel riding on its edge with such a small incline, on a polished flat marble slab it would do so; but on any ordinary road, with the slightest coating of dust, the whole rim would touch the road. Further, the round tire always rides on an edge, except as the edge is broadened by compression. A solid round tire, on a polished slab, would only touch the track the width of the thinnest wire, — the breadth of a mere hair. Though the rubber is broadened by compression, its round form *tends* to make it always ride on an edge, or to give it a bearing much less than its whole



diameter. If "Cyclos" had reasoned thus correctly, he would have seen that the example of road locomotives is worth considering as a case in point, unless there is more advantage in always riding on an edge, to a certain extent, as is the tendency of the round-tire. But if, as "Cyclos" says, "a practically constant uniformity of the surface of contact" is necessary for the bicycle, then the tire should be, as above suggested, on its surface a segment of a circle of over four and a half feet diameter, with slightly parabolic curves, instead of being, as it now is, a segment of a circle of only one inch diameter.

In so far as "Cyclos" has attracted attention to theories based upon incomplete reasoning, his letter is also valuable; and the wheelmen of the country have reason to be thankful to him, as he has no doubt expressed very clearly and courteously the current opinions of many who may now be induced to investigate more carefully; and with a more accurate knowledge of mechanical principles, something of practical benefit may come of it. I thank him cordially, and with the right hand of fellowship extended, say, "Shake, brother: we are both interested in a matter of importance to all wheelmen; and may much good follow our friendly discussion." B.

DETROIT, 18 December, 1881.

#### Bicycling in Washington.

FROM the original seven riders in Washington two years ago, there are now over two hundred. While the bicycles have increased in numbers, the skill in riding them has kept pace. The city boasts of some of the best riders that can be produced. There has been great improvement in the time made. Bicyclers here have everything in their favor. They do not have to bump along until they get to country roads, making life miserable over cobble-stone pavements. On the contrary, they glide and "coast" along until they get to the splendid roads on the outskirts, when they begin to work. Until they get there, they practically "swing on the gate" over the smooth concrete. If the rider is a good one, the man who passes him must draw the reins over the back of a rapidly stepping horse. Visiting wheelmen, after a tour around the city, invariably pronounce Washington the best place in the country for the sport. Another point in favor of the Washington wheelmen is that the authorities have had the good sense not to interfere with them in their innocent, healthy, and exhilarating sport. In other cities they are prohibited to ride here or there, or to do this or that, for fear of frightening horses or doing something else equally dreadful. There is a tendency among Washington wheelmen to unite in clubs. This should be encouraged. There is mutual profit, enjoyment, and improvement in club membership. There are two clubs here. The Capital is the largest. It embraces a member-

ship of about forty. The other club, the Arlington, has about twenty members. If the unattached riders should join either the one club or the other, bicycling here would, through organization, take another spurt ahead. It is the experience of Washington that the bicycle does not scare horses. It has been very unjustly said — unwittingly so, no doubt — that a large percent of horses frighten at the bicycle; while the fact is — and it is beyond all controversy — that not one horse in a hundred pays any attention to it. The experience of the Baltimore riders has been obtained; and of those who have been ridden from 1,000 to 2,000 miles, it is, that they have met as many horses as miles travelled, and have each, on an average, caused fright to not more than one horse for every 500 miles, while some who have ridden hundreds of miles have never frightened a single horse. If the bicycle was suited only to the track or public hall, if it had a place only in ornamental athletics, it might then be said to be a mere fashion, — a manly, humane, and healthy one, to be sure, but of no practical moment to busy Americans; but since it is also a vehicle ready at all times to the hand and foot, conserving time and energy, reducing distance, more economical, more attainable than horse and buggy, suiting the needs of business and professional men of various sorts, it takes on the dignity of a modern improvement, and as such has become established.

Now, with reference to the League meet, Washington is the most suitable place for it, and I think it is the desire of a majority of the members that it should be held here. We assure them all that they will be well treated if they come. BICYCLE.

WASHINGTON, D. C., 20 December, 1881.

#### The Yale Again.

SEEING "Ixion's" article on the Yale leads me to say a word or two, after having pondered over the subject for some months. The machine mentioned is evidently, by practical test, the stiffest I ever saw of any weight. It resists direct verticals train on end of handle bar to perfection; and when tested by torsion of front forks with long handle bar, it shows wonderful stiffness. The tangent spokes resist all twisting of the hubs, and the pressure on pedals is instantly, and without loss, communicated to the point of traction. I think the D. S. H. R. undoubtedly the strongest ever made, having tested one personally, throwing one hundred and eighty pounds weight vertically on a 50-inch rim without spokes, standing in position without permanent deflection, when a heavy steel rim would have collapsed like a flash under a like experiment. The elliptical backbone is the most perfect one of the style ever put on the American market, and altogether the machine is a wonderful piece of mechanism, as a combination

of rigidity with extremely light weight. Granted that the machine is extremely rigid, very light, and runs quite easily. Question: Are these advantages permanent? How long will the machine last? Has it the durability, in comparison with equal cost machines, to be an economical one to run? These are questions which must be satisfactorily answered before the machine will be purchased generally by "old heads." It is well-known fact that a comparatively heavy wagon will do the same work at less cost of power required and repairs than a light one; and this well-known fact creates a suspicion that perhaps the Yale may come under the same rule, as compared with a Harvard Matchless, Timberlake, or other heavier machines.

To sum it up, the chief objection to the Yale seems to be a seeming danger of general debility and dissolution, to which it would be liable after use; and if this can be proved as not existing, and the durability of the machine assured, the Yale will undoubtedly become the favorite wheel — for old riders particularly — as combining roadster and occasional racer, as desired by many. Let us hear from somebody who has given a Yale or Modern Invincible a good fair personal trial of, say 2,000 or 3,000 miles, and who has mechanical knowledge enough to tell us if the machine has performed its labor economically or not; then we may be able to know whether to leave our really tried and approved heavy-weights or not. Anything under 2,000 miles is not a fair test, as many riders cover more than that distance every year; and as a general thing, a really good machine will run from 1,000 to 2,000 miles, before getting very much shaken up. Every machine is bound to wear out; but to be economical, we want a wheel that can be sold each succeeding year without having to discount it over twenty-five per cent on account of wear and tear. PRACTICAL.

BOSTON, 24 December, 1881.

#### Winter Riding.

*Editor Bicycling World:* — I have succeeded in riding my bicycle every week-day for a year now; and as you have asked me to give an account of my experience to the readers of the WORLD, I most gladly do so, hoping that it may encourage others to use their wheel many times and in places where they have supposed it useless, and show those who are not yet riders what the bicycle can do. It was because I dislike to hear people say, "You can't use it but a few months of the year, or anywhere but on smooth, level roads, etc.," that I first thought I'd try to ride all winter; and then if I succeeded I could answer them by saying, "We can and do ride anywhere we please. And besides all this, I could not bear the thought of giving up my wheel and its pleasures; so I kept up my riding through all the little snows till 1 December, when we had that smart one which I think was the beginning of ninety days' sleighing. This,



and the dread of cleaning my machine every time I took it out, was too much for me, and I did not use it till the 7th (which is the only time I ever let it stand idle so long), and again the 9th, but had to pay for my rides in elbow-grease. On the 11th, I gave it a complete coating of "vaseline" (which costs twenty-five cents a bottle at any drug store), and did not clean it up after using it in the snow, but waited to see if it would rust; and when I found it would not, I was about as happy as I was the day I first got my bicycle, for I could now use it any time I wanted to. This was 11 December, 1880, and there was not a day in the rest of the month that I did not use it in going to or from the store; and when it was good sleighing I had many little races with the horses, and very often beat them. I found after I got used to the snow that I could ride in three or even four inches before it was trodden any, if it was not damp or heavy, and much faster than I could walk, or even run for any distance. There were only three days that I did not ride more than half a mile, and Christmas night I started at 6.45 and rode to Boston (twenty-two miles), with an overcoat on and the pockets loaded, arriving in time to hear the clocks strike ten as I passed through the Common. I can't say this was easy, for there was about two inches fresh, soft snow till I got well towards the city, and it was dark and cloudy; but I passed several teams that did not go as fast as I wanted to. My total riding in December was one hundred and one miles, from the 11th to 1 January.

There were many days in January and February that were very hard to ride, and several times I feared that I should have to give up, and especially when that nasty, sleet-snow storm came on 21 January, and continued for about twenty-four hours, and was said to be the hardest storm for eight years. This was a blue day for me, but I did not mean to give up without trying; and after several attempts I succeeded in riding two or three revolutions of the large wheel in the road, and save a break in what I had set out to do. The next day it was not quite as bad, but the snow was about eight or ten inches deep, and very damp. The way I managed this day was to go out on the street where there was a very steep hill, and after trying to mount many times, I got started and rode down the hill about ten rods. Just here I will say that the usual way of mounting by the step is of little use in the snow, compared with the hub mount, for the pedal on the other side is always in just the place you want to use it when you mount by either hub. After this it was not much trouble to ride any day, though of course it was just like so much exercise in a gymnasium some of the time; and as I was practising every day, I learned just how to do it, as in fancy riding. I rode twenty miles in January, and thirty-nine miles in February, and never had the wheel slip under me but once; and then I was care-

lessly crossing a side hill where the ice was wet. When the snow and ice began to thaw, the principal trouble I had was that the wheel threw mud all over my back; but I stopped this by a piece of sheet iron which I attached to the leg guard, and extended between the wheel and backbone. It sure y was easier to ride in the horse path between the wheel ruts when the melting snow and ice was running there, than it is to ride in the middle of an ordinary road after a smart rain in the summer; and many times I felt that it was the best part of the year when the ground is frozen.

Early in March the riding season began, and the boys began to take out their machines or buy new ones; and I sold my 50-inch Standard Columbia and got a larger one of the same kind, with ball bearings (for I ride a 54), and I never met a machine of any other kind that would coast as fast or as far down hill as my new one. I feel sure that the wear and tear of the winter riding was not so hard on my machine as it is in the summer, especially with the tires and the bearings; for there were no stones to cut the tire, and no dust to get in the bearings. The cement held better than in warm weather, too. I gave the machine a fresh coating of vaseline about once a month, and had no other trouble; but this would not do in the summer, for all the dust would stick to it. I have since had a machine with the spokes and all painted, and rather have one painted than nickel or silver plated. Having ridden all through the winter, there was no reason to stop, so I have kept it up; and if you wish, I will tell of some of the strange times and places I've used it some other time. I have ridden, in the time between Jan. 1 and the present, 1,960 miles, and am not yet ready to stop. W. D. WILMOT,

*Sec. Framingham Bi. Club.*

26 DECEMBER, 1881.

#### The Fifty-Mile Race.

WE take the following notes of the fifty-mile race in New York from the *Spirit of the Times*: "Dec. 19, at the American Institute Rink, Third avenue and Sixty-fourth street; fifty-mile race, fraudulently announced as for the amateur championship of America. This claim was stupidly false, for several reasons; an all-sufficient one being that the promoter of the race, a recently arrived English professional, has no part nor lot in amateur affairs, and neither right nor power to traffic in amateur championships. It is little to the credit of American amateurs that four of them stooped to go medal-hunting under such auspices, and it will be interesting to note what action the Manhattan Athletic Club takes concerning its member who competed. Last summer this club promptly expelled W. O'Keefe for an exactly similar but much less flagrant breach of the rules of the National Association of Amateur Athletes, and the result will show whether

or no Manhattan justice is impartial.... The race was a succession of surprises. Every one supposed that first honors would be won by C. D. Vesey, Surrey, Eng., Bicycle Club, who is a well-known expert, and only last October, at the Surbiton, Eng., grounds, made the best amateur record in the world, from fifty-one to one hundred miles. But he had never ridden on so small a path, and was hindered by the frequent turns.... W. Smith, formerly of Bristol, Eng., Bicycle Club, and more recently of Manhattan Athletic Club, New York City, was thought sure for second place, and a possible winner. He started in close company with Vesey, and led some of the time. On the fifth mile, being then behind, he spurred to the front, but with such poor judgment that he fell at the upper corner and narrowly escaped wrecking both Vesey and Gideon. The one hundred yards lost by this mishap was soon regained, and on the twenty-fifth mile he took the lead and held it, except for a half-lap once or twice, until during the fortieth mile, when he was attacked by cramps, and soon afterwards fell; but remounted and rode a few laps before finally giving up. . . G. D. Gideon, Germantown, Pa., Bicycle Club, was looked upon as a dangerous competitor for second place. He used a very large wheel, and rode with excellent judgment, refusing to join in the occasional spurts of his associates, and pursuing the even tenor of his way with patient persistence. During the last ten miles he was very tired, and rapidly lost ground, but was too far ahead to be caught, and finished a thoroughly exhausted winner. . . The wonder of the race was J. Howard, a fifteen-year-old schoolboy of New York City, who entered merely for a trial. He jogged along leisurely, and at the end of ten miles was a full mile behind the leader, and subsequently lost another half-mile. At half-way the leader began to come back to him, and when Smith quit, on the forty-first mile, Howard was but seven laps behind Gideon. The real race was commenced amid great excitement, and the spectators unanimously sided with the little fellow. He made a gallant struggle, reduced Gideon's lead yard by yard, and was at the finish exactly two laps behind. He used a borrowed machine, — an ordinary Columbia roadster, with the old-fashioned cone bearings instead of the improved ball bearings. With a genuine racing machine he could surely have won, and might have done so on his heavy, clumsy roadster if he had known his own ability and commenced real racing a few miles earlier.... In justice to Mr. Vesey, we take pleasure in stating that he is at home a recognized amateur athlete; that he has in no way or shape any interest in or connection with Keen's bicyclic enterprises in America or elsewhere; and that his reasons for coming to this country in such company are entirely creditable to himself. Mr. Vesey authorizes us to state that he is ready and willing to make a match against any Ameri-



can amateur, on the following conditions: To ride fifty miles on the Manhattan Polo Grounds, New York City; Beacon Park, Boston; or any other fair track, not smaller than a quarter-mile in circuit, Vesey to give his opponent five minutes start. We certainly have several amateur wheelmen who should accept this bold challenge; but when Mr. Vesey has had a little more experience with American weather, he will learn that our outdoor tracks are not kept in order during the winter, and that from now until next April he would have for his proposed match the choice of only three sorts of paths: solidly frozen ground, six inches of mud, or the same depth of snow. ... The time of the leaders at the end of each mile was as follows: C. D. Vesey, 1 mile, 3m. 33½s.; 2 miles, 7m. 8½s.; 3 miles, 10m. 42s.; 4 miles, 14m. 19s.; 5 miles, 17m. 56s.; 6 miles, 21m. 35s.; 7 miles, 25m. 10s.; 8 miles, 28m. 48s.; 9 miles, 32m. 30s.; 10 miles, 36m. 10s.; 11 miles, 39m. 56s.; 12 miles, 43m. 45s. W. Smith, 13 miles, 47m. 19½s. C. D. Vesey, 14 miles, 51m. 14s.; 15 miles, 55m. 4s.; 16 miles, 59m. 3s.; 17 miles, 1h. 2m. 55s.; 18 miles, 1h. 7m. 1s.; 19 miles, 1h. 11m.; 20 miles, 1 hour, 15m. 48s.; 21 miles, 1h. 19m. 48s.; 22 miles, 1h. 23m. 10s.; 23 miles, 1h. 27m. 14s.; 24 miles, 1h. 31m. 25s. W. Smith, 25 miles, 1h. 35m. 21s.; 26 miles, 1h. 40m. 6s.; 27 miles, 1h. 43m. 51s.; 28 miles, 1h. 47m. 56s.; 29 miles, 1h. 51m. 41s.; 30 miles, 1h. 54m. 55s.; 31 miles, 1h. 58m. 40s.; 32 miles, 2h. 2m. 25s.; 33 miles, 2h. 6m. 15s.; 34 miles, 2h. 10m. 48s.; 35 miles, 2h. 13m. 56s.; 36 miles, 2h. 17m. 45s.; 37 miles, 2h. 21m. 38s.; 38 miles, 2h. 25m. 17s.; 39 miles, 2h. 29m. 6s.; 40 miles, 2h. 33m. 7s.; 41 miles, 2h. 37m. 4s. G. D. Gideon, 42 miles, 2h. 40m. 52s.; 43 miles, 2h. 44m. 56s.; 44 miles, 2h. 48m. 43s.; 45 miles, 2h. 52m. 17s.; 46 miles, 2h. 57m. 25s.; 47 miles, 3h. 1m. 20s.; 48 miles, 3h. 5m. 8s.; 49 miles, 3h. 9m. 7s.; 50 miles, 3h. 13m. 8½s. The times from 6 miles to 21 miles, inclusive, are now the best American amateur record, but are still far behind English records.

#### Keen and Prince.

THE TEN-MILE CHAMPIONSHIP OF THE WORLD, AND THE SIX-DAY BICYCLE TOURNAMENT. A CHANGE IN THE PROGRAMME.

It has been for some time an open secret among Boston riders that the contest for the ten-mile championship of the world, in which Keen and Prince were to compete, was intended to form one of the leading attractions in a six-days' bicycle tournament, to be held under the auspices of the Boston Club in the Institute Fair Building, in this city; and with a track of six laps to the mile the record was expected to be lowered. It now appears that Keen's engagements in England will not admit of his remaining in this country until the arrangements for the tournament can be completed, and the two men will therefore meet at an earlier date, — probably 14 January, — for

a ten-mile straight-away race in the same spacious building. This race will be open to all comers who may desire to cover the forfeit money of \$100 a side, now in the hands of the editor of this paper, and this money will form the only stake at issue. No question of the championship will be involved, as the men have very wisely and fairly concluded that championships won on a board track, under cover, are at least doubtful honors, and always open to dispute. It is hardly likely under these circumstances that there will be a third aspirant for professional laurels; and this is not to be regretted, for a struggle for supremacy between two such noted riders will be the more exciting and interesting in the absence than in the presence of any outside competitors. In the mean time the preparations for the proposed tournament are being carefully forwarded, and the prospects are in favor of the most interesting bicycling exhibition that has ever taken place in this country.

#### Racing Challenge.

*Editor Bicycling World:* — Kindly insert that I am willing to make a match or matches on the following conditions: To take one hundred yards of John Prince (the American champion), in five miles, or ride F. Rollinson, of Chicago, level that distance. Either or both matches can be made for \$50 a side or upwards; the race to take place on any fair track.

ROBERT PATRICK,  
Of Wolverhampton, England.

#### Prince versus Rollinson.

*Editor Bicycling World:* — Mr. Rollinson's letter of 12 December was, I suppose, written before No. 6 of the WORLD reached him. Had he read it, he would of course have sent you his \$100 instead of the letter, and I hope he has done so before now. But I don't like his saying, "If it is convenient"; it looks too much like wanting to continue this racing on paper, and I am tired of it.

JOHN S. PRINCE,  
Champion of America.

#### Female Bicycle Championship of the World.

I HEREBY challenge Elsa Von Blumen, or any lady bicycle rider in the world, to ride the bicycle twenty-five to one hundred miles for \$100 to \$250 a side, or for a medal showing an emblem of championship; the sporting editor of the *Daily News* or any of the Chicago daily papers to be stakeholder; the race to take place in Chicago, or wherever mutually agreed upon by the contestants.

LOUISE ARMAINDO.

BICYCLE SCHOOL, MICHIGAN AVENUE,  
CHICAGO, ILL., 19 December, 1881.

The president of the San Francisco Bicycle Club, Mr. Columbus Waterhouse, and the ex-president, Mr. R. De Clairmont, are making extensive preparations for a run on wheels to San Jose, which is to take place as soon as the roads have become sufficiently hardened after the rains.

#### L. A. W.

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

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

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

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

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

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

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

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules.

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

#### APPLICATIONS.

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

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

KEYSTONE BL. CLUB. — Additional: T. S. B. Wood, 71 Duquesne way, Pittsburgh, Pa.; John C. McCullough, 250 Allegheny avenue, Allegheny, Pa.  
UNATTACHED. — O. L. Hurlbut, Box 348, Chattanooga, Tenn.

#### GLANCES ABROAD

(From the Cyclist.)

MR. RICHARD GARVEY, of St. Louis, Mo., President of the Missouri Bicycle Club, and State Director of the League of American Wheelmen, has been paying this country a visit. He leaves Liverpool on the return voyage to-morrow. During his stay in England, Mr. Garvey visited London, and called at our London Office. In Coventry he inspected most of the largest factories, and saw much to interest him; and before leaving, called upon us and told how pleased he had been with his visit.

THE "cycle" is certainly gradually weaving itself into our every-day life. Only the other day, we read in a recent



work of Miss Braddon's that the stalls of a certain theatre were crowded with athletes, bicycle riders, etc.; and a little farther on in the same book, a young lady, who has enticed a young gentleman to stay for afternoon tea under the plea that it will only take him ten minutes' walk to reach his desired destination, is made to excuse herself by saying when she learns that he had missed his appointment, "Well, I ought to have said ten minutes on a bicycle!"

AMONGST the points for the consideration of makers during the coming season is the avoidance of that fault, hitherto, of building bicycles intended as roadsters too close. I ride a "British Challenge," and am in the habit of going out in all weathers. When there was any mud, it used to clog in the fork in such a way as to put on a kind of continuous brake, rendering riding doubly difficult on heavy roads. At my request the makers lengthened the fork, so as to leave half an inch, at least, between the tire and the top of the fork, and there is now no clogging, even on the worst of roads. I used to ride an "Extraordinary," and, curious to say, this machine, though specially constructed for the worst roads, had the same fault. The second point is that handles should slope downwards, and thus give you greater purchase for ascending hills.

We have strange accounts, occasionally, as to what a tricycle can do; but Mr. John McMahon, a farmer near Cheltenham, has just stated in the local county court that one recently nearly knocked his horse and trap over. It seems, however, that Mr. McMahon knocked the tricycle over with his trap instead. The case was thus: Mr. James Cranmer, a tricyclist, was returning from Gloucester to Cheltenham, on the evening of 10 September last, riding a tricycle, with two lamps burning, two bells ringing, and a whistle in use as an auxiliary warning of approach. *En route* he met Mr. McMahon, who was in a trap with his wife and another person, and was driving on the wrong side of the road. His state, as his wife admitted, was that "he had had drink, but was not incapable." Mr. McMahon, consequently, as might have been expected, drove into the tricycle; and following the example of the London brewer's foreman, whose case we reported a few weeks ago, at once attempted to escape, and on his reins being seized by Mr. Cranmer, used abusive language. His name, however, was eventually obtained; and as Mr. Cranmer was fortunately accompanied by a friend who was able to support his statement, the driver (McMahon) was mulcted in £21 7s. 6d. damages, and in our opinion may think himself fortunate that the damage occurred to the tricycle only, and not to Mr. Cranmer's person. Mr. C. Sumner was the county court judge.

A CORRESPONDENT, who has the rather suggestive initials of "A. S.", writes to us to know why gentlemen am-

ateurs are allowed to receive money for framing handicaps, while if a man takes a money prize for racing in such handicaps he becomes a professional; and he goes on to argue that handicappers who accept fees should be declared to be professionals. This argument is, of course, absurd; framing a handicap is a laborious and unthankful office, and well deserves substantial recompense. If a gentleman chooses to add to his income by the exercise of his brains in this direction, he ought to be, and is, at perfect liberty to do so; and in fact, he is as much entitled to his remuneration as the doctor who sets an athlete's broken limb. A limb broken must be set; a handicap required must be framed or there can be no racing. Racing itself is a pleasure, and therefore ought not to be paid for, as regards those who, as *amateurs*, profess to do it for *love*; but handicapping is not a pleasure, but a very irksome piece of work, and those who can do it properly are well worthy of their fees. The difference is that brain work is paid for and muscular work not.

## PERSONAL

GIDEON won the fifty-mile race last week on a "Harvard" semi-racer.

SECRETARY GREATA, of the Falls City Bicycle Club, Louisville, Ky., has taken up his residence in Cleveland, O.

KOL KRON contributes "White Flannel and Nickel Plate" to Burbank's *Wheelman's Annual* for 1882, to be issued early next month.

THE Falls City Bicycle Club, of Louisville, Ky., on the occasion of the exhibition in that city by the Stirk family of bicycle riding, presented little Florry.

HOWARD, a sixteen year old school-boy, *easily* won second place in the fifty-mile race on a cone-bearing Standard Columbia, which he borrowed. The Pope Manufacturing Company ought to present him one of their best makes, with all the anti-friction improvements.

IN the Bicycle Touring Club Quarterly Report, we find recorded the following action of the Council, held 19 November: "That the conduct of A. H. Llewellyn Winter, a member of the Bicycle Touring Club, having been inquired into by the Council, they do hereby expel him from the club."

## GLEANINGS FROM EXCHANGES

THE TRIOCYCLE.—A writer in the *Salem Post* says of the triocycle:

"Doubts have been expressed as to the merits of the machine; but to satisfy ourselves and the public, I, with two others, on Monday the 12th inst., left Salem at 3 P. M., on a triocycle, to visit Gloucester. The roads were in fair condition, yet there were many places where it was quite rough, being frozen so hard that a bicycle could not have passed over it. With the triocycle, however, we had no trouble, and we made our run to Gloucester, a distance of sixteen miles, in one hour and thirty-five minutes. Here we partook of refreshments, and at six o'clock started on our return for Salem. The evening was very dark, so that we rode slowly to Manchester. Here we purchased a lantern with a reflector, and proceeded on our way, not heeding the rough places nor sparing the machine. We arrived in Salem at 7.45 o'clock, having been gone from Salem just four hours and forty-five minutes. The exact riding time was three hours and twenty minutes, the distance being thirty-two miles. No accident of note occurred, excepting the breaking of one treadle, which gave out just as we were going into Gloucester; it was promptly replaced by J. S. Webber, L. A. W. Consul of that place. I must agree with the two gentlemen who were with me, that the journey was accomplished with less fatigue than if we had performed the same on a bicycle."

THE enthusiasm displayed at the bicycle race on Monday night in American Institute, during nearly four hours in a raw, penetrating atmosphere, evinced that under proper management the sport might become popular. Four separate parties of English wheelmen have heretofore endeavored to create a diversion in favor of bicycle contests here, and all of them have failed. If the National Association of Amateur Athletes or the League of American Wheelmen were to arrange a series of races, open to amateur riders from abroad, the result would possibly be different. — *N. Y. Sun*.

GREAT is the bicycle. It has numerous names. One is the Columbia, named from Columbus, who discovered America, and the rider thereof discovers America twice as often as he wants to. Then there is the Mustang, and you mustang on or you will fall off. A third kind is the Harvard, and you harvard work to ride it, you may be assured. A cheaper make is the Otto, and a man otto get his life insured before he tries to manage it. — *Exchange*.

We should like to see the interest in bicycling spread and grow, because the exercise is a healthy one; because bicycle riding gives occupation to a class inclined to indolence, and because it is a cheap and rapid way of getting from point to point. — *Turf, Field, and Farm*.

## BOOKS AND PAGES

OUR LITTLE ONES (Russell Publishing Company, Boston) for January, 1882, is received, and its entertaining batch of verses and stories for very small people are,



as usual, most liberally and beautifully illustrated. Naturally, the subjects partake largely of the Christmas and New-Year's flavor; but of course these can never become hackneyed themes until children themselves become monotonous, and that certainly can never be. "Wide Awake Land" is a very pretty conceit, prettily told, and other especially good things in the number are "The Birds and the Whistle," "The Circus," "A Merry Christmas at Uncle George's," and "Scamp's Surprise."

VICK'S FLORAL GUIDE for 1882, the handsomest floral annual published anywhere, is in hand, and is all its enterprising publisher claims for it, in the way of beauty and value, its one hundred and thirty pages being crammed with illustrations of flowers, plants, and vegetables, and with interesting descriptive information, besides two full-page colored plates. Sent post-paid, for ten cents. James Vick, Rochester, N. Y.

THE CENTURY MAGAZINE (*Scribner's Monthly*) for January, 1882, while not so profuse nor so uniformly rich in quality of illustration as some of its immediate predecessors, still contains several of more than ordinary excellence, — noticeably the frontispiece, which presents a splendidly engraved three quarters length portrait of Thiers, by Cole after Bonnat. Then Mary Hallock Foote continues her Mexican papers and accompanying pictures, the combination producing a double charm to the reader. An article on the "Revival of Burano Lace" is finely embellished with specimens of rich design. Other illustrated papers are "The Caverns of Luray," by Ernest Ingersoll, "Oriental and Early Greek Sculpture," by Lucy M. Mitchell, and "Who were the Chartists?" an interesting series of brief biographical sketches, text and engravings by W. J. Linton. Other articles are "English and American Song Birds," by John Burroughs; "The Increase of Divorce," by Washington Gladden; "From Mentor to Elberon," by Col. A. F. Rockwell, with a portrait of Garfield by Bierstadt; "Reminiscences of Thiers," by E. B. Washburne; and "Legal Aspects of the Mormon Problem," by Arthur G. Sedgwick. Mrs. Burnett's and Mr. Howells' interesting serials are continued, and Harriet Prescott Spofford contributes a character story. The editorial and following departments are filled as usual with interesting and timely topics and much valuable information.

## NOTES, QUERIES, ETC.

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

*Editor Bicycling World:* — In reply to "Geesee's" inquiry in this week's WORLD, I would say that I used kerosene, 165°, in my lamp during last fall. It proved too hot for the lamp, it being a soldered one. The light is very brilliant, and not readily "shaken down." I do not think there is any danger of an explosion if a high-test oil is used. I am at present using a mixture of two thirds lard and one third kerosene oil, 165° test, and find it to satisfy me better than anything else that I tried, it being very brilliant, easily lighted, and cool.

BOSTON, 17 December, 1881. 2163

*Editor Bicycling World:* — In your issue of 16th inst., "Sixty-inch" asks for information regarding the "British Challenge." I have ridden a 58 Challenge for some months, and prefer it to Harvard, Columbia, or Excelsior for rigidity. I think it has no equal. The bearings are quickly adjusted; the rubber-cushioned spring is easy to the rider; and you can use the brake going down hill without the rear wheel kicking. The machine, taken all together, is a light, rigid, and easy-running roadster. CROPPER.

BUFFALO, N. Y., 18 December, 1881.

*Editor Bicycling World:* — In answer to "Sixty-inch" concerning the British Challenge bicycle, I would say that I have ridden one (a 54-inch) since July, and it has proved itself to me a first-class roadster, and rigid enough for a light man, but for a heavy man would advise some other machine. With regard to its durability, I would say that I have ridden about three hundred miles, and my machine has cost me but sixty cents, and has not shown its use in the least. As to ease of running, I am not a fair judge, as I have ridden but few machines; but I will say that on many occasions I have far outcoasted other machines, an "Extraordinary Challenge" in particular. BOSTONIAN.

BOSTON, MASS., 19 December, 1881.

### Sad Memories.

(*Bicycling Times*.)

WITH sad forgetfulness of flow'rs that made the summer dear,  
December comes with gloomy days to end the fleeting year;  
Cold blows the wind across the vale, and on my window pane  
Incessant pattering proclaims December's dawned in rain.

The trees assume a haggard look, with branches grim and bare,  
And desolation reigns supreme on scenes that once were fair.

'T is truly said such sights as these the 'cyclist cannot praise,  
So here I'll watch the flick'ring flames, and think of by-gone days!

Ah! 't is a consolation sweet that Time in turn shall bring,  
That in the wake of winter months come harbingers of spring;  
And fonder shall we love that spring when Nature garbs in green,  
By passing through the time of blasts, and winter's sunless scene!

And yet for me to think of spring, with all in beauty clad,  
Brings naught but overflowing eyes, and feelings more than sad;  
Ah! I can recollect that time when Nature all was gay,  
And seemed to indicate to us that love should ne'er decay.

The blackbird sang his joyous song atop a neighboring tree,  
And all the poets of the air replied in melody;  
We were a happy pair that day, for Cupid wrought his chains,  
As on a double tricycle we rode through rural lanes.

And I remember how we stopped beneath a shady nook,  
And gathered all the flowers that grew beside a bubbling brook;  
And whilst we listened to the lays that came from larks above  
We stood in peaceful placidity, and talked of life and love!

It was a joyful time, and I can recollect the bliss  
With which I madly strove to gain our love's first rapturous kiss;  
And when I asked if I could have reciprocation's plan,  
She, smiling, tripped away, and cried, "You catch me, then you can!"

But here alone, with saddened mind, I watch the flickering flames,  
And think how Time will play his pranks and alter all our aims;  
Oh, gaze around my lonely room! oh, feel my throbbing pate!  
She's married to another man, and I'm a celibate!

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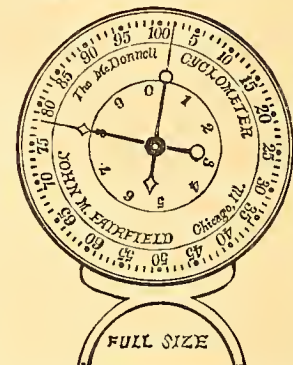
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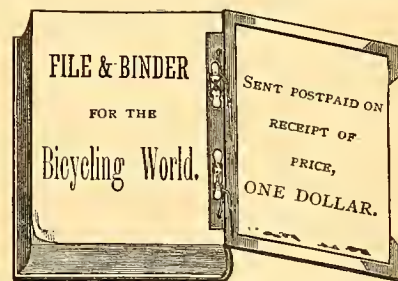
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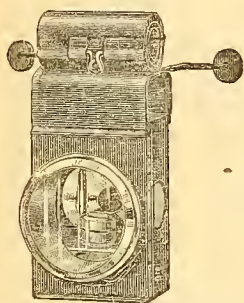


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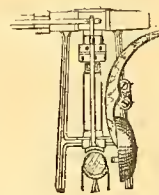
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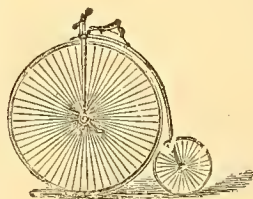
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