

# THE Bicycling World

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Louis Harrison, Editor.

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HANDLE bars have within a year undergone a more general improvement than any other part of the bicycle. The 15-inch handles mark a certain period in the history of the machine as truly as do these of 26 and 28 inches; in fact, it is not hard for a critical wheelman to tell the age of a bicycle by this means. Those of earliest make were sensibly long, — averaging about 21 inches; but the hard headers which were brought about by confinement of the legs led to the manufacture of shorter steering rods. When the effectiveness of long handles began to be understood, especially their value in spurts and rough riding, the length was greatly increased, and bids fair to be carried to an extreme. The handles should always be within easy reach in an erect attitude.

BICYCLERS who intend to come to the Meet in Boston, will do well to read the report of the Committee on Railroads, published in this issue. Wheelmen in Buffalo, Cleveland, Chicago, and other Western cities should combine in parties of five or ten, and thus secure from ticket agents reduced rates to Boston. Mr. Burt, the chairman of the committee, has labored industriously to secure the free and careful transportation of bicycles, and certainly deserves the warmest thanks for his services.

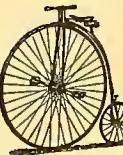
MR. DEAN, the popular secretary of the Boston Club, is recovering from the severe dog bite received while riding in Medford, and will soon again be in the club ranks. Mr. Colby, of the Waltham Club, was thrown from his bicycle by a dog, and his arm so severely fractured that he will be confined to the house for some time. His resignation from the chair of the Reception Committee, L. A. W., was received with regret, and a vote of sympathy extended by all the members of the Entertainment Committee.

A STORY is circulating to the following effect: —

"A truly good Massachusetts man went

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attention to Bicy-  
clic suits for indi-  
viduals and clubs.  
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out on Commonwealth to try the stand-still feat. After an hour's experiment, he succeeded in stopping his fiery steed, but he went on and on. He attempted to skip the gutter, but failing, laid down in it and tried to cover himself up with the curbstone. While he was musing upon the probability of his new coat being split up the back, a venerable-looking gentleman approached and said in tones of nasal sadness, —

"Verily, verily, my friend, how came you here?"

The truly good Massachusetts man looked up with a virtuous smile and replied: —

"I came here notwithstanding."

The Masher from Providence heard this story, and laughed at it so extrav-

agantly that his daily dose of Apollinaris water came quite near choking him, thus anticipating the future work of a hemp rope. He went to the Boston club rooms, and while chuckling to himself, told it thus:—

"One of the pious Massachusetts men took a header into the gutter the other day. A long-faced bilk in a white choker came up, got on to the situation and said,—

"Hey, Jimmy Fresh, how came you here?"

"And ha-ha—and ho-ho—the other fellow said,—

"I came here nevertheless."

The Masher never smiled again.

THERE is already a demand for the seats in the galleries at Music Hall for the evening of 30 May. The ladies will undoubtedly be there in full force. Madeline, Augusta, and all others who are interested in bicycling will be present, and will do much by their presence to stimulate those who will compete in the drill and fancy riding.

THE Philadelphia *Times*, always a progressive and liberal paper, has recently spoken more than one good word for the Quaker City bicyclers. It thus refers to their exclusion from the Park:—

"There is a chance for the Fairmount Park Commissioners to make plain to the city why one class of vehicles are discriminated against in the park in favor of others. The Bicycle Club has addressed a formal petition to these gentlemen, demanding the use of certain roads in the pleasure ground for their graceful and harmless vehicles. Why the bicycle, whose motion is the perfection of grace and whose management is a marvel that the observer never tires of admiring, should be shut out of a pleasure ground, defies the powers of divination given to the average mind. What an addition to the life and picturesque effects of the park to see a swarm of clean, stout-limbed, well-poised lads, seated easily in the air, half flying, half gliding through the air,—Adonis, Centaur, and Phœbus in one! It is one of the most graciously agreeable sights of a summer day to see the glinting rods of innumerable bicycles flashing through the great pleasure places of European cities. In the interest of art and the picturesque, if there were none higher involved,—which there are,—the Park Commissioners should at once rescind a rule which deprives young Philadelphia of one of its greatest, wholesomest, and most harmless joys."

## PHOTOGRAPHS

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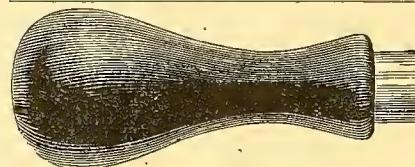
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BOSTON, 20 MAY, 1881.

CATERING TO PUBLIC OPINION.—If the members of a community who do not ride but faintly realized how much weight is attached to their opinion by a certain class of those who do, they would soon become so exacting and fastidious that the discomforts of wheeling would outweigh its pleasures. The men who were the pioneers in the pastime for this country, in spite of their studied courtesy towards those who were prejudiced against them, were bold and self-assertive. They lost no opportunity to convince the reasoning public that bicycling was a lawful and innocent pastime, and to enforce their rights where they were not reasonably listened to. They succeeded in establishing the pastime, and most especially in those places where they backed up a gentlemanly deportment with a persistent and aggressive defence of their rights.

To-day we are advised, by those whose character is patient and tolerant, to submit to indignities no other class of gentlemen have to suffer from, and this advice is tempered with such delusive words as "moderation," "courtesy," "consideration for others," which lend it an air of wise discretion.

The motive of those who thus advise is good. They desire to have a dignified conduct on the part of wheelmen lend

its influence to bringing the pastime into general favor; but it is doubtful whether a submissive demeanor is consistent with dignity or will command respect.

There are numerous cases of direct personal insult received by unoffending wheelmen from a class of men who have strong predilections for fast horses, rum, and profanity; and if meek submission to such injustice be called "moderation," we are decidedly in favor of something immoderate and aggressive.

Quite recently a riding teacher in one of the Boston schools, feeling a spite against the machine which has deprived him of many pupils, attempted to ride his horse into a party of gentlemen, who were wheeling in the best of order, and who had the firmness to observe that order, to the discomfiture of the fellow who expected to throw their ranks into confusion. It may be "courtesy" to let the matter drop without further notice, but we believe that if a vigilance committee would give the fellow a lesson in the proper use of the highway, he would be far more likely to exercise courtesy himself in the future.

There are many instances where wheelmen have been annoyed by useless and dangerous dogs, and quite recently one consul L. A. W. had his foot severely injured by a dog bite received while on the wheel; and another consul was thrown from his bicycle by a vicious dog, and his arm so severely fractured that he has had to give up wheeling entirely. It may be "consideration for the feelings of others" to let these dogs live,—to let them pursue the even tenor of their existence and as many bicyclers as they like; but it would have a better effect if they were sent to the happy hunting-ground and their owners sued for heavy damages.

There is nothing in either the character or conduct of bicyclers which sets them apart as a class of people who should submit to every indignity and malicious injury, simply to please the public. Men who ride the wheel do not do so because they desire to see bicycling succeed, but simply for personal ends, and they should not hesitate to resent an affront on the wheel as promptly as they would in any other position.

They follow out a lawful pursuit without the intent of annoying others, or in any way interfering with the rights of others; they exhibit more courtesy on the highway than any other class of people, and if maliciously assaulted, they should com-

bine and make an example of every offender, and thus at once protect themselves and their favorite pastime.

#### THE NEW HAND-BOOK OF THE TRICYCLE.

(Continued.)

THE position of the driving wheel or wheels is of much importance. A single driver may be placed at almost any point. Theoretically, it should be in the fore and aft centre line, "no matter whether leading or following," but this is difficult to accomplish: it requires heavy bracing of the driver to keep it from being unsteady; it is not adapted to carrying baggage, and presents considerable difficulties about steering. For general purposes, therefore, it is better to put a single driver on one side of the machine. This has the advantage of simple framework, capacity for carrying baggage, and greater comfort of position. These machines, however, have somewhat of "a swaying motion, produced by the repeated pressure of the feet and propulsive power being on one side only," and there is sometimes some drag to the other wheels. The swaying is not felt, if sufficient weight is kept upon the steering wheel; but if this gets tilted up, as may occur in hill riding, or if the steering rod by chance gets disconnected, the machine will whirl around out of its course very quickly. This is the case, also, in running upon ice.

The "Coventry" pattern has so long a wheel base on the side opposite the driver as to keep it straight, but the side strain still exists.

When both wheels are driven, the two are placed side by side; but to work well and prevent great resistance on curves, or even on ordinary roads, these wheels should be so constructed as to enable one to outrun the other, and turn corners without drag or slip. At the same time both wheels should have positive driving apparatus, so as to avoid the objections to single side drivers. This is a difficult problem, but it has been admirably solved in a number of ways. The necessary contrivances are of course patented. We find in the list of tricycles described in the work we are studying, six centre drivers, twenty-nine double drivers, and sixty-four single drivers.

Double drivers, answering to the above-named conditions, are somewhat more complicated, more difficult to plan and construct, and more expensive than single drivers; hence the much larger number of single drivers on the market.

"Mechanical clutches have been tried, with which the wheel may be thrown out of gear when taking corners, both being driven upon the straight." This is decidedly objectionable, as it leaves too much to the rider to do. Should he forget to throw the proper wheel out of gear, he would inevitably capsize if he should attempt to turn a corner.

The chief advantages of double driv-

ing are, the absence of swaying, steadiness at high speed, the advantage of going over obstacles with direct rather than side driving, and the fact that "two wheels, each at work, can naturally drag along one [the small steering wheel] with far more ease than can one wheel, work it never so hard, drag along two others, each in more awkward positions, being indirect with the line of pull."

Some machines, and those too of a high class, are so constructed as not to work in the back motion. Back pedalling with such is impossible, and the rider cannot even hold back his machine with the pedals on a down grade. This should be considered in studying a tricycle, as a "point of great importance, when we consider the desirability of slight checks to the speed, stops, and reversions in traffic navigation, as well as a fall-back in case of the failure of the brake, or as an assistance in the event of an insufficiency of brake power at any time."

"The rider has to consider whether the slight increase in erratic steering, which sometimes occurs . . . with two-track machines, is compensated for by their running smoother and being less liable to meet with obstacles, two tracks being better guided clear of stones and ruts than three."

The two methods of transmitting power to the driving wheels are the rotary or crank, and reciprocating or lever. The author considers the former decidedly superior to the latter. He says, "It is very probable that a person altogether new to the exercise [of either the bicycle or tricycle] would find little difference between the two methods"; but to him it appears that the lever motion is more fatiguing, less adapted to high speed, more jerky, with a more decided dead point, and more apt to strain the muscles just above the knee, as it is raised higher by the lever action. This is especially true when working hard up-hill.

With either motion, power can be readily obtained at the expense of speed, or the reverse; but here also the rotary action seems best. Increase of power with levers involves a disagreeable increase of leg action, whilst with cranks no greater stroke is needed, as it is only necessary to vary the size of the gears or chain-wheels to increase the effective power or speed, as may be desired, the length of crank remaining unchanged. The author's opinions are entitled to the greatest respect, but we would suggest that it is possible that lever propulsion may not have received yet its fullest development. Possibly new forms may be presented, and we may have also combinations of rotary and lever action which may prove valuable. An instance of this may be seen in the 'Xtraordinary Challenge bicycle, which has a combination of side levers with cranks on the main axle, giving the pedals a path through a compound curved line which is difficult to describe without a diagram. The Arab tricycle has neither gears, chains, nor driving bands. Its pedal shaft has

the ordinary cranks and pedals attached to it; in addition it has two other cranks connected to cranks on the axle of the driving wheels by simple connecting rods. The cranks are not opposite each other on either the axle or pedal shaft, but are set at an angle to avoid any possibility of getting on the dead centre. This machine has an arrangement which permits one wheel to outrun the other in turning corners.

The tricycle, with equal driving wheels and a small steering wheel, is in some patterns modified by reducing the size of the driving wheels, and so gearing them as to multiply the revolutions of the drivers beyond those of the cranks. For instance, a machine with 40-inch drivers may be geared to go the same distance, for one revolution of the cranks, that an even-gearred 50-inch wheel would. The author highly approves of this plan, saying that the reduction in weight more than offsets the loss in increased friction, and there is, in addition, a gain in safety, as the centre of gravity is materially lowered on account of the small wheels. "We have to weigh a considerable increase in safety against a slightly more lowly position and appearance." To this must be added the fact that, with low wheels, the rider gains a much greater freedom of motion of the body.

Another form comes before us with unequal wheels, such as the Excelsior or Harvard. The latter was illustrated in the BICYCLING WORLD of 4 March. These machines have a rear steering wheel of about 20 inches diameter, a driver of about 50 inches, and a third wheel by the side of the driver of about 30 inches. The frame is of the hay-fork type.

The size of the driving wheel varies in some machines, and runs up to as high as 56 inches, especially in racing machines. These tricycles have the advantage of the open front, a light weight, and a low wheel on one side of the rider, which gives him more freedom of body; but the author finds, so far as his experience goes, that the running is not so steady as with equal wheels, "there being more or less a swaying motion and unsteadiness connected therewith, inseparable from the inequality of the wheels."

These machines are a llvery speedy. The Excelsior with 1 mile in 3 min. 57 $\frac{1}{2}$  sec., the Rudge with 2 miles in 42 min., and the Woodcock with 10 miles in 42 min. 33 $\frac{1}{2}$  sec., show clearly that this type is well fitted for smooth ground and high speed. So far as we can find any record, the above are the fastest times ever made on tricycles.

Another variety is found in two machines, the Centaur Convertible No. 2, and the Northampton No. 1, being nothing more nor less, in general appearance, than an Excelsior turned around, and run with the steering wheel in front. This arrangement makes a more open front than is found on most front steering

machines, and gives an effective tricycle on which "the rider is well over his work, and can stand on his pedals for hill work."

Another form is found in the Rara Avis, which made considerable stir in England last fall. It is practically a bicycle to which has been added another rear wheel placed by the side of the original one. As a tricycle this merits no attention here, but turn the machine about and run the small wheels in front, and we have the well-known Challenge Tricycle No. 1, a machine of considerable merit, but, having but one driving wheel, somewhat unsteady. The stays and braces, needed where the driver has no other support, add to the weight; but the centre of gravity is low, the front is open, and it has centre driving, — three excellent features.

This machine has regular bicycle cranks. Rods connect these with the rear ends of bell crank levers, on the front ends of which are the pedals. But few machines are now made of this pattern or of the following, which is another variation of the single driver.

This is called the Coventry tricycle, and has fore-and-aft steering wheels in line with each other, and a driving wheel on the opposite side of the machine midway between the ends. This tricycle has but two tracks. It is narrow, but is remarkably safe compared with other narrow machines. It turns easily, as both of the small wheels steer. It is steady over rough ground and going uphill, as the rider is midway between the end wheels, and these are so far from him to the front and rear that he can stand up to his work on the pedals to the very best advantage. This machine was made originally with levers, but now has a rotary crank motion, which is a great improvement.

The Humber tricycle is a law unto itself, being unique in many respects. It has two 52-inch drivers (or as high as 60 inches for racing), and an 18-inch rear wheel. The steering is through the front wheels. "The frame consists of an ordinary bicycle backbone, hind wheel, head, and handles." From the lower part of the head, a hollow bar runs downward, forking just above the axle, and connecting with it by means of two ball bearings, six inches apart, in which the axle revolves. Between these bearings, and attached to the axle, are the drum for the strap brake and the upper chain-driving wheel. From the hollow bar, just above the fork descends another hollow tube. This supports at its lower end, in ball bearings, a short axle with regular bicycle cranks and pedals. On this same axle is the lower chain wheel. An ordinary tricycle chain connects the two chain wheels and conveys the power to the main axle, to which the driving wheels are attached. This is a fast machine, and runs easily. The rider is naturally thrown to the inside in turning corners.

To recapitulate, we have nearly all

tricycles embraced under the following classes:—

1. Rear steering, equal drivers, three tracks, hay-fork frames, based generally upon the Meteor pattern.

2. Front steering, equal drivers, three tracks, and generally resembling the Salvo.

3. The Humber, equal drivers, three tracks, front steering, but rear small wheel.

4. Rear steering, single driver, unequal wheels, three tracks, of the Excelsior type.

5. Front steering, otherwise like No. 4, of the Northampton No. 1 type.

6. The Rara Avis, but little more than a bicycle.

7. Front steering, two small wheels in front, single driver, three tracks, like the Challenge No. 1.

8. Fore-and-aft steering, single driver, two tracks, like the Coventry tricycle.

The foregoing is but little more than a compilation from the introductory section of Mr. Sturmey's book. As this book will probably fall into the hands of comparatively few readers in this country, we feel that we are doing a good work in reproducing some of its prominent features. It contains a mass of information which cannot be found elsewhere. We propose hereafter to resume the study of its pages.

#### THE GALORIOUS PARADE.

A PERFECT day. Above a clear blue sky, as bright and soft in hue as that which smiles on favored Italy; beneath, a road-bed hardened by recent rains and dried by a succession of sunny days. The air tempered by a rustling eastern breeze and softened by the morning warmth of the sun but filled with an exhilarating purity. From every quarter the 'cyclers come in blue, brown, green, yellow, maroon, lilac, aureate erubescence, and atra-mentous, with faces browned by many, many 'sunny afternoons or reddened by many, many rummy evenings, all filled with excitement at the prospect of being the beheld of all beholders.

A bugle sounds, and forth come the ancient and honorable Bostons, with their uniforms displaying all the varied and vivid colors of a well-stamped cigar box. The New York men follow, their eyes all directed to a pretty girl in a carriage, who seems to be waving her hand at some Massachusetts man beyond them. The older clubs follow in quick succession; the crowds press forward; the mounted police swear, club, and carry themselves with as much lofty majesty as is concentrated in a first-class hotel clerk; the small boys cheer and blow beans, and Division 1 passed out in fine fo. m.

A distressed member of the staff is next seen trying to rally the League unattached, while each and every individual man tries to ride in the first place. The division commander succeeds in ranking them according to League numbers, and to the toot of a consumptive-looking bugler, the great unnamed proceed.

All is well for a brief time, but there comes a great cheering ahead. The Capitals of Washington are riding with feet and hands off, propelling themselves by flapping their ears, and creating thereby the most intense excitement. Everybody cranes their respective necks to catch a glimpse of the Caps, and some of the misguided unattached attempt to stand in their saddles and see the whole thing. There comes a crash in the ranks; the division commander turns pale and wheels around. The wheels surge in one direction and the crowd sways back. One after another goes down into a mountain of spokes, handles, rims, and profanity, and the great unassorted are completely demoralized. Those that are not entirely broken up remount and hurry on to catch Division 1, while a squad of coppers remove the *debris*.

Hark! The merry *ra-ta-ta* of a fish horn is heard, and up ride in splendid form a strange and *nondescript* band. An ape wobbles ahead with his tail comfortably coiled around the backbone; and his retinue of masked riders impersonating everything that is wild, grotesque, and strange under the azure heavens, follow in mysterious silence. Nobody knows who they are until a small boy on the fence cries shrilly —

"Harvard do you go before you get there?"

There is a perceptible commotion in the ranks until the captain's stern voice says:—

"Cheese it! — ah, cheese it!" and then they pass by in ignominious silence.

After the serious actors come the clowns and acrobats. They are the fourth and last division:—

They wabble.  
They wriggle.  
They shamble.  
They shuffle.  
They reel.  
They tremble.  
They totter.  
They shiver.  
They become convulsive.  
They lunge at the police.  
They run foul of lamp posts.  
They bump each other.  
They rush rec lessly at the crowd.  
They play see-saw once more.  
(This time for the drinks.)  
They stop a moment to think.  
Then they go on, but leave the machine very absent-mindedly.

They soar, majestically and beautifully, out into space.

They grab space and hang desperately on to whatever air is within reach, until the hard, stony-hearted road flies up and slaps the wind out of th m.

They then lie still and think seriously of settling down a while in a c sey little room, where kind friends with tender voices will assure them that the machine is sold for old iron and the money used to buy arnica, lint, and falsetto teeth.

In the meanwhile the procession moves on amid cheers and waving handkerchiefs, every motion observed, every

uniform criticised in color and cut and compared with others, every face watched with curiosity, and the drill and equipment ranking the club in the minds of those who know nothing of the men, character and rank in life being at a heavy discount.

Every-one is impressed with the beauty and rare interest of the parade, every one is tingling with excitement and overflowing with cordial feeling, and every one is deeply, profoundly, and absorbingly hungry.

Stack machines, gentlemen. The beans are ready.

LAUNCELOT.

#### THE ROADS OF STATEN ISLAND.

I BEGAN my wheel explorations for 1881 this morning by embarking from the Battery at 9 o'clock, on a ferry-boat, whose voyage ended a little less than an hour later, at Vanderbilt's Landing, Staten Island. Thence I road southward without stop, to the end of the macadam at Fort Wadsworth, a distance of a mile and a half, of which a third or a quarter was very good riding, while the rest varied from tolerable to poor. Taking the sidewalk to the West, I was beguiled by a sign pointing "to the boulevard," into descending to a sandy road along the south shore; but at a mile from the fort I gave up hope of finding a comfortable southwest passage around the i land, and so returned to the starting point. Continuing northward from Vanderbilt's, through Stapleton, I rode up a long hill, and then down it towards the west, and around it towards the east, on the shore road, till I nearly reached the church on the same hill again. I think this was New Brighton, and the distance from the foot of the hill in Stapleton was two miles. Turning back along the shore road, re-passing the Sailors' Snug Harbor, and continuing a generally westward course, a ride of three and three quarter miles brought me to the Continental Hotel, Port Richmond, where I paid half a dollar for a very poor dinner.

Thence along a winding road towards the south and west I went without stop for three miles, to the bridge at the cross-roads, where stands the Bull's-Head tavern. On the return, as the wind no longer favored me, two or three dismounts were required by sand or ruts. Proceeding westward again from Port Richmond, I found the macadamized shore road was very good indeed for a mile and a half, ending at the most westerly landing place of the Battery boats. A half-mile beyond this, the road being barely rideable, I paid an honest oysterman twenty-five cents to row me across to the main land. Disembarking in Elizabethport, at the head of Jersey street, which is paved with tolerably smooth Belgian blocks, I rode along the same or else on the sidewalk flags to what seemed the main street in Elizabeth, up which I turned to the right till I reached the Nicholson-paved street, branching off on

the right towards Newark. The distance of this point from the shore was two and three quarter miles, and I was three quarters of an hour in getting over it. For three miles and a half this Nicholson road stretches in a bee line to the fire-engine house in Newark (in front of which Mr. J. Lafon kindly gave me my first lesson in the art of bicycling, on 14 March, 1879). The wooden blocks extend along about one third the distance, however, and though they make very fair riding, I found the macadam of the succeeding half-mile far superior. The rest of the road, being in process of repair, was not good, the new layer of stone in the centre not having got worn down smooth, and the side tracks being rather rutty. By 1 June the whole avenue will doubtless be in excellent condition.

Between the engine house and a point two miles and a half beyond, on South Orange avenue, I did rather more walking than riding. Even on this avenue I found that a new coating of macadam had been spread for more than a mile, though the side tracks were rideable; but when once fairly in Orange I suffered no more disappointments, and put in several miles at a good pace before finally dismounting at the hotel at 7.30. I had made many detours during the day, whenever smooth pavements tempted me, and my cyclometer's record for the trip was a trifle more than forty miles.

A visit to Staten Island can be safely recommended, I think, to any metropolitan bicycler. The macadamized shore road from Fort Wadsworth, on the southeast, to the last ferry landing on the northwest, about eight miles long, can be taken without a dismount; and though some parts of it are very poor, other sections are as good as possible, and two or three of these afford excellent chances for coasting. The outlook over the water is almost continuously attractive, and from several points may be called superb. The two lines of boats from the Battery start on the even half-hours; and all their landings are within a few rods of the shore road. No charge for the wheel is made in addition to the ten-cent fare. My advice to a tourist would be to go ashore at either the southernmost or the westernmost landing, though this is not important. From Port Richmond a ferry-boat runs at brief intervals to Bergen Point, on the main land, and I was told that there was a good macadam road there, though my informant could not say that it continued smooth all the way to Jersey City. For an afternoon's ride of from ten to twenty-five miles, the Staten Island roads which I have described seem to me as attractive a place as can be offered to a New Yorker. There is a chance, too, that further exploration might bring to light other smooth paths in the interior of the island.

Though my ride of to-day was the first made this season, in a locality previously unknown to me, I may perhaps be allowed to briefly allude to my earlier spring

wheeling, which began in Washington, whither I went on the first day of March, for a week's visit. Of course, every one knows that that is the best paved and cleanest swept city in America, and in four days I made trial of its asphalt to the extent of one hundred and sixty miles, my longest record being sixty-seven miles. This was on the day after the inauguration, and included a seven-mile run, with the two local bicycle clubs as an escort. Except for the fact that a broken handle bar forced me to do all my steering with the left hand, I should have put in at least a dozen miles more, and so surpassed my September ride into Erie, seventy-three miles, which still remains "my best." I'm surprised that none of the Washington men seem to have been tempted by their enchantingly smooth pavements into taking long-distance races. Were I to reside there a fortnight, I'd propel myself an even hundred miles some day, or else die in the attempt. City riding can never be as pleasant as country riding, but it is at its very best in Washington, and every patriotic bicycler ought to make at least one trial of the national capital's capital asphalt roads. Compared with these the Brooklyn asphalt seems little better than corduroy. To ride through that city last autumn, from Wall street ferry to Prospect Park, was by no means unpleasant; but the frosts and rough usage of winter have made the pavement so full of cracks and holes that fast riding is out of the question, and a man is lucky even to pick his way slowly along without dismounts. The six-mile boulevard from Prospect Park to Coney Island has also changed greatly for the worse since last season, particularly the half nearest the seashore. It took me nearly an hour to ride down it, on the second Saturday of April, though the return trip, with the help of the wind, was made more quickly. Between 19 April, 1880, and 9 April, 1881, my cyclometer registered 1,722 miles, which represented the riding of sixty-eight different days. KOL KRON.

WASHINGTON SQUARE, N. Y., 22 April, 1881.

#### RIGHTS OF IMPORTATION.

*Editor of the Bicycling World:*—We find there is a wrong impression prevailing in some quarters respecting the right and propriety of importing bicycles into this country without license, which, where we find it, is always referred for its origin to the pages of your excellent and usually reliable paper. The wrong impression generally appears in this form: that *anybody* may import any machine he likes for his own use, or even more for his friends, without molestation from the owners of the patents, provided he comes up afterwards honorably, of his own accord, or judiciously after he has been found out and requested to, and pays ten dollars a bicycle. We are sure this is not the impression you have intended to disseminate, but it prevails nevertheless with

some of your readers, and you will allow us a few lines for correction. Of course, as a matter of law, every one who knows anything will understand that patents protect three things; the making, the using, and the selling to others to be used, of the patented article.

Any one who does either of these three things with a patented article, and without license of the owner of the patent, is a infringer; in legal phrase he is a trespasser; in plain English, he is a pirate, and is so considered and treated in the courts. He who, to avoid dealing through a manufacturer, or an importer, or regular agent, for his bicycle, prefers to import it himself under the mistaken notion that he can do something better, and then feels aggrieved if he is found out, and is n't settled with for ten dollars, which the agent or dealer regularly licensed would have had to pay, is in the same position as a young man who breaks into an orchard which does n't belong to him, steals a bushel of apples, and then when found out and brought to book, steps up and offers to pay the market price for cooking apples, and is aggrieved if it be not accepted with thanks.

Now, while it is true that we have granted licenses to manufacturers and to importers at a reasonable royalty when they appeared to be responsible, to mean business and ready to devote some capital and energy and enterprise to the business, yet we are not so unbusinesslike as to invite a general invasion of our rights, and the rights of our licensees and agents. When we commenced the business, there was only one other concern that attempted to import bicycles at all. Both they and we were beset constantly by the owners of patents for royalties, and in self-protection and in the interests of all users of the bicycle in this country, we set about buying up these patents; to do this we had to invest considerable time and money. The other firm, and nearly all since, have cheerfully acknowledged not only the business wisdom, but the benefits to them of our having done so. It ought to be remembered that we have not originated these patents and imposed them upon the public, if there be any imposition. We are not responsible for their existence, but we have brought them together into one ownership, and offer to share our rights under them with those who will help the business. But when it is said that we will license proper parties to carry on the business, that is quite a different thing from saying that we will settle with everybody who infringes at the same license rate.

It is for the interest of all wheelmen that there should be in all the principal cities and towns, agencies for the sale and repair of bicycles. It is to these agencies, and to the firms which make and import them, that the bicycling public is indebted for facilities of obtaining the bicycle, for their knowledge of the bicycle, for the existence of so many rid-

ers for companions, for the recognition of the rights of bicyclists to the streets, for the leniency of town and city authorities towards their use, and for many other things.

Now, it is obvious that nobody can afford to go into the business, pay rents, advertise, employ mechanics, devote time and energy and enterprise to the business, unless he is to have a patronage; that is, unless those who buy bicycles within the range of his business are to buy them through him; and the moderate profit on each bicycle is his reward for such investments. The royalties which we obtain under the patents are our return for the money already invested in patents, and which we are constantly called upon to invest; and every one who reflects upon it will see the justice of our claims; and a little more reflection will enable any one to see, that having induced agents and licensees to invest in the business, and entered into agreements with them, they have become partakers of our rights, and it is our duty to protect them. We cannot allow infringements for their sakes, if we could for our own. We are constantly prodded by every one of them to prevent infringements, and we are compelled to do so.

We do not wish to ask you for too much space to explain our position, but we do wish it distinctly understood by everybody, that unlicensed importation and sale or use, and unlicensed making of bicycles, is not only expressly forbidden by us, but will necessarily lead to prosecution. Where persons have, without intention of wrong, imported a single machine, we have been very lenient in settling the matter, and have in many instances merely received the usual ten-dollar fee paid by regular licensees; but we cannot do so in future. It costs us extra to find out and collect these scattered sums, and such frittering away and dividing up of the matter is a damage to our business and that of our licensees; and we wish it distinctly understood that infringers are liable, not only for the regular royalty, but also for costs and for damages, and we shall be obliged to exact such sum as will cover these also, in future.

THE POPE MANUFACTURING CO.  
BOSTON, 14 May, 1881.

#### IMPORTANT TO WHEELMEN.

WHEELMEN in New York and vicinity, who are to attend the coming L. A. W. Meet, at Boston, will find it to their advantage to buy tickets *one way only*, as a special sleeping car train will leave Boston, on Monday night, for New York at greatly reduced rates.

Wheelmen will also find it to their advantage to go by rail lines and not by boat.

Special baggage cars will be provided on the Shore Line trains on Friday and Saturday nights. Come by the Shore Line.

Buy tickets of Levy & Alden, Broad-

way, and get the ben fit of a reduced rate. Do not buy a round-trip ticket.

Western wheelmen should be careful and not get tickets *via* Erie Railway (N. Y., L. E. & W. R. R.), as bicycles must be sent *by express* over their lines.

Wheelmen along the time of the New York Central must notify their station agents of their intention to attend the Meet, not later than Tuesday forenoon, and ask them to communicate with the general passenger agent's office in New York, when they will be instructed to transport bicycles free upon the owner signing a release. All New England roads will transport bicycles to and from the Meet without charge.

Two bicycles securely tied together, and weighing less than 100 pounds, can be sent *via* express at the 100-pound rate, which is low.

Take off your pedales and secure them to the seat.

WM. VINAL BURT,  
Chairman R. R. Com.

#### THE LEAGUE PARADE.

At the last meeting of the Directors of the L. A. W., it was decided that the clubs should form in line at the parade, not in order of their seniority, but in order in which they were admitted into the League. The following list gives the order in which the clubs will parade, with the date of publication and the number of members each club has in the League:—

Name.	Date.	No.
Boston, Mass.	June 12, 1880,	54
New York, N. Y.	" 26, "	37
Massachusetts,	" "	51
New Haven, Ct.	" "	24
Lafayette, Ind.	" "	6
Essex, N. J.	July 10, "	36
Philadelphia, Pa.	" "	36
Crescent, Boston, Mass.	" "	31
Indianapolis, Ind.	" "	11
Saratoga, N. Y.	" "	26
Chelsea, Mass.	" "	44
Germantown, Pa.	" 24, "	51
Worcester, Mass.	Aug. 7,	45
G. and Rapids, Mich.	" "	12
Yonkers, N. Y.	" "	18
Elgin, Ill.	" "	12
Wilkesbarre, Pa.	" "	7
Marlboro', Mass.	" "	10
Louisville, Ky.	" 21, "	21
Buffalo, N. Y.	" 1880,	21
Detroit, Mich.	Sept. 4,	17
Capital, Washington, D. C.	" "	37
San Francisco, Cal.	" 18,	19
Hartford W. C., Ct.	" "	16
Brattleboro, Vt.	" "	9
Brooklyn, N. Y.	Oct. 2,	37
Harlem, N. Y.	" "	4
Keystone, Pittsburgh, Pa.	" "	15
Montreal, Canada,	" "	20
Rockingham, Portsmouth, N. H.	" "	8
Portland, Me.	" "	19
Hartford, Ct.	" "	17
Providence, R. I.	" "	28
Menotomy, Arlington, Mass.	" 16,	6
Framingham, Mass.	" "	6
Manhattan, N. Y.	" "	20
Hermes, Providence, R. I.	" "	18
Chicago, Ill.	" "	14
Cincinnati, O.	" "	12
Waltham, Mass.	" 30,	46
Haverhill, Mass.	" "	7
Brockton, Mass.	Nov. 12,	17
Albany, N. Y.	" "	12
Centaur, Hartford, Ct.	" "	3
Baltimore, Md.	" "	28
Milwaukee, Wis.	" 19,	52
New Britain, W. C., Ct.	Dec. 3,	9
Ariel, Chicago, Ill.	" 24,	10
Chillicothe, O.	" 31,	6
Buckeye, Columbus, O.	Jan. 21, 1881,	5
Roxbury, Mass.	" "	8

Mohawk, Schenectady, N. Y.,	Feb. 4, 1881,	4
Seaside, Norfolk, Va.,	" 25,	11
Arlington, Washington, D. C.,	" "	18
Arrow, Richmond, Ind.	Mar. 4,	4
Lennox, N. Y.,	" 11,	18
Mercury, N. Y.,	" 18,	14
Centaur, Philadelphia, Pa.,	" "	10
Plainfield, N. J.,	April 1,	16
Omaha, Neb.,	" "	9
Pittsfield, Mass.,	" "	3
Columbia, N. A., Mass.,	" 8,	17
Star, Lynn, Mass.,	" "	20
Hawthorne, Salem, Mass.,	" "	22
Stoneham, Mass.,	" "	11
Middlesex, Malden, Mass.,	" 15,	11
King, C. W., Brooklyn, N. Y.,	" "	14
Erie, Pa.,	" "	15
Mass. Agr'l Col. C. W., Amherst, Mass.,	" "	10
Lawrence, Mass.,	" 22,	15
Waterbury, Ct.,	" "	7
Toledo, O.,	" "	11
Pequot, New London, Ct.,	" 29,	8
Poughkeepsie, N. Y.,	" "	8
Harvard College,	" "	3
Remsen, Brooklyn, N. Y.,	" "	2
Pequannock C. W., Bridgeport, Ct.,	May 6,	11
East Boston Bi. Club,	" "	3
Amherst College Bi. Club,	" "	16
Syracuse Bi. Club,	" "	10

The leading clubs, as to numbers, are:

Boston, Mass.,	54
Milwaukee, Wis.,	52
Germantown, Pa.,	51
Massachusetts, Mass.,	51
Waltham, Mass.,	46
Worcester, Mass.,	45
Chelsea, Mass.,	44
Total number of clubs,	80
Total number of club members,	1,399
League Clubs in Massachusetts,	23
" " the rest of New England,	13
" " New York,	15
" " the rest of the United States,	29

Some of the above clubs are not fully represented in the L. A. W.; as for instance, the Harvard College Club has only three League members, while its total membership is over eighty.

LONDON W.

#### WHEEL CLUB DOINGS

CLEVELAND.—Editor Bi. World:—The annual meeting of the Cleveland Bi. Club was held 11 May, the election of officers resulting as follows:—

President and captain, J. H. Wade, jr.; secretary and treasurer, A. Ely, jr.; sub-captain, W. J. Cotton; directors, W. O. Beckwith and W. H. Thomas.

Several changes were made in constitution and by-laws, and two new members were admitted, making the meml ership to date fifteen, of whom nine are honorary members, all being former active members, who have either left the city or sold their bicycles. The club also decided to take runs every Saturday morning, starting at 6 A. M.

Yours very truly,

ALFRED ELY, JR., Sec'y and Treas.

12 MAY.

CANANDAIGUA.—Editor Bi. World:—On Friday evening, 6 May, pursuant to an invitation extended by Dr. A. G. Coleman to those interested in bicycling in Canandaigua, a meeting was held at his residence, and a club composed of twelve members was organized, with the following officers: President and captain, Dr. A. G. Coleman; 1st lieutenant, John J. Mosher; second lieutenant, Dr. Chas. Smith; secretary and trea user, Frank Watson. It was decided that the club should be known and designated as the Canandaigua Bicycle Club. The by-laws,

rules and regulations adopted were nearly the same as those found in the "American Bicycler." It is thought that this organization, which starts under such favorable auspices, will have a tendency to increase the already fast-growing interest in bicycling here, and I hope soon to report a flourishing club with a large membership.

FRANCISCO.

CANANDAIGUA, N. Y., 10 May, 1881.

BURLINGTON, VT., BICYCLE CLUB.—The wheelmen of this city, to the number of fifteen, organized with the following officers and members: Sumner Gleason, president; Fred M. Gould, vice-president; George E. Styles, captain; Harry H. Darling, lieutenant; Henry H. Willard, secretary and treasurer; Will F. Ferguson, Vernon O. Whitcomb, club committee; Z. T. Austin, Fred. H. Wells, Chas. L. Woodbury, Louis X. Fremau, T. A. Taft, Frank Woods, Bert. Willard. The club will meet for drill and runs out of the city every Tuesday. It has every prospect of being a well-sustained and attractive organization, and largely increased during the coming month.

Very respectfully,  
GEORGE E. STYLES, Capt.

MONTREAL.—*Editor Bi. World:*—I send you herewith a report of our club's doings for the month of April, and a copy of our by-laws. We had six meets during April. Total attendance, thirty; largest, seven; smallest, two. Total distance covered, eighty-nine miles; longest ride, twenty-five miles; shortest, five. We had five morning practices. Total attendance, thirty-three; largest, eight; smallest, five. First monthly competition for mile club championship takes place 12th inst., at Blue Bonnets, with a moonlight excursion afterwards to Lachine.

CLUB DAWG.

6 MAY.

ROXBURY.—At an adjourned meeting of the Roxbury Bicycle Club, the following officers were elected for the ensuing year: Mr. J. R. Heard, captain; Mr. C. E. Lord, sub-captain; Mr. C. M. Clark, secretary and treasurer. It was voted that the club badge should be a miniature bicycle wheel, with wings running from the hubs, and that the club colors should be stripes of alternate black and light blue. The club is in a flourishing condition, the total membership being fifteen. Yours very truly,

CHAS. M. CLARK, Sec'y.  
45 Laurel street, Roxbury.

BOSTON, 9 May.

PROVIDENCE.—At a meeting of the Providence Bicycle Club, held Saturday evening, 7 May, John A. Cross was elected secretary and treasurer in place of W. J. Burton, resigned. The club very reluctantly accepted the resignation of Mr. Burton, who proved himself to be a most faithful and competent officer. We understand that press of business compels his withdrawal from that position. Two new members have lately been added to our club, and we hope to send a good delegation to the meet. Any

wheelmen coming our way will be always welcome.

Some of our members are planning to ride to and return from Boston on their wheels, and we will gladly act as escort to all who feel inclined to join us. C.

MOUNT PLEASANT ACADEMY.—The bicycle riders of the Mount Pleasant had a meeting last night for the purpose of forming a club.

The name "Mount Pleasant Bicycle Club" was proposed and unanimously adopted. The following officers were elected to serve for one year: L. Del Monte, captain; P. H. Haydon, sub-captain; J. B. Fletcher, secretary and treasurer. The members are, W. H. Stuart, G. B. Adams, D. Hernandes, H. Coykendall, T. Coykendall, G. DeGray, J. T. Valentine, C. S. Higgins, Jr., F. S. Gardner, F. L. Packard, H. J. Delgado. A uniform consisting of corduroy knee-pants, blue flannel shirt, and blue stockings. The cap is to be of corduroy, the same as the breeches, and of the polo pattern, with the initials of the club in front.

J. B. FLETCHER, Sec.

SING-SING, N. Y., 9 May.

THE PLAINFIELD BICYCLE CLUB was organized about a year ago with seven members, and with a rapidity of growth which is remarkable, now numbers eighteen live members who startle the conservative farmers about Plainfield by their bold incursion into the sanctity of peaceful country life. The club has fine machines, all, with the exception of two or three, being of high grade, including five "Special Clubs." The uniform consists of blue cloth cap with club initials; short blue coat, maroon corduroy knee-breeches, and dark-blue stockings. This makes a very nice contrast on a "full nickelled." We shall be on hand 30 May. Officers elected at the spring meeting are: President, G. F. C. Smillie; captain, J. W. Gavett; sub-captain, Prescott B. Vail; secretary and treasurer, F. Milliken; bugler, Roger P. Muncy. We expect to hear great things from the bugler; his neighbors have. 1,144.

## CORRESPONDENCE

### MILWAUKEE NOTES.

THE club run Saturday last, 7 May, proved a great success. Twenty-six men appeared in line, attired in the new uniforms, and the showing was indeed a fine one. The dark-green jacket and polo makes a fine contrast with the snuff-colored breeches and stockings. The full compliment of road officers were in attendance, and the buglers, Messrs. Stark and Moses, vied with each other in discoursing our favorite calls. This time no one thought it was the ash man, the apple man, or the junk fiend. The run extended over a course of fourteen miles, through the principal up-town streets, and out through the Soldier's Home.

ON Wednesday last, six of Milwaukee

Bi. Club ran up the bay road to witness a race between a running horse and a 56 wheel. The course was a mile and a half straight away, which would give but little show to the whee, but the short wind of the horse and a favorable wind at the back of the rider of the wheel enabled the cyclo to roll in only fifteen yards behind.

VERILY a new uniform covers a multitude of sins; and this I can say without being personal. If a fellow can't mount on a hill or in ruts, etc., it i (of course) the fault of tight breeches. If a header is taken, it appears to be for the same reason; and in fact, I think all our mis-haps for some time to come will have to be fathered by our unoffending uniforms. An excuse is a good thing any way, even if it is a thin one.

SUNDAY, 9 May, Messrs. Reed, Moses, Friese, Fowler, Ilsley, Beaumont, Rogers, and Hibbard, of Milwaukee Bi. Club, met at 9:30 for a run to Waukesha and return. The morning was close, cloudy, and sultry, and what wind there was came at us dead ahead. A moderate pace was taken, and the party stopped unanimously and frequently for "Cincinnatis," that great, glorious, and refreshing beverage. With the Milwaukee bicyclers this drink is universal, and we recommend it to all wheelmen as the safest and best road drink. The following gives a faint idea of the mixture as we take it:—

### "CINCINNATI."

A little beer, a schooner glass,  
A bottle of good pop;  
A little shake, before you take  
The stopper from the top;  
A jolly fizz of amber beads  
Comes bubbling to the brink,  
And now the "Cincinnati" make  
The great bicycle drink.

Try it, those of you who want refreshment on a hot day's ride.

The ride to Waukesha, 18 1-2 miles, took us two good hours, and necessitated about a mile of walking through deep sand. Next time we take the upper road. A halt was made before reaching the village for a brush up, and we entered by twos, in good style, in time for a good dinner at the Mansion House. The storm, which had been threatening us, now set in vigorously and wet things down in very short order. The rain, continuing all the afternoon, obliged us to remain over night, and necessitated a return this morning by cars. It seems to be a universal experience here, that no matter how hard the luck you strike, in the way of rain, mud, bad roads, etc., etc., a fellow never comes home wishing that he had not started. Why is this? Can any one explain?

I NOTICE, with much interest, the remarks of "Kol Kron," on the subject of transportation. It is indeed a matter which should be settled as soon as possible. Our usual method out here is a pooling system, for the benefit of the baggageman. No fee is asked and probably none is expected, as a regular thing, but when offered it is not refused. Can you tell us of anything new in the way of

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## THE BICYCLING WORLD

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touring bags? Are handle bags and M. I. P.'s played out? I have been thinking of trying a wicker-work knapsack. Is this, or is it not, a good plan?

THE Milwaukee Bi. Club will probably run two full days, May 29 and 30, though on the latter date they will be, in spirit and in proxy, at the Boston L. A. W. Meet. The route for this run has not yet been decided upon.

SUGNA.

MILWAUKEE, 9 May, 1881.

## CHICAGO NOTES.

BICYCLING was formally opened in Chicago last Saturday by the Chicago and Ariel Clubs, in a run to South Chicago and return,—thirty miles. Starting at 3:30 P. M., we proceeded *via* Lake Park and Michigan avenue to the city limits, four miles. The avenue was in process of re-top-dressing, and made a heavy pull, consequently two of our number turned back at the limits. The rest of the way to Hyde Park (seven miles) was over indifferent macadam, but not unpleasant. From thence to South Chicago (thirteen miles), *via* Stony Island avenue, stretching out over the green prairie and along railroad tracks that lost themselves in every direction. At the end of the run a generous supper awaited us, and after a few exhibitions of expert wheelmanship on the part of Messrs. Blinn, Seavers, and Miller, to an admiring audience of natives, the return stretch was begun.

A convenient accommodation train happened to come along just here, and seven of our number strayed on board, and were carried back to the city. They lost by this manœuvre, however, as the return trip was made over the boulevards, under the shade of night, with a clear moon back of us, and not a cop in sight,—ten miles of moonshine, asphalt, and bliss.

Every country road in our vicinity is now in good state. It rarely happens that the meanest country road does not possess two smooth ruts or narrow belts of hard-packed gravel, and with a rigid machine and easy balance, one can sail over these billowy roadways with much pleasure.

Early morning runs are in order. Parties of a dozen or so arise at five in the morning, and take a jolly run of fifteen or twenty miles, and get back before eight o'clock. This occurs on Sunday morning, of course!

There is a chance that the South Park boulevards will be open to us until ten o'clock mornings. The commissioners are about to grant us this concession voluntarily. The West Side Park Commissioners are about to pass an ordinance directly opposite, and keep us off altogether, and we are now using every effort to prevent the catastrophe, with a prospect of success. We don't care about being kept off the West Side boulevards so much as to have a printed regulation of this kind among the ordinances of a park board. It creates a dangerous precedent. The simple order of the superintendent is sufficient to keep us off.

The nucleus of the arrangements for a grand celebration of the 2d, 3d, and 4th of July is being formed by the Chicago and Milwaukee clubs. It is proposed that we make a tour among the summer resorts of Waukesha County, starting from Milwaukee. Every preparation for one of the most enjoyable wheel tours ever held will be made. Everything is favorable to this end,—magnificent scenery, good roads, elegant watering-places and enthusiastic bicyclists; and with ample time to perfect arrangements, and good management, we propose to extract as much enjoyment out of this tour as possible.

STENO.

CHICAGO, 12 May, 1881.

SEVERAL wheelmen from abroad having signified their desire to ride to Boston a day or two previous to the Meet, the Providence Club tender a very cordial invitation to all such to join with them in a run to that city on Saturday morning, 28 May.

Wheelmen arriving by boat or by the early trains will be met by a committee from the Providence Club, and ample time being allowed for breakfast, will be escorted to the corner of Prospect and Waterman streets, adjoining the Brown University grounds, where a start will be made at seven o'clock sharp. It is not proposed to make this a quick run, but rather one on which wheelmen may get well acquainted and enjoy a kind of "go as you please" for forty-five miles over an almost level tract of country. Any wheelman proposing to join us that day will be very welcome, and by dropping a line to the undersigned will be insured rapid transit to the start on College Hill.

J. A. CROSS,  
Sec. Providence Bi. Club.

LOUISVILLE has taken up bicycling with genuine enthusiasm. The papers, more especially the *Commercial*, give it encouragement. The public patronize their entertainments generously, and the wheelmen themselves from all accounts are first-class riders. We clip from the *Commercial* the following slice in an account of a drill exhibition:

"Starting out singly at the word of command in response to signals,—not a word being spoken during the entire exhibition,—they formed pairs, then fours, pairs again, and so on. The right-about-face and kindred movements were made with the precision of a military company. The prettiest feature of the evening was the standing still of Captain Thomas in the centre while the rest of the riders circled round him in smaller and smaller rings, six members riding one direction and six in the opposite way, the audience heartily applauding. Then starting off again they rode in pairs, each member crossing hands with his partner and holding the handle of the opposite machine. The movements of the machines were absolutely noiseless, and but for an occasional gleam from the flashing spokes,

it appeared as though the riders were poised in the air. The audience, too, seemed to hold their breath lest the least stir should overthrow the frail vehicles.

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, Philadelphia, Pa.*

*Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.*

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

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

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

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

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

*Budges 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.*

ALBERT S. PARSONS,  
Cor. Sec. L. A. W.

*LAWRENCE PICCYCLE CLUB.—Additional: Thos. Webb, with Dyer & Co., Lawrence, Mass.*

*ROXBURY BICYCLE CLUB.—Additional: H. S. Kendall, Milton, Mass.; Henry Taylor, No. 3 Hanover street, Boston.*

*BUFFALO BICYCLE CLUB.—Additional: F. E. Drullard, No. 405 Franklin street; C. P. Forbush, No. 1 Kremlin Hall; Chas. K. Alley, No. 660 Main street, all of Buffalo, N. Y.*

UNATTACHED.—D. C. Roberts, No. 20 Craigies street, Cambridge ; Chauncey Smith, Jr., No. 121, Brattle street, Cambridge ; R. H. Caswell, Ingersoll, Ont.

ORDERS FOR LEAGUE BADGES should be sent at once to insure having them 30 May. Send League number, and \$2.00 for coin silver, or \$1.00 for silver-plated badge, to Dillwyn Wistar, No. 233 North 10th street, Philadelphia.

TORONTO BI CLUB.—Henry Goulding, 199 Jarvis street; William Goulding, 199 Jarvis street; Robert Petman, 212 Gerrard street; R. H. McBride, 105 Bond street; Basil Hock, 328 Jarvis street; Chas. E. Robinson, 15 King street, W.; Thomas H. Gilmour; J. Howland, 407 Sherbourne street; G. Edwards; Ewing Buchan, 98 Charles street; G. A. Smart; P. K. Stern, — all of Toronto, Ont.

LOCKPORT BI. CLUB.—L. C. Dreyfogle, president; Chas. A. Hoag, captain; Jas. S. Ferguson, secretary and treasurer; Fred. W. Cooke, Calvin Moore, Wm. C. Greene, D. Van Shuler, Dan. R. Benedict, Cleland A. Ward,—all of Lockport, N. Y.

LEAGUE OF AMERICAN WHEELMEN. CANADIAN DIRECTORATE.—Additional names of consuls appointed by us: Basil Hochs, Education Department, Toronto, second consul for Toronto, Ont.; Neville K. Bayly, Elm Lodge, Maitland street, Kingston, for Kingston, Ont.; John E. Hughes, Danford, Roche & Co., Main street (residence, Prospect street), for Newmarket, Ont.; H. Walters, St. Lawrence Hall, for Brockville, Ont.; H. H. Godard, with J. & A. McMillan, for St. John, N. B. S. W. MICHAEL,  
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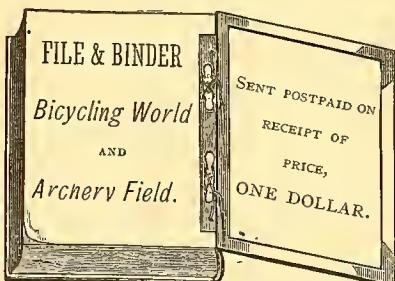
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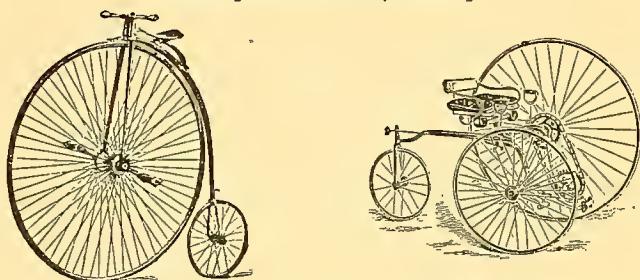
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