

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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[VOL. IV. CONTENTS. No. 14]

Editorial: The League Meet; Highways; A Good Bicycle	159
Boston Bicycle Club Annual	160
Crescent Club Annual	160
Wheel Club Doings: Rutland; Falls City; Boston; Hartford; Kings County; San Francisco; Massachusetts	161
Our Racing Men (best records)	161
Correspondence: Milwaukee Breaks; Protest against the Record; Voice from Wisconsin; Cleveland; J. C. Garrod; Scranton; Mass. Bicycle Club; High Speed Delusion	162
Notes, Queries, etc.	164
L. A. W.: Applications	165
Scuri, the Monocyclist	165
A Vision of Summer	165
Currente Calamo	165

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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 WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, 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.

WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. PUBLISHERS.

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, 10 FEBRUARY, 1882.

THE LEAGUE MEET.

As the time of the Annual Meeting of the League of American Wheelmen approaches, beside the question of where it shall be held, comes the more important one of what it will do. At the meeting last year, beyond the routine work of electing officers and receiving officers' and committee reports, nothing was done; no new business being introduced, and there being no unfinished matters left over from the Newport meeting. This year, however, judging from certain mutterings of discontent which have occasionally found expression through our columns, material for much new business is being accumulated, and effort will doubtless be made to bring it up for consideration. In this connection, we would suggest that all who are meditating the introduction of additions, alterations, or amendments to the constitution or rules of the League should study closely and understand thoroughly the wording and

meaning of the present text, so as to present any new ideas in a clear and intelligible form, and not, as is too frequently the case in these assemblages, come before it with half-defined notions of what they want to recommend or complain of.

THE organization of a State League in Ohio last August caused some surprise abroad, and was the occasion of editorial comment in this journal, in which we intimated a necessity for some action looking to the formation of sub-leagues, either by States or districts, in those parts of the country where there is any considerable number of wheelmen. We still feel convinced that some measure of this kind should be adopted, and respectfully urge our directors to give the matter due preliminary consideration, and endeavor to present to the general body on the 30th of May a plan or basis for positive and immediate action at that meeting.

ANOTHER subject meriting consideration is that of the times and places for future annual meetings. By the rules of the League, the date is made the 30th of May. Two important objections are made to this date, one of which is positive and the other conditional. The positive one is submitted in behalf of the friends of the deceased soldiers of the Union, the 30th of May being set apart for memorial services in their honor; and it is urged that our Meet and parade, partaking more of the character of a jubilee, is in too marked contrast with the graver occasion, and that it in some degree interferes with its proper and contemplated observance. The conditional objection to this date relates solely to the place of meeting. Those who were present and participated in the Meet last year will not soon forget the intense heat of the day, and how the discomfort of it was intensified by the excitement of preparation, the long waits, and the six-mile parade under an almost meridian sun. For the time of the year the heat was exceptional in this section of the country, where warm weather seldom becomes a fixture until the middle of June; and as a rule we are glad to wear a spring overcoat on Memorial Day. Therefore, for any latitude north of New York, the 30th of May is as good a time as any; but if the Meet is to be held in Philadelphia or Washington, several weeks earlier would be better. It is

probably too late now to change for the pending Meet, but we would suggest that the rule fixing the date be revised at that meeting, so that each annual meeting shall hereafter provide the time and place for its successor. This would draw out a fuller and fairer expression of preference, would enable the officers to better and more considerably arrange the details, and would give the local wheelmen ample time to suitably prepare for the reception and entertainment of their guests.

HIGHWAYS.

THE use of convict labor in our State prisons to enrich and benefit contractors has been much condemned. A reform in this direction is needed, and requires the attention of the Legislature. The expense of keeping our highways in good condition is a heavy tax upon the public, while the amount expended is not enough to secure the best results. The most proper way to use convict labor is in public improvements where skilled labor is not required. The organization of "chain gangs" of convicts for the purpose of mending the roads would not only directly benefit the public, and improve our highways, but it would have a salutary effect in preventing crime, as few prisoners would care to indulge in stone-breaking as a means of exercise. Good roads are a matter of economy, and benefit the general public as well as bicyclers. With good roads and the increased travel consequent thereon, way-side inns would spring up and touring become a positive pleasure. Towns, in their endeavors to reduce the amounts of their indebtedness, retrench largely in expenditures for the repair of roads, and this has caused the latter to deteriorate. Farmers, in working out their road taxes, rarely improve the surface of the roads, and effect nothing towards repairing the bed of it. This is partly owing to ignorance, as few people know what is necessary to be done to a highway in order to improve its condition. We look for an advance in this direction, as in everything else; and although it will be so gradual as not to be immediately apparent, it will have its effect on bicycling, and open many new routes where riding now is impossible, or attended with so many dangers as to afford but little pleasure. In cases where the road is in such condition that riding is dangerous, we think it would be well if members of the League would inform consuls in

towns of such places as are brought to their notice in riding. The consul could then notify the town authorities. In this case, if an accident should occur by reason of the authorities neglecting to repair, the fact of such notice could be given in evidence, and might do much to fix the responsibility of the town for injuries sustained by reason of the defect.

J. S. D.

A GOOD BICYCLE.

In our review, last week, of the "Wheelman's Annual," we promised to give in this issue the specifications for a road bicycle. It will be impossible to give the measurements for a machine that will suit all riders and roads, and we shall only attempt to do so for a machine most suited to wheelmen of average weight, and roads of fair surface, leaving something to the discretion of our readers as to what would suit their special wants, and the conditions under which they ride. The specifications are compiled mainly from those given in the "Annual."

SPECIFICATIONS.—Diameter of rear wheel, 18 inches; gun-metal hubs, 6 inches in diameter, recessed $5\frac{1}{2}$ inches dish; No. 13 wire direct butt-ended spokes, 60 to front and 24 to rear wheel; crescent or Invincible rim, with $\frac{7}{8}$ to $\frac{3}{4}$ inch tires; double balls to front wheel, Æolus balls to rear wheel; plain or ball pedals; round backbone, $1\frac{1}{2}$ inches diameter; hollow forks, plain or fluted; solid detachable cranks, $5\frac{1}{2}$ inches throw; Stanley or Humber head, $4\frac{1}{2}$ inch centres; solid handle bar 25 inches long, dropped $1\frac{1}{2}$ at ends; horn or rubber handles, with large bulbous ends; cradle or plain flat spring, with Stanley clip; suspension saddle; fixed saw step; double-lever spoon brake, with horizontal lever 12 inches long. Finish, paint or nickel, or a combination of both. Weight for 50-inch, about 42 lbs. These specifications would make a fair average machine. For heavy riders larger tires might be used, and would increase the ease of riding.

J. S. D.

Boston Bicycle Club Annual.

THE fourth annual dinner of the Boston Bicycle Club was given at Young's Hotel, Monday evening, 6 February, the company sitting down at a few minutes past eight o'clock. In this the club, immaculate in other respects, made a mistake almost inexcusable after four years' experience; for with the large number of guests, very many of whom were expected to not only devour thirty-

four varieties of edibles, but to indulge in from five to fifteen minute post-prandials, the hour should have been set not later six o'clock: because not only does the company become more or less restless and inattentive as the small hours approach, but guests from the suburbs are often compelled to withdraw in the midst of some of the most enjoyable after-speeches. There were some seventy-five active and associate members present, besides a number of distinguished guests, among whom were his Honor, Mayor Green, Ex-Collector Simmons, Police Commissioner Walker, Rev. F. D. Weston, Councilman Parkman, of the committee on the Common and public squares, and Medical Examiner Harris, president of the Papyrus Club. Charles E. Pratt, the president of the club, occupied the head of the table; and after calling upon the Rev. Mr. Weston, who invoked the divine blessing, he invited the company to partake of the following

Menu.

OYSTERS ON SHELL.

SOUP.

Mock Turtle, Consommé.

REMOVES.

Boiled Capon, Purée of Spinach, Saddle of Kentucky Mutton, Roast Turkey.

ENTREES.

Vol au Vent of Venison, Croustade of Kidneys, Croquettes, Apple Fritters, Macaroni au Gratin, Fried Bananas.

Chicken Salad, Lobster Salad.

GAME.

Black Duck, Bluebill Widgeon, Prairie Chicken.

SWEETS.

Charlotte Russe, Apple Meringues, Topsy Cake, Wine Jellies, Italian Cream, Cream Meringues.

DESSERT.

Apples, Oranges, Bananas, Grapes, Nuts, Raisins, Figs, Ice Cream, Sherbet, Roman Punch, Coffee.

All this was, of course, energetically and intelligently discussed and laid under the table, according to the rules; and then President Pratt, after a brief speech, introduced his Honor, Mayor Green, who was received with cordial demonstrations of welcome. Dr. Green's remarks, although brief, expressed hearty sympathy with sports of all kinds, and an earnest commendation of our particular pastime as one of the most gentlemanly and healthful. What he said and his manner of saying it created a feeling of cordial liking for the mayor among the wheelmen present, and the applause when he sat down was prolonged and earnest. Police Commissioner Walker, always the friend of the wheelmen, was also greeted with enthusiasm, and his remarks attentively listened to and loudly applauded. He was followed by the Rev. Mr. Weston, who is a practical and enthusiastic bicyclist, and he related some amusing personal experiences on the wheel (and occasionally off, also), and said that the exercise had proven not only a pleasure, but a positive and perceptible benefit to him, physically and mentally. The next speaker was Councilman

Parkman, who won golden opinions from the wheelmen, both from the manner and matter of his address, the latter pretty broadly intimating a disposition on the part of the committee on the Common and public grounds to lay out a suitable racing track for bicycling on the parade ground. Dr. Harris, president of the Papyrus Club, dramatist, medical examiner, and several other creditable things, followed with a running fire of humorous allusions to the injury bicycling was doing the medical fraternity. Since the wheel had come into the pastimes of young men, his dyspeptic patients had staid away from him; and whenever he meets them now, they have such vigorous limbs and bright faces it makes him melancholy. Ex-Corresponding Secretary L. A. W. Parsons pleasantly responded for the League, and for the Massachusetts Club, of which he is president; President A. G. Carpenter, of the Providence Club, entertained the company with some amusing and witty verses—too, too utterly laugh-provoking, and abounding in apt personal allusions: President Blacker, of the Æolus Club, of Worcester, gave a capital parody on Campbell's "Lochiel's Warning," provoking continuous mirth from his hearers; and he was followed by Mr. W. A. Simmons, in one of the longest speeches of the evening, as well as one of the most entertaining, the genial ex-collector keeping his auditors' faces in a loud smile to the end with amusing stories and witty allusions, several of his shafts hitting President Pratt full on his front. Mr. Gilman, editor of the BICYCLING WORLD, then read some verses, which were well received, and he was followed by Capt. Hodges, Frank W. Weston, and several other members. The following letter was received from his Excellency, Gov. Long:—

COMMONWEALTH OF MASSACHUSETTS,
EXECUTIVE DEPARTMENT,
BOSTON, Jan. 26, 1882.

CHARLES E. PRATT, Esq., Boston Mass.:

My dear Mr. Pratt,—I am very much obliged for your kindness in inviting me to the annual dinner of the bicycle club, and should certainly accept if I was not already engaged. Permit me, however, to send my cordial good wishes to your table, and believe me, with kind regards,
Yours truly, JOHN D. LONG.

It was past midnight before the festivities were concluded, and all departed with the impression that they had passed a most enjoyable evening, the non-bicycling guests especially evincing both surprise and pleasure at the character and appearance of the wheelmen, as represented by the club.

The Crescent Club Annual Party.

IN November, 1880, the Crescent Club made itself favorably known to the public by an exhibition of club drill given in the Technology gymnasium. Soon after, they announced their first social event, a club party; and since then they have had no rivals among the many Boston clubs

in either riding form or sociality. In a bicycle club, especially one organized in a large city, there are usually several sets represented, and to unite and harmonize these is no easy matter. It needs pluck to make the attempt, and tact to manage the different social elements brought together. Neither pluck nor tact were wanting, however, and the first party was, to put it moderately, a success. It was followed by two sets of Germans, some fifteen in all, whose natural outgrowth is a pleasant social intimacy among the members, and an assured success whenever the club announces any form of entertainment.

The second annual party, given Wednesday evening, 1 February, was a fitting climax to a year of social events preceding. An even two hundred ladies and gentlemen were present, comfortably filling Odd Fellows' Hall, and about suiting the accommodations of the supper room. Captain Fred Carpenter, to whose generous work much of the club's success as a club is due, managed the entertainment, and with the assistance of Messrs. Cochran, Torrey, Mandell, Coffin, Keyes, and Turner, made the evening a thoroughly enjoyable one to their guests from other clubs. Among the latter were Messrs. Alden, Webster, Shillaber, Baker, and Hardwick, of the Massachusetts, and Mr. Harrison, of the Bostons. A large number of the Boston Club men were prevented from attending by an important club meeting at 53 Union Park. The Germania band played alluring waltzes and infectious heel-and-toe polkas, sprinkled with a few opportunities to flirt in quadrilles, until 1.30 in the morning, and suggestively ended their creditable performance with "Good Night, Ladies." Among the decorative features of the entertainment were the silver souvenir badges worn by the floor manager and aids, the ladies' fans, embroidered with crescents, and the handsomely nickelled "bike" at one end of the hall entwined with smilax and flowers.

WHEEL CLUB DOINGS

WHAT IS TO BE.

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

10 February. Annual dinner of the New York Bicycle Club at Delmonico's, New York.

15 February. Club drill and fancy riding exhibition by the Rutland Bicycle Club in the Town Hall, Rutland, Vt.

20 February. New York, Bicyclers' ball, at Hlasco's Hall, Broadway. Secretary, James Revell, *Sunday Courier*.

RUTLAND BI. CLUB.—At a meeting of the Rutland (Vt.) Bicycle Club held 25 January, P. S. A. S. Marshall was elected president of the club. Mr. Marshall is the Rutland agent for the Pope Manufacturing Company. W. R.

FALLS CITY BI. CLUB.—The Falls City Club, of Louisville, elected officers as fol-

lows: Geo. Francke, president; A. S. Dietzman, secretary; Will Francke, captain; and Henry Haupt, first lieutenant. A proposition to adopt a new uniform was discussed, and finally postponed until early in the spring, when they will come out in an entirely new rig. A design for a club badge was accepted, and members requested to order them at once.

BOSTON BI. CLUB.—At the annual meeting of the Boston Bicycle Club, held at Young's Hotel, 6 February, the following were elected officers for the ensuing year: President, Chas. E. Pratt; secretary, J. S. Dean; treasurer, W. B. Woodward; captain, E. C. Hodges; first lieutenant, A. S. Woodman; second lieutenant, W. B. Everett; buglers, C. W. Fourdrinier, W. R. Lovell; club committee, the president, secretary, treasurer, captain, and C. S. Clark, E. F. Lowry, and H. S. Kempton.

HARTFORD WHEEL CLUB.—*Editor Cycling World:*—Below you will find the result of our semi-annual election. The boys turned out in full force and were so "fly" that I looked every minute for a proposal for a run; if they will be only half as wide awake when riding weather comes we will have nothing to complain of. President, Edward C. Allen; secretary and treasurer, Elmer M. White; captain, Geo. Stebbins; first lieutenant, Louis D. Hitchcock; second lieutenant, Arthur Waite; club committee, J. W. Cavanagh, Arthur H. Eddy, L. D. Hitchcock.

ELMER M. WHITE, *Sec.*

HARTFORD, CONN., 6 February, 1882.

KINGS COUNTY WHEELMEN.—Bicycling matters have been rather dull in Brooklyn lately. The last run taken by us was on Christmas morning, and a very pleasant one it proved to be. Eleven men started from the fountain and wheeled slowly to Prospect Park, where a halt was made, and numerous glasses of "milk and soda" consumed. The monotony of the trip was varied by some fancy riding by Hooper and Fisk, and to the festive strains of "our Bugler" the company moved along merrily. On 17 March, the club's anniversary, we intend to give a "hop" and dinner at the Lyceum. D. H. F.

SAN FRANCISCO BI. CLUB.—A valued correspondent belonging to the San Francisco Bicycle Club sent us a detailed report of the recent annual festival of his club; but as we had already printed another excellent account, we were unable to use the second. We will, however, reproduce some interesting extracts relating to the annual business meeting, not included in the first account: "This was the largest meeting of the club ever held; Messrs. Aldrich, Cables, Goetz, Bragg and Neil being the only members who failed to present themselves. The annual report of the captain showed that the runs for the past year had been on an average of two for every month, a dis-

ance of thirty-six miles travelled at each run, with an attendance of one half of the entire membership participating. On account of the inclemency of the weather and the assassination of President Garfield, five meets had been abandoned. "Moonlight meets" had proven to be, on account of the romantic appearance of the cavalcades, no less than because of the invigorating exercise, the most exhilarating of all out-door gatherings in which any of the members participated. Owing to the great distances, innumerable inconveniences, and principally the wretched condition of the roads which had to be travelled over to reach the highways leading to the interior, no extensive runs had been taken during the past year, although two hundred-mile runs and several shorter ones had been taken by individual members which had not been recorded. Though *all* the public highways throughout the State are accessible to this conveyance, only on one occasion did the members, as a club, venture to ride on the boulevards of a tract of land containing one and five eights square miles, which is maintained by the citizen tax-payers of this thickly settled county, when they were informed by one of the brass-buttoned gentry that they had committed the heinous crime of trespass, in taking the liberty of sitting upon and riding a *bicycle* on this sacred domain, which had on the fourth day of April, 1870, by our State Legislature, been dedicated to Messrs. McLane, Alvord, and Eldridge, and which is known as the Golden Gate Park,—to be used *only* by their (*few*) friends.

"From the secretary and treasurer's annual report it appears that the increase of membership for the past year has been eighty-five per cent over that of the previous year; also, that the finances of the club are in most flourishing circumstances, there being a large surplus in the treasury. An amendment to the By-Laws creating the offices of a second lieutenant and a bugler was unanimously adopted."

MASSACHUSETTS BI. CLUB.—At the annual meeting, held Tuesday evening, 7 February, the following were elected officers for the ensuing year: President, Albert S. Parsons; secretary, George Pope; treasurer, Chas. F. Joy; captain, Chas. P. Shillaber; first lieutenant, Henry W. Williams; second lieutenant, William R. Griffiths; buglers, J. T. Dyer, G. W. Metcalf; club committee, president, secretary, and captain, and E. W. Pope and H. A. Baker; house committee, D. E. Devoe, J. E. Alden, A. L. Atkins.

Our Racing Men.

BELOW we give the best records made by the prominent racing men of the country during the season of 1881. It will give our readers some idea of the comparative merits of bicyclers in different parts of the country:—

GEO. D. GIBSON, Philadelphia, Pa. Total riding, 1,765 miles. Longest ride, 103 miles in 15 hours. Best

time, 1 mile in 3.14. Wins two 1-mile, one 2-mile, two 3-mile, one 4-mile, and one 50-mile races; 2-mile time, 7.02; 3-mile time, 10.23; 4-mile up-grade-time, 17.15; 50-mile time, 3h. 13m. 8½s.

B. F. BLACKINGTON, North Attleboro', Mass. Best time: 1 mile, 3.15; 5 miles, 17.53.

H. M. SCHOOLEY, Washington, D. C. 1 mile in 3.14½.

F. S. ROLLINSON,* Chicago, Ill. Best time: 1 mile, 2.57½; 5 miles, 18.42½. The mile time is not claimed as a record.

E. F. WOODCOCK, Lansing, Mich. Entered six races and won five. Won 1-mile State Championship and many prizes. Best time: 1 mile, 3.45; 5 miles, 18.50; 10 miles, 42.10.

C. L. CLARK, Boston, 10 miles, 40.52; 20 miles, 1h. 29m.

J. S. DEAN, Boston. Five races. Two prizes. Best time: 1 mile, 3.26½; 5 miles, 19.32½; 10 miles, 38.50; 15 miles, 1h. 2m. 38s.; 20 miles, 1h. 24m. Mr. Dean made a mile in 3.24, but it was not a record.

LEWIS T. FAYE, Marlboro', Mass. Ten races, 10 medals. Best time: ½ mile, 47½; ¼ mile, 1.42; 1 mile, 3.12½; 2 miles, 6.34½.

W. M. WOODSIDE, New York. Best time: ½ mile, 1.37½; 1 mile, 3.18½; 2 miles, 6.52½; 5 miles, 19.30½.

H. H. DUKER, Baltimore, Md. ½ mile, 1.40; 1 mile, 3.35.

H. D. COREY, Brookline, Mass. Best time: ½ mile in 44s.; 1 mile in 3.20.

L. H. JOHNSON, Orange, N. J. Five races. First in all. Best time: ½ mile, 49s.; ¼ mile, 1.39½; 1 mile, 3.31-1-8; 2 miles, 6.42; 5 miles, 17.14½. The latter is the best American out-door record.

H. C. EGGERS, San Francisco, Cal. Three races. Times: 1 mile in 3.26½, 3.29½, 3.15½.

A. J. EODY, Flint, Mich. Five miles, 19.36; 10 miles, 36.36.

W. W. STALL, Brighton, Mass., ¼ mile, 1.38½; 1 mile, 3.11½; 2 miles, 6.25½; 10 miles, 36.22½; 20 miles, 1h. 23m. 5s. The 1, 10, and 20-mile times are the best American out-door records. Mr. Stall has made his mile in 3.07, but it cannot be called a record.

WM. SMITH, New York. Two miles, 6.33; 5 miles, 17.58; 10 miles, 36.12; 13 miles, 47.19½; 20 miles, 1h. 15m. 5s. The 13-mile time is the best American amateur record.

FRANK HOWARD, New York. Twenty miles, 1h. 19m. 8s.; 50 miles, 3h. 14m. 1s.

LEWIS STEARNS, New York. Twenty miles, 1h. 19m. 7s.

JOHN S. PRINCE,* Boston, Mass. Two miles, 8.30½; 1 mile (not a record) 3.06½.

* Professional.

CORRESPONDENCE

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

Milwaukee Breaks.

THE bicycle club will soon hold a meeting to consider the advisability of holding a race meeting in the Exposition building.... A strong effort will be made this spring by local wheelmen and Chicago bicyclers to bring the Annual Meet of the L. A. W. to Chicago this year. Chicago is pronounced by St. Louis, Milwaukee, Louisville, Cleveland, Columbus, Springfield, Dayton, Cincinnati, Buffalo, Rochester, Montreal, Detroit, Pittsburg, Peoria, Indianapolis, Lafayette, Frankfort, Flint, Edina, Minneapolis, St. Paul, Omaha, Elgin, Oshkosh, Toledo, Kankakee, Fond du Lac, and Neenah bicyclers to offer the most satisfactory inducements of any city in the Union, with the exception of Boston, in streets, hotels, parade grounds, and facilities for storing machines. As a railroad centre, Chicago is unsurpassed; the best hotels in the city are conveniently near

the Exposition building on Michigan avenue, where the wheels could be stored, and the annual meeting, banquet, races, fancy riding, etc., be held. Michigan avenue, South Park, and the boulevards, which completely encircle the city, are admirably suited for the parade, as they are all as smooth and level as a racing path, and run through the most aristocratic portions of the "Garden City." Chicago would contribute at least two hundred bicyclers; Milwaukee, with a club list of sixty-five, would send over one hundred 'cyclers; while the other cities previously named would be enabled to swell the grand total to one thousand. Besides these, why should not Eastern cities send their full quota? Chicago wheelmen and business men are liberal and influential; and should the Annual Meet be held there, both would amply indorse this statement by magnificent preparations for the comforts and conveniences of visiting wheelmen. In the mean time, let it be the duty of every enthusiastic devotee of the wheel to fully investigate the advantages and drawbacks of Chicago, Philadelphia, New York, Washington, or any other city brought under advisement.... Local wheelmen have been totally inactive this winter, but we hope in the near future to be able to shine with the brightest.... Fairfield's new cyclometer is deservedly pronounced the handsomest, most compact and accurate cyclometer in the market.... Howard Gilson will soon bestride a 60-inch D. H. F. Premier.... Milwaukee wheelmen were amazed to see the bluff statement of "Sixty" in your issue of the 13th inst., to the effect that Milwaukee was afraid to meet Chicago racers. Never mind, Conkey, "he who laughs last laughs best," and Cream City bicyclers will soon exhibit racing metal worthy of your steel, in which you may include a "52," a "56," a "58," and a "63," which you will probably meet as soon as the Exposition building is secured. Besides, does not Milwaukee generally get up some "fair" July runs?.... John Owen arrived home Sunday on a brief vacation. He is at present connected with the Denver and Rio Grande Railroad.... John M. Fairfield, of Chicago, vice-president of the League of American Wheelmen, was a welcome visitor in this city last Thursday.... Allen J. Beaumont, formerly a Milwaukee Club man, but latterly connected with the Denver and Rio Grande Railroad at Colorado Springs, has accepted a responsible position with Thatcher & Gast, solicitors for the Atchison, Topeka and Santa Fe Railroad, with headquarters at Pueblo, Col. Mr. Beaumont is well known in law circles here, in his former connection with N. Pereles & Sons.

ESSEIRFAW.

MILWAUKEE, 29 January, 1882.

A Protest against the Record.

Editor Bicycling World:—I want to protest. I want to protest vigorously.

In the WORLD of 27 January I find a statement that Frank W. Weston and Arthur Cunningham rode a mile race on the Institute Fair track, and that Cunningham won: time, 15 minutes 10 seconds. Also that they tried it again, when Weston won in 15 minutes 9 seconds, Weston giving Cunningham one fifth of a mile start in each race. This statement is not accompanied by any explanation of how Cunningham succeeded in doing a mile in any such time, or of why Weston did not do it quicker; thus leaving their friends, who constitute nearly every bicyclist on this continent, and many in Europe, to chew the cud of astonishment without any sugar on it, so to speak. I suspect there was not fair play in those races; therefore I protest against the record. I have known Mr. Weston to do a mile toward the Blue Bell, just before dinner, in half the time given for those races. Every rider is entitled, if his record is to be published, to a clear track and fair play. But I suspect that there was a lunch table to be passed every fifth of a mile on those races. Was this fair play for Mr. Weston? Give Frank a straight-away, perfectly clear track, with the lunch table at the farther end, and I know of a \$5 hat which says he can do a mile in seven minutes and three seconds, especially if there is put upon the lunch table five pounds of cold roast beef, one gill of horse-radish sauce, and a gallon of shandy-gaff, with the usual trimmings, and he is told of it just before starting. Fair play and a clear track are absolutely necessary for an honest race. Would it be fair, if Mr. Harrison were to enter for a race, to put a piano alongside the back stretch? Would it be fair, if Mr. Gilman were racing, to drop a package of correspondence on the upper turn? If I were racing, would it be fair play to let off a oke at the head of the home stretch? If Col. Pope were racing, would it be fair for a couple of agents who hadn't settled, or who held a lot of new orders in their hands, to appear at the quarter post? If not, is it fair to put Mr. Weston on record in a race where there was a lunch table at the head of the track, to be passed by him every fifth of a mile? Possibly there were also some pretty girls seated opposite the back stretch. If there were, Mr. Weston deserves the highest praise for his unprecedented feat of getting past them five times in fifteen minutes and nine seconds. I recognize fully the appropriateness of the prize raced for on those occasions,—a portrait of the League ham. In racing for a picture, this fine representation of a ham was well calculated to spur the contestants to their most desperate efforts; but this of course was all spoiled if they were compelled to pass a real ham every time they made the upper turn. For these, and other reasons too obvious to need mentioning, I protest—I protest vigorously—against the record. Mr. Weston may be too modest to protest himself; but his innumerable friends will

not quietly see his reputation sacrificed in this way. A better companion on the road, a more genial comrade at the board, or a rider more difficult to get ahead of when there is a lunch house or a pretty woman in view, never sat in the saddle; and his reputation for speed and bottom, when his particular genius has fair play, shall not be injured if we can help it. And don't you forget it. B.

A Voice from Wisconsin.

Editor Bicycling World:—With the annual discussion in regard to the place for holding the League Meet, comes, it seems, the usual tempest of opinions, pro and con; and I beg leave to be allowed a little blow in favor of Chicago, our sister city. In the first place, I feel that the West is now in every way entitled to the Meet. Since the organization, we have supported the League in every way possible, induced our fellow riders to join, made it an obligatory condition in clubs, bolstered our own questioning spirits with assurances of good League times coming for us, and have in every way possible lent our endeavors to swell the membership and establish the union. In all this time we have, as a body of wheelmen, received perhaps not one substantial evidence of benefit, of any sort, from our connection with the League. We have, however, been content with the thought that we were at least patriotic, or evinced a good spirit in joining the national organization. Our delegates have returned with glowing accounts of the Meets, and have filled us with pride for the League, but also with a longing that its Meets and benefits could be brought nearer to us, and we be able to participate. At our local annual meets and runs, at club gatherings, and generally among the Western wheelmen, the matter of the League has been fully discussed. We have not wished to appear as backsliders or discontents; but the fact remains that the opinion has gotten abroad, and in the minds of Western wheelmen generally, that the League was becoming an Eastern institution, for the benefit of the New England wheelmen principally, or at best extending its influence no farther than New York, Philadelphia, or Washington. If, however, the League Meet can be brought to Chicago this year, it will attract in a body the Western wheelmen, and bind them more firmly as members, and willing workers in its behalf. Of Chicago, and the many benefits and attractions it offers, as being a good place for the Meet, I will say nothing, as I think they are already understood and appreciated by the majority of us. Of the Chicago wheelmen, let me say that the interests of the Meet could not be in better hands. Their clubs are well organized, and in the hands of enthusiastic and pushing management. It is presumed that our worthy Vice-President J. M. Fairfield would act as generalissimo, and this fact alone is sufficient to insure a perfect success. It is the earnest wish of the Milwaukee wheelmen

that this year's Meet be held in Chicago. I feel that the interests of the League as a national organization demand that the Meet shall be held in the West, and speak for my fellow-wheelmen in urging upon the board of management the selection of Chicago as the place of meeting.

A. S. H.,

Milwaukee Bicycle Club.

MILWAUKEE, 1 February, 1882.

Cleveland.

Editor Bicycling World:—The bicycle riding school in this city was opened with great success on the evening of 16 January, and during the two weeks that the school has been in operation, the local club has rapidly developed into one of the most "tricky" clubs in the States; the members having rapidly conquered the vault, standing mount, pedal mount, dismount, mount by pedal, the stand still, riding side-saddle, and several of the members have gotten the header dismount very successfully. Arrangements have now been made by the club for the use of the school as headquarters until the riding season opens. Mr. E. Q. Norton, Cleveland Bicycle Club, intends moving to Cincinnati very soon to enter into business there.... Mr. Whipple, of the Meriden, Conn., Club, is now located in this city.... The annual meeting of the Cleveland Bicycle Club comes off on Thursday, 6 April. RELCYCIB.

CLEVELAND, O., 3 February, 1882.

J. C. Garrood.

Editor Bicycling World:—When at the Institute races the other night, I had some conversation with that lively little Englishman, J. C. Garrood. No one there will ever forget how queer he looked, perched on his 50-inch wheel, with double soles on his shoes to enable him to reach the pedals; and yet how well he rode, considering the circumstances under which he was placed. I got to talking with him about racing, etc., when he informed me that he never oiled his bearings; that ball bearings never needed lubricating. He said he never used anything for that purpose, and found that his wheel ran as easily as any he ever saw (I believe he said it had run alone over eleven minutes). If any of our wheelmen this side of the Atlantic have tried it, will they please publish with what success? Any one wishing to know more of this Garrood, let him take his file of the WORLD, turn to 16 September, 1881, page 237, third column of the Muswell Hill Competition, and they will find that after riding one hundred and thirty miles the day before, he was one of the nineteen out of forty-five who succeeded in climbing the hill.

A. H. F.

BOSTON, 5 February, 1882.

Scranton.

Editor Bicycling World:—Our "Club Surgeon," in his interesting letter to the WORLD of a recent date, gives us more assurance of his enthusiasm for the wheel,

and I can say candidly he is rapidly becoming more interested in the art than any of our club; which we thought, until recently, was quite impossible, as we have a number of enthusiasts. His genial countenance and ready wit are duly appreciated, and in future letters (for which I have his promise) he will give your readers some of his ideas of bicycling that I am sure will be enjoyed.... The regular monthly meeting of the club was held on Thursday evening last, at the office of the doctor, on which occasion there was a goodly attendance. After finishing the business of the meeting, and while we were enjoying a chat on the never-tiring subject, we were surprised by a bevy of damsels laden with good things prepared by the doctor's wife,—the doctor himself being as much surprised as the rest of us. It is needless to say the repast was enjoyed, and the wife of our "Club Surgeon" will always be remembered for her hospitality, which has been displayed on many occasions. I must not forget those "Havanas" of the doctor's; the talk we had over them was most pleasant, and what 'cycler cannot enjoy such discussions as these? When we adjourned, I assure you it found us all in the best of spirits.... A. J. Kolp, captain of our club, has been appointed agent of the Pope Manufacturing Company for this city. He is a wide-awake bicyclist, and will make a good agent.... A roller-skating rink has been opened in Boston Store hall, to which will shortly be added a school for bicycle riding, the whole under the management of two of our wheelmen. F. C. H.

SCRANTON, PA., 4 February, 1882.

MASSACHUSETTS B. C.—*Editor B. World:*—"In time of peace prepare for war." This club has improved the shining but snowy hours of winter by selecting its uniform for the season of 1882. The color and general style are substantially the same as in that of 1881; viz., dark-blue sack coat, breeches, and stockings. The material selected is far superior to that used in the old uniform, and there are several minor alterations in the coat, which add greatly to its convenience and give it a very natty appearance. Perhaps the most pronounced change is the substitution of a turn down for a standing collar. A very tasty cap of the same color with black trimmings has been adopted in place of the helmets of last year. It is confidently expected that each tony Massachusetts man will familiarize himself this summer with the highly appropriate lines from "Patience":—

"When I first put this uniform on,
I said, as I looked in the glass,
'Tis one in a million
That any civilian
My figure and form can surpass.'"

A new solid-silver badge "made by our special artist" has been adopted in place of the old one, and will be ready before the riding season opens.

Active arrangements are being made for extending the reputation for touring already enjoyed by the club; and the cap-

tain has been instructed in a new by-law to call an all-day run at a certain date (or as near to it as possible) every month in the year, from April to November inclusive. All of which, Mr. Editor, is respectfully submitted, to the end that you may know that the Massachusetts Bicycle Club is alive and longing for spring. Not to give the impression that the wheels are all hung up to dry, let me remark in closing that the "register" shows that two at least of the club rode eight or ten miles *out-doors* on the "coldest day," when the glass sunk to 12 or 15 below, and several others are quite assiduous in their visits to the five-lap track in the Institute Building, the new uniform having already been seen tearing around the track "tail over the dasher and ears laid back."

MASSACHUSETTS.

The High Speed Delusion.

THERE is a slangy proverb that you can't teach your grandmother to suck eggs. Why can't you? Because the old lady was on hand when your umbilicus was first arranged to run independently, and knew a good many things before you knew your first thing. For the like reason, nobody can teach the venerable grandmother of us all, Nature; but many try to do it. She has surrounded us in life with hedgerows or fences called laws, which can't be broken through or down, jumped over, crawled under, dodged, or ignored; and yet person are perpetually trying to do it, forgetful of the primary fact that inventing consists in discovering and utilizing something which already exists, not in creating something or in abolishing something.

Here comes forward one of the latest—not the last—of these persons, with the speed-gearing device described and illustrated in the last *WORLD*. He has a curved lever, with a fulcrum moving in fixed guides, which is to work the bicycle wheel rapidly by a multiplying wheel and pinion, the only new part of the device being the mode of actuating the multiplying wheel. The weight and clumsiness of this appliance are great, and the guide piece is especially troublesome; if the guide bars are parallel with the longitudinal axis of the machine, the bars (which apparently unite like a U around the wheel-rim) must be very broad and ugly at the rim, and if the bars are parallel with the spokes the working lever must curve awkwardly; the necessary friction of the device will also be much increased by the travel of the fulcrum in the guide, especially as the guide-ways will be exposed to dust. But friction is only the lesser difficulty, the main one being that this inventor, like all the speed-gear inventors who have preceded him, runs full bang against a bar in Nature's law fence, to wit: that speed and power are inversely related to each other, in mechanics. Observe that I do not condemn multiplying gear outright: it is used with good results on tricycles, and is admissible in a slight degree on

the bicycle; but not to produce railroad speed. Why don't we have 24-inch cranks on the bicycle, for power? Not merely for lack of leg to reach them, but because so great increase of leg travel would not answer. Why don't we have 2-inch cranks for shortness of leg travel? Because power would be wasted. The fact is that on the bicycle as now constructed, representing the best compromise between desirable and undesirable effects, a man has no power to waste; he can propel the wheel, but if he had a margin of power left unused (as a horse would have if he were drawing the machine), the first patch of heavy sand or stiff mud would not bring him to halt. The proportion between radius of crank and radius of wheel is already so greatly to the rider's disadvantage as respects power that it is an admitted rule that any wheel exceeding 54 to 56 inches is most undesirable on the road, and a race of men eight feet tall (provided they were not of proportionally greater strength) would find themselves unable to drive the wheels which their length of leg would require, and a modified form of driving device would be indispensable.

Now, ignoring the important matter of increased friction, the speed-gearing men—that is, those of them who talk about very high speed—propose to us what is practically equivalent to a wheel of say ten to twenty feet diameter. The literal big wheel has long been recognized as a chimera, but getting it by speed gearing cones out at the same hole of fallacy. The trouble is like that of flying: not in making and mounting your big wheel, or in constructing and attaching your adequate wings, but in finding the muscle to turn the one and flap the other. You haven't it in you,—where do you propose to get it? Mr. Hogan says "his bicycle can be geared up to run forty miles an hour." Not a doubt of it,—gearing up to a hundred or a thousand is perfectly easy. Also, "that it has been ridden at the rate of thirty-two miles on a rough road." This I flatly deny (though not disputing his sincerity), unless it was done on down grade, per gravity. Suppose a bicycle at such a speed struck an obstacle, how long would the wheel last? Suppose the rider were upset at such speed, how long would *he* last? I will not take the time to go into formulas; but I say positively that the attainment of that speed on the road, for any measurable distance, unless as above excepted, is an utter impossibility.

Some years ago, while just beginning with the alphabet of bicycling, I was told by a then somewhat prominent wheel demonstrator (who has since relapsed into retirement) that the bicycle was destined to supersede the railroad for journeys long and short. The yarn was of course too much for me, not being of the horse marines. A man can run at say a ten-mile gait; why can't he make it twenty, since he has only to move his legs twice as fast? A rider drives his wheel at a seven-mile, lazy gait, and finds

each additional mile consuming an increase of power. Apparently, the thirty-mile men do not know the law that expresses the increasing resistance of the medium, or the fact (or the reason of the fact) that twice the power which drives a ship or a wagon ten miles an hour will not drive it twenty, or that the same power which drives a wheel at ten miles will not drive it at eleven. It might be sometimes convenient for a man to pound like a Nasmyth steam hammer; he has only to make his arm and his hammer weigh a ton, or to bring down his hand fast enough, and he can strike the blow of old Thor. The only reason he don't is that he can't.

The chase for perpetual motion, which will probably never be abandoned, is only one instance of vainly trying to beat Nature; but it is hardly more foolish than trying to stick an auger through a gimlet hole, or repeating old attempts by building a machine which the intended propelling power is unable to propel. A bicycle wheel with a rim six to twelve inches wide might not sink into sand; an outrigger arm on each side the fork might keep the machine from tipping over sideways; a projecting arm in front might keep it from kicking up behind: shall we rush off and patent these things without proving their value? Certainly I have no unfriendliness towards Mr. Hogan, but I am sorry to see efforts misdirected in devising ways to do things which can't be done. His patent is for sale; its worth is a cent per pound. Even with the multiplying wheel off, which is his alternate claim, it is of no value for a safety machine; there is, however, a geared wheel, the "Hall" bicycle, made in Sheffield, that is entirely practical, and does not profess absurd results. Moderately geared, Mr. Hogan's device can be made to work, but not to utility; and it is only one of a great multitude of things that go through our Patent Office, possessing technical novelty but devoid of value, and only representing misdirected labor.

JULIUS WILCOX.

NEW YORK, 4 February, 1882.

NOTES, QUERIES, ETC.

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

Editor Bicycling World:—In your issue of the 27th, "56" wants to know about the training machine, and how to make one. Now, I am not at liberty to give very much information, as the patent has not yet been thoroughly settled. This much I can say, that the bicycle wheel rests on two grooved wheels, one of which is connected by a worm and gears, with a dial and bell. The bearings are supported on uprights, and the whole held firm by two side braces, which clamp on the backbone just back of the saddle. . . . In regard to the cyclometer, what I can say is only what I know from others, not having been able to obtain one yet. It has been tried here ever since last June, on two or three machines, with three or four cyclometers on one machine, and so far it has worked perfectly. I have examined the interior construction of it, and think it the best I have yet seen. It is impossible for it to work backward or miss a forward revolution. It is undoubtedly all that a cyclometer could be.

CHICAGO, 29 January, 1882.

Editor Bicycling World:—Will some of your correspondents kindly explain the *modus operandi* of riding on the front wheel and riding backwards, and how far a person has been known to do each of them?

CLEVELAND, 2 February, 1882.

"41."

L. A. W.

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

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

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

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

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

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

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

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

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

APPLICATIONS.

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

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED.—Lewis C. Travers, South Gardner, Mass.; Geo. H. Neilson, Bethlehem, Pa.; Harry B. Alden, with F. T. Hoover, No 78 9th avenue, Pittsburgh, Pa.; Herbert DuBois, Box 67, Hudson, Columbia County, N. Y.

MISSOURI BI. CLUB.—Additional: Frank B. Aglar and John T. Binkley, Jr., 407 Chestnut street, St. Louis, Mo.

CHELSEA BI. CLUB.—Additional: Charles H. Small, Chelsea, Mass.

Scuri, the Monocyclist.

From Le Sport Vélocipédique.

MR. SCURI, the well known monocyclist from Milan, Italy, gave an exhibition for the bicyclers of Paris, on Sunday, 1 January, in the riding school of Clement & Co., Rue Brunel, that they might judge whether or no the monocycle is to become the machine of the future. A number of skilful riders of the two-wheeled vehicle were not convinced, but all present were not of the same opinion; some thought that the monocycle could not displace the bicycle, and others that

the superiority of Mr. Scuri's machine were perfectly apparent. We are rather inclined toward the latter opinion. But we shall see.

The ease with which Mr. Scuri mounts his machine is surprising. He ascends and descends rapidly very steep inclines, turns short, rides zig-zag, rides down steps and over obstacles, rides backwards, etc., and does all this with or without the use of his hands. These things we have seen with our own eyes!

You inquire how this machine is made. Very simply. You own a bicycle, do you not? Cut off the backbone near the saddle, secure the head of the machine so it will not turn, and you have a monocycle in all its simplicity.

Although the innovator, Mr. Scuri is not the only rider of this new engine of locomotion. This witchcraft is not all for nothing, and we are certain that in a little while we shall see monocyclists in the streets of Paris. As to the exact way of mounting and sustaining the equilibrium, we believe that is a knack to be caught that Mr. Scuri keeps to himself; but that we shall some time understand. At all events it is, in our opinion, the weight of the body that is employed as motor force. . . . These lines prove to the disciples of St. Thomas that at last the monocycle is found!

Another account: "SCURI, THE UNICYCLIST."—Such is the title under which there has been exhibited at the *Folies Bergères*, during the last week, a very curious bicyclist—pardon, *mono* or *uni*-cyclist. Unfortunately, either in consequence of later engagement, or because he did not meet with the success that he might have hoped for, he only remained about a week; and so perhaps a brief description of his performances will not be without interest to those of our brother wheelmen who did not have an opportunity to see him. As for myself, living quite near the *Folies Bergères*, I could not resist going to see him three or four times. The machine which Scuri uses, and which he has exhibited in Italy, London, Marseilles, and other places, has a wheel forty-two or forty-four inches in diameter; the perch is cut short just below the lower part of the spring. This half of a machine is precisely like the similar portion of an ordinary bicycle, with the single exception that the head is a trifle higher. It will be observed there is no counter weight of any sort. Extraordinary as it may seem, he mounts alone; placing the right crank at an angle of forty-five degrees forward, he puts his foot upon the pedal, gives a slight push, and springs into the saddle, and commences to ride around the stage. After circling around for some minutes, he contracts the circle until he describes one of not more than ten feet in diameter; something that would at least be rather difficult with a bicycle. Then he rides zigzag among bottles placed in rows,—an old trick of velocipede riders. The bottles being removed, he lets go his hands and rides

with his arms folded, or with his arms behind his back. Then he rides with a child upon his shoulders. As this raises the centre of gravity, the exercise is more difficult. Dismounting, he turns his wheel so the saddle is in front, and rides around a few times with the wheel in this position, having of course nothing to sit upon. He concludes his performance by *riding backward* diagonally across the stage.

Thus it is that Scuri very nicely solves the problem that until now we have considered insoluble,—the *veloce* with one wheel, and the rider atop without any counter weight.

S.

A Vision of Summer.

My mystic web of steel,—to you
All night my errant fancies flew;

The while, anon, in fitful beat,
Against my window drives the sleet.

And well I know that leagues afar
On field and hill the snow-drifts are,

And icy winds with fierce control
Sweep downward from the frozen pole,

While woe and winter, cold and dearth
Stalk through the pleasant paths of earth.

O magic wheel! Thy potent spell
Hath charm to work a miracle.

Adown thy airy, tortuous track,
The absent summer hastens back;

Bursts into beauty and perfume,
With bee and butterfly and bloom.

A welcome troop of glad surprises,
Upspringing with the grass, arises.

Stretches the highway many a mile,
Where farms and pleasant orchards smile.

Far from the great town's dust and din,
My onward-rolling steed I spin.

Bucephalus was not more fleet
Than I, with easy-gliding feet,

As swift or slow, by wold and lake,
My winding, wandering course I take.

What joy to rest within the shade,
By groves of whispering pine-trees made!

To ken the voices of the wood,
Half heard, and dimly understood!

To watch the feathery clouds go by,
Across the ocean's depths of sky!

To breathe, to drink the waves of balm,
Slow-wafted from the isles of palm!

To think! to know! to see! to feel

But, ah! my wondrous web of steel,

Athwart the land the wild winds blow,
From acres of untrodden snow.

READE H. MARBLE.

CURRENTE CALAMO

CARDINAL and old gold are the Kentucky Club colors.¹

L. A. W. CORRESPONDING SECRETARY K. N. PUTNAM is to be married the 20th inst.

THE Massachusetts Bicycle Club dinner at the Hotel Vendome, Tuesday

evening, was a success, naturally, and we will publish an account of it next week.

H. W. TUFTS, of the Columbia, gave one of his interesting exhibitions of bicycle gymnastics in Fall River recently.

OUR statistician would like a list of bicyclers who covered one hundred miles in a day, during 1881. Send in a bill of particulars, all you who have made such a record.

THE Marblehead Bicycle Club now numbers thirteen members, and expects many more additions during the season. A bicycle library has been started, and the question of procuring club headquarters is being discussed.

MR. ELLIOTT MASON made a successful opening at the Pope Manufacturing Company's Columbia Riding School, last week Thursday evening, in New York, a great many lady friends of the wheelmen being present, and the wheelmen themselves giving a very pretty exhibition of drill and fancy riding.

THERE seems to be considerable disgruntlement among the amateur athletes, that the National Association has decided to exclude from its games all amateurs who take part in games under the patronage of any other society. This shuts out all bicyclers who enter races under the auspices of the L. A. W. All we can say is, so much the worse for the N. A. A. A. A. If the members wish to have none but the rag-tag and bob-tail bicyclers at their tournaments, the League will have no objection.

BUCKEYE BI. CLUB. — The Buckeye Bicycle Club, of Columbus, Ohio, at their second annual meeting, elected officers as follows: President, W. H. Miller; captain, H. B. Hutchinson; first lieutenant, W. T. Eldridge; bugler, W. R. Kinnear; secretary and treasurer, C. J. Krag.

A TELEGRAPHIC dispatch to the BICYCLING WORLD from Louisville gives the following as the result of the fifty-mile inter-city bicycle race last Saturday evening: Charles Jenkins, Kentucky Club, 3 hours, 25 minutes, 38 seconds; Henry Schimpeler, Kentucky Club, 3 hours, 26 minutes, 43 seconds. Miller, of Chicago, at finish, had made forty-eight miles, and Conkling, of Chicago, retired after forty-four miles. Captain Miller's 20th mile was made in 3 minutes 2 seconds — the fastest American record. The judges were Messrs. Lamont, Caye, and Anderson; scorers, Chas. Schimpeler, W. S. Fowler, and A. S. Dietzman; time keeper, Horace Beddo.

A CORRESPONDENT of *Das Velocipede* says: "The manifest experiences which come to the notice of a bicyclist would furnish humorous articles for many a column. Every wheelman must have seen the various facial expressions of the country people, from the slight degree of awe and astonishment to one of positive fright. One afternoon, a few months ago, I rode from Ludwigslust, in Mecklenberg, to Parchim. A gentle west wind at the start soon increased to a stiff breeze; and looking behind me I saw that

the sky was black, and that a terrific squall was approaching. The wind increasing I was driven along so fast that I was unable to keep my feet upon the treadles. While I rode along over the fine road, at this great speed, I noticed a day laborer, who, with his wife, had taken shelter under a tree. When they saw me driven along by the storm, the woman cried out, 'That is the devil!' and scampered, followed by her husband, across the field."

Boston Amusement Record.

BOSTON THEATRE. — "Joshua Whitcomb." Next week, Mary Anderson as "Parthenia".... BOSTON MUSEUM. — Boucicault in "Sail-a-Moir".... GAIETY THEATRE. — "Patience".... GLOBE THEATRE. — "Patience".... HOWARD ATHENAEUM. — Variety and "Mike Strogoff".... PARK THEATRE. — Janauschek.... WINOSOR THEATRE. — Harry Miner's consolidated shows.

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

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Coming Events.

16 February. New York, Madison Square Garden. Manhattan Athletic Club. Mile bicycle handicap. Entry fee, fifty cents. Address F. J. Graham, 8th avenue, between 56th and 57th streets.

22 February. St. Louis, Mo., 25-mile race at Amphitheatre Fair grounds, Washington's birthday, under the auspices of the Missouri Bicycle Club. Entry, free.

MISCELLANEOUS.

Addresses inserted in this department, \$6 per year.

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

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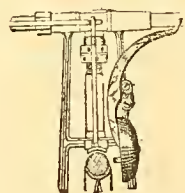
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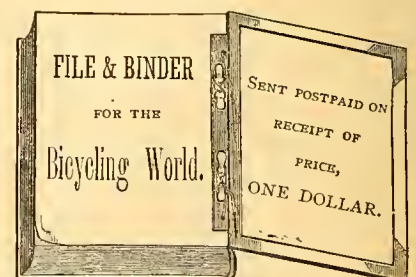
The 'Cyclist and Wheel World Annual,

Edited by C. W. NAIRN and HENRY STURMEY.

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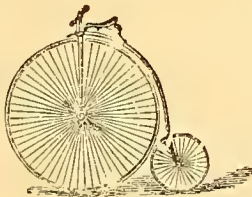
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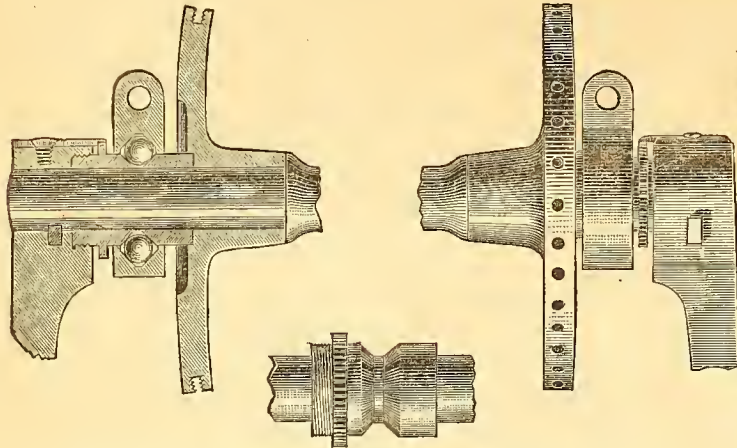
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