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# THE Bicycling World

The Official Organ of the League of American Wheelmen.

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William S. Gilman, Editor.

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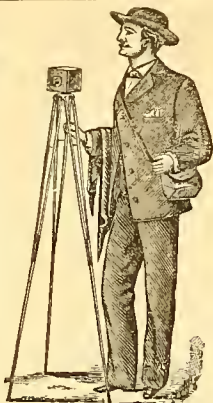
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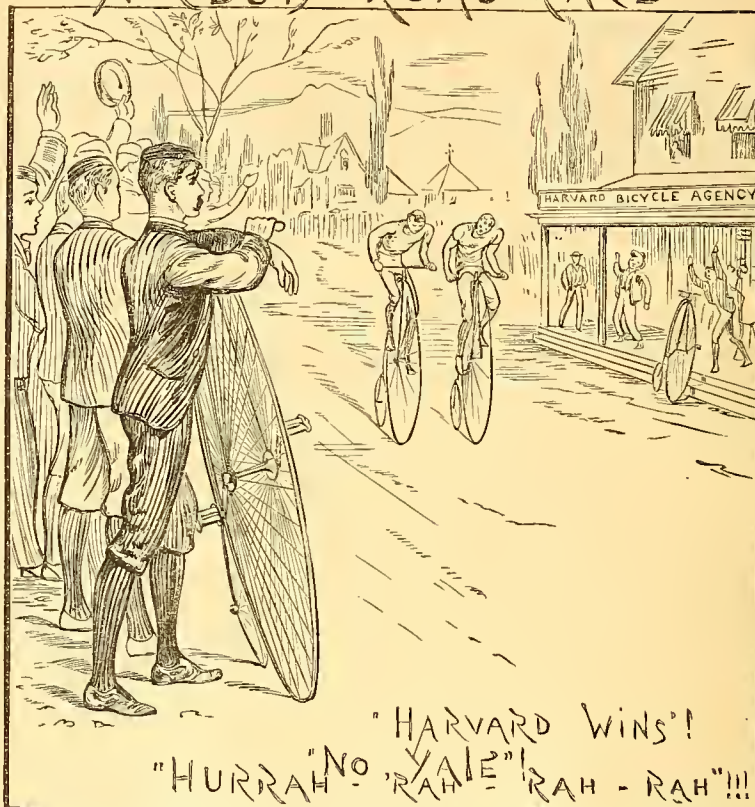
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## A CLUB ROAD RACE



The above depicts a very pleasant feature of bicycling as a sport. The club have ridden from their headquarters in the city, to a suburban village some twenty miles away, where they await the arrival of the racing members who were to start just thirty minutes later.

Five minutes more and the two foremost of the racing men—Fri, on his "Harvard," and Yonson, on his "Yale," appear in sight. The pace is tremendous: the men are neck and neck, and Dodges, the captain of the club whom you observe is leaning on his "Shadow" light roadster, in the foreground, declares the race a tie.

"Where are the other men?" he asks.

"Oh, behind, somewhere," is the reply.

"Are there any 'Harvard's' or 'Yale's' or 'Shadow's' among them?"

"Not one."

"Ah! that accounts for it," says the captain.

American bicyclers as a body will realize the force of the captain's last remark, but the thousands of new riders which the coming year will produce should each one of them realize that the only true economy in choosing a bicycle is to be content with nothing less than the very best that money will procure. Each should find out all he can about bicycles before making his choice, and in order to assist enquirers in their search for information, we will, on receipt of a three-cent stamp, send to any address, a copy of our large illustrated catalogue by return mail.

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# THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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

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

BOSTON, 26 MAY, 1882.

## THE L. A. W.

As the official organ of the League of American Wheelmen, we have endeavored, during the two years of its existence, to promote the interests of the organization, and secure the support it merits from every rider of the bicycle throughout the United States and the Dominion of Canada. Our columns have been open to such of its members as desired in any way to criticise in a proper spirit, and with a desire for improvement any of its rules or actions. Each month has seen it progress and gain strength until it has not only become the strongest amateur athletic association in this country, but it occupies a recognized position among those of the world. Certain changes in the method of election of officers, and local government, are found to be necessary, by

reason of the immense area over which its membership extends and the sparse wheeling population in many sections. Although many causes have combined to delay and hamper its growth, it has been able to maintain a premier position among bicycling organizations in this country, and is to-day stronger than ever. Its action in regard to the amateur and professional question was firm and just. It maintained its dignity in this respect, and effectually precluded the idea entertained by many that it was subservient to the wishes of the bicycle dealers, who were allowed to enjoy its benefits by the liberality of its promoters. The League is recognized by the N. A. A. A. as the proper association to govern bicycle championship, and the older organization in turn receives the support of all its members for the proper concessions made. This harmony cannot but result in good to both organizations, which have the best interests of amateur athletes at heart, and strive to promote all that is good and pure in competitive sports. Although touring is not as yet largely indulged in, the League has endeavored to meet the wants of tourists by the appointment of consuls, a goodly number of whom already form a nucleus for a more complete system when the needs of its members demand it. The Bicycle Touring Club is considering the feasibility of some plan by which its members visiting the States and members of the League travelling in England may be entitled to the privileges of the two associations, respectively. This is complimentary in the extreme, and worthy of consideration, as it is unnecessary for two associations with the same objects to exist in the same country. In considering the practical benefits derived from membership to the League, the social pleasures should not be overlooked, as they form one of the most enjoyable of bicyclic associations. Wheelmen everywhere should join the League if they wish to secure the full benefits of the sport they already enjoy so much.

## ABOUT BICYCLES.

IT is well understood by all experienced wheelmen that the best bicycles used in this country are of foreign manufacture; and no matter what make of machine the new rider uses at first, he eventually settles down to the conviction that he cannot be well mounted until he gets an imported wheel. This is a hu-

miliating conclusion for a patriotic American to arrive at, but unfortunately he cannot escape it; and yet more unfortunately, if his means of indulging in luxuries are limited, he must patiently accept the situation and continue to ride an inferior mount: and this is all owing to what is often misnamed "protection of home industries." That home industry should be protected, that the inventor or holder of an invention of value should be permitted to reap the profit of his toil or outlay in developing his possession, by letters patent, no fair-minded person will deny; but if, as is often the case, through greedily putting the market price of his commodity too high, or through inadequate facilities for production, he fails to meet the public demand for it, the community is made to suffer, he misuses his privilege: and to meet this latter case especially, some legal provision involving forfeiture of patent ought to be devised. Nearly all valuable patent claims are largely based on the element vulgarly called "bluff." That is, if it has always been the custom for carpenters to grind their chisels on a stone turned by a hand crank, and somebody invents a treadle to turn the stone by foot power, and takes out a patent for "a treadle to turn a stone to grind carpenters' chisels on," and when introduced it is discovered that all other kinds of tools can more easily be sharpened the same way, the patentee endeavors to make his claim cover not only all tool grinding by foot power, but polishing, locomotion, and as many more applications as the public makes of it; and generally, by winning a case or two in the courts from some impecunious infringer, he succeeds in "bluffing" the community into tacit acknowledgment of his claim, when really he has no right, nor is a reissue valid which gives him any right, beyond the words of his patent for "a treadle to turn a stone to grind carpenters' chisels." All other chisels and all other tools can be ground in this way by any one. Now, we believe that many bicycle patent claims are just as baseless, and properly disputed would not stand in law; and we intend to investigate and endeavor to show our readers just "how it stands," that they may not be deterred from the manufacture or use of parts not actually covered by patent claims. We are glad that the opportunity is afforded us to do this, as it has long been our desire, and nothing but a natural reluctance to seem hostile to



one of our largest and most paying advertisers has hitherto withheld us. Now, however, by the deliberate act of that advertiser, we are happily relieved from any delicacy in the matter, and can use our pen more directly in the interests of wheelmen. And here let us say we shall do this in no spirit of malice or retaliation, having none but the best wishes for that company's prosperity, but solely with the view of benefiting bicyclers and the cause of bicycling. Meanwhile, experienced riders want good machines at a reasonable price; but while the exorbitant duty of thirty-five per cent is imposed on English-made bicycles, and importers have to pay royalty and license in addition, and home monopoly can charge a first-class price for a second-class article, the outlook for the immediate popularity of bicycling is anything but promising. The best standard quality of road bicycles can be purchased in England for from \$70 to \$80 each; the best American bicycles that can approach them cost \$125. By directly importing a first-class English bicycle, worth \$80 (and it will be first-class), after paying the duty of thirty-five per cent, a royalty of \$10, shipping and freight charges, and several smaller fees, a purchaser will get his wheel delivered him at a minimum cost of \$133. Now, it is obvious that this makes a good bicycle "cost high," and yet "we must have 'em." And just here, it seems to us, is proper work for the League. The import duty is the principal drawback to the procuring of good bicycles at a fair price. Now, why cannot the League use its influence to obtain a special and reduced tariff for bicycles and tricycles? This would be a practical and direct benefit to wheelmen, and would do more to promote the cause of bicycling than the unrestricted use of all the driveways of all the parks in the country, as important as that is. We most earnestly suggest this to the consideration of the annual meeting; and if it be deemed advisable to take any action, recommend that a committee of reference be appointed with instructions to investigate and report what steps, if any, should be taken to effect this desirable result.

#### Beans and Clams.

NOTWITHSTANDING the disagreeable weather, fourteen members of the Boston Bicycle Club accepted the invitation of the Providence Club to visit their

city, and partake of a Rhode Island clam-bake at Rocky Point. On the arrival of the train at Providence, the Boston boys were met by the Providence Club, under the command of Capt. Cross. Each member of the club was provided with a handsome silk badge bearing the Providence Club seal. This will be retained by all as a memento of one of the pleasantest trips since the formation of the club. Cars were immediately taken for Rocky Point, as the rain and bad condition of the roads made it impossible to wheel down. On the arrival at Rocky Point each man made it a point to enjoy himself and have a good time, and to carry out the programme of pleasures under cover. At bowling the Bostons, as Prince Albert said, "wiped the floor" with the Providence team, but were compelled to relinquish the flag on walking, as President Carpenter defeated Stall in a mile "heel and toe," in 11m. 45s. Then followed a genuine Rhode Island clam-bake, in Tinker's best style, in which the pennant was recaptured from the Providence Club by the efforts of Sig. Nicolini. After dinner singing was indulged in, but resulted in a tie between Prince Albert and the Count. The foot-ball game was won by the Bostons, but the bean team was defeated by the clam team at base ball; score, 23 to 15. — Churchill's attempt to "even it up" being an utter failure. The Boston Club claims that owing to the smallness of the hall the Rhode Islanders had an undue advantage, and will shortly challenge the Providence Club to a match game to be played out of doors. At 5.30 P. M. the boat was taken for Providence, arriving about 6.30. Billy Burton was called upon on the way to the hotel, and welcomed the boys in his usual hospitable manner. An excellent dinner was eaten at the Dorrance about eight o'clock, after which the billiard tournament commenced, resulting in a victory for the Bostons. The greatest victory was won by the Providence Club, who conquered the weather and entertained their guests in right royal style, doing everything to make the day most enjoyable to all who were fortunate enough to be present. The Providence Club is composed of the right sort, and retains well its position as one of the leading clubs in New England. We wish them success and prosperity.

### WHEEL CLUB DOINGS

#### WHAT IS TO BE.

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

#### BOSTON BI CLUB, MAY:—

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick via Newton Centre, Grantville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 ad lib.

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M., L. A. W. Meet. Full uniform.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

#### ROXBURY BI. CLUB, MAY:—

Sunday, 21. To Natick via Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

30 May. Crescent Bicycle Club. Trinity square, 10 A. M., for run to Lexington via Waltham.

**CHELSEA BI. CLUB.**—At the annual meeting of the Chelsea Bicycle Club, held 19 May, the following were elected officers for the ensuing year: President, William E. Gilman; secretary and treasurer, Wendell P. Yerrinton; captain, Francis W. Whiting; sub-captain, Joseph F. J. M. Brown; first lieutenant, Harry W. Turner; second lieutenant, James H. Eustis; bugler, Horace J. Phipps; color bearer, Lorenzo T. Farnum; club committee, J. A. J. Wilcox and Frank M. Gilley. The club also adopted a badge design, the badges to be the property of the club, and appointed a committee to procure them. Capt. Whiting has already assigned club runs for to-morrow and Memorial Day. The club will have thirty-three votes in the annual meeting, and will send three men to Chicago.

### RACES

#### Coming Events.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1, 138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. Two and five-mile bicycle races. Secretary, Box 3, 478, New York.

**GRAND RAPIDS, MICH., 16 MAY.**—About a thousand people were at the fair grounds to witness Elsa Von Blumen's race with horses, as announced. The weather was all that could be desired for a good afternoon's sport, save the prevalence of a cold western wind. This interfered somewhat with Miss Von Blumen's chances of making fast time. At 2.30 Miss Von Blumen emerged from the tower part of the judges' stand, clad in a becoming suit of steel-gray. She was given a trial of one mile so as to regulate her speed with the trotting horses. She made the mile in 4.36. It was decided that the trotter should go one mile and a half to her mile. Her first heat was with White Cloud. She beat him by several lengths in 4.37. The second heat was won by Miss Von Blumen, beating "John the Reformer" by a length. Time, 4.32. The third heat was won by "Martin L." Time, 4.31. "Mulligan," the pacer, was chosen for the fourth heat, and at the finish the little lady was just turning into the stretch as he went under the wire. Time, 4.35. The fifth and last heat between "John the Reformer" and Miss Von Blumen was won by the latter, who came out fifteen lengths ahead, amid deafening applause. Time, 4.28. The



amateur bicycle race, one mile, for a silver cup given by Miss Von Blumen, was won by Frank Escott. Time, 4.07. In this race Mr. W. H. West, of Barlow, Wilson, Primrose & West's minstrels, and Mr. Dudley Waters each went a half-mile against Escott.

WASHINGTON, D. C., 20 MAY. — The Capital Bicycle Club's third annual races were held the 2<sup>nd</sup> inst., postponed from the 13<sup>th</sup>, and the following is a summary of the result: —

**Three-mile Race.** — J. McK. Borden winner, time 10m. 46½; J. C. Smith second, time 10m. 47s. Mr. Frank Howard of New York, who entered this race, met with an accident on the first lap, which necessitated his retirement.

**Quarter-mile Race.** — Heats, best two in three. Won by H. T. Davis, time 45½s., 47¾s.; L. J. Barber second, time 47½s., 48s.

**Half-mile Race.** — Two trial heats, first man in each heat, and best second man to contest for the third heat. Won by W. F. Crossman, time 1m. 40½s., 1m. 45½s.; L. J. Barber second, time 1m. 36½s., 1m. 46s.

**One-mile Race.** — Handicap, J. McK. Borden scratch, E. H. Fowler 133 yards. Borden winner, time, 3m. 10s.; Fowler 3m. 13¾s.

**Five-mile Race.** — J. McK. Borden winner, time 17m. 44s.; L. O. Howard second, 19m. 2½s.

Mr. Borden's time for one mile (3m. 10s) is the best recorded racing out-door time made in this country. The following were the officers: Judges and timekeepers, Max Hansmann, P. T. Dodge, Capt. Alfred Trego; referee, C. E. Hawley; record keeper, Francis E. Dunn; starter, Capt. Herbert S. Owen. The prizes were gold and silver medals. The quarter and half mile races were from flying start; the others from standstill.

STATEN ISLAND, N. J., 20 MAY. — The spring games of the Staten Island Athletic Club occurred on Saturday last, at West New Brighton. The final event was a three-mile bicycle race, handicap. E. A. Thomson, 10 seconds, first, 11.42¾; F. A. Davidson, 5 seconds, second; W. H. Austin, scratch, third.

MOTT HAVEN, N. J., 20 MAY. — The Columbia College Athletic Association held a field meeting on the grounds of the N. Y. A. C. at Mott Haven, on Saturday last. A two-mile bicycle race was contested by C. A. Reed, who holds the best college record, and R. G. Rood. The latter won in 7.4½.

CAMBRIDGE, MASS., 22 MAY. — At the spring meeting of the Harvard Athletic Association, held on Jarvis Field Monday afternoon, 22 May, a two-mile bicycle race was among the events. This was participated in by Eliot Norton, '85; A. F. French, '85; R. S. Codman, '83. A very good race was expected, since Norton has been showing some remarkable time in his practice, and it was

thought that the records would be cut. French took the lead at first and continued it through the first mile, which was finished in 4.02. On the second mile Norton laid down to his work and got a good lead, which he held till the last quarter of the last lap, when Codman spurred, passed to the front, and won the race in 7.52. The best college record is held by C. A. Reed of Columbia, and is 6.51.

## 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.]

### League Consuls.

**Editor Bicycling World:** — Allow me through your columns, to suggest to the directors of the L. A. W. the importance of extending the list of consuls. In every place where there are members of the League, it seems to me it would be advantageous to have a consul.

In Marblehead the local club has over a dozen members belonging to the League, yet no consul has been appointed here. Tourists arrive every week, but know not whom to call upon for information regarding roads, hotels, etc.; and doubtless the same is true of many other places. Of course the wheelmen are ever ready to assist visitors in any way, but naturally they are *not* always at hand when wanted, whereas a consul could at any time be found, as his address would be known to all bicyclers.

The influence of the wheel is spreading rapidly, and it behooves the League Directors to do everything possible to facilitate bicycling, and to render touring pleasant. It adds immeasurably to one's enjoyment of a trip to know that he will meet with friends along the way to point out the best roads and show him the most desirable stopping places.

It would greatly benefit bicyclers if every town and city were provided with one of these needful officials; but as that is at the present time impossible, I hope the directors at the annual meeting this month will see that no place where there is an L. A. W. member is without a consul. By so doing, they will merit the gratitude of many wheelmen.

GEESEE.

MARBLEHEAD, MASS., 18 May, 1882.

[If our correspondent had suggested the needs of Marblehead to either of the State directors, a consul might long since have been appointed. We have now in our mind one who would fill the office admirably, and venture to suggest the appointment of George Chinn. — EDITOR.]

### Dunkirk Ideas.

**Editor Bicycling World:** — In reply to Director Smillie's criticism of my plan for reorganizing the L. A. W., let me say first, that the main ideas in it were taken

from Mr. S.'s elaborate revised constitution, a copy of which he was kind enough to send me. It seemed to me that if we adopted his plan of electing directors on a purely geographical basis of apportionment, we should thereby do injustice to League members residing in districts where there are many bicyclers. In fact, the vote of a bicyclist in New York City, for instance, would practically count for only a fraction of as much as that of a bicyclist in some country district, where less than one hundred bicyclers would have the election of a director to themselves. In presenting my plan, I had no intention of casting any discredit upon the labors of the New Jersey director, who has won honorable distinction by his devotion to the real interests of the League. I am of the opinion that his general plan should be adopted as the *basis* of the reorganization which must come, if the League is to live; but a full discussion of the matter will doubtless bring out many points requiring modification or amendment. As I, unfortunately, shall be unable to attend the Chicago Meet, I desired to contribute my quota to the discussion in the League organ. I am not strenuous that *my* plan should be adopted, but hope that *some* plan free from the injustice and absurdities of the present one will be determined upon. It is no discredit to the original organizers of the L. A. W. to say that their plan of organization is ridiculously unsuited to the present wants of the League. The L. A. W. is now a sturdy youngster, who has grown beyond the fondest expectations, and it cannot be expected that the swaddling clothes of the Newport baby should fit the Chicago stripling. "Subordinate State organizations" should be the watchword of every true friend of the L. A. W. at Chicago; and I much fear that if, through blindness, pride, or prejudice, this should be refused, the alternative will be the "Ohio idea" of "Independent State Leagues."... I see the directors are bestirring themselves and stirring up consuls in the matter of road routes, etc. This is as it should be, and shows that the official hide is not totally insensible to the prickings of the gray goose quill.... In the matter of the Pope Manufacturing Company *v.* The BICYCLING WORLD, I have heard but one opinion expressed by wheelmen, and that is of sympathy with and admiration for the manly stand taken by the BICYCLING WORLD, and surprise at the course taken by the Pope Manufacturing Company. "Cyclos" has been a staunch supporter of the Pope Company from the first, riding its machines (paid for in full — no discount), and defending it against the complaints of those who were disposed to look upon it as a grasping monopoly; but he can, in the present case, only express his surprise and regret at the childish display of temper which led to the publication of Col. Pope's long letter, and the subsequent withdrawal of the Pope Company's advertisement from the WORLD. It is certainly true that wheel



men have had to submit to delays of from two to six weeks before receiving wheels ordered this spring, and this *not* only where the wheel selected was the "Expert." As no special firm or person was named by your correspondent, it was quite unnecessary for the Pope Manufacturing Company, or the sewing-machine company which makes their bicycles for them on contract, to put on the cap unless they were sure it would fit. In the language of the wild, free West, "If they had n't of hollered nobody would have knowned they was hurt." . . . Have recently tried a Livingston cyclometer, and find it simple, accurate, and strong. It must register every revolution, and does not seem likely to get out of order. Its weight is really the only objection that can be urged against it. I hope soon to have an opportunity of trying one of the little Fairfield cyclometers and reporting results. . . . The general outlook for bicycling is very encouraging. New riders are added to the ranks almost daily, and the popular prejudice against the vehicle is fading. With wise action at Chicago, we may look with great confidence for the prompt recognition of the bicycle as the coming vehicle for business as well as for pleasure.

The WORLD for 19 May just received, and I wish to add my indorsement of what "Kol Kron" says about keeping good men in office, if they will stay there. I am totally opposed to the "rotation in office" business. "If you get a good thing, keep it," applies to officers of organizations like ours quite as much as to anything in this world. A new man is always an experiment, while the old one who has done well is likely to do better with the advantage of increased experience. This may look like a mutual-admiration dodge on the part of "Cyclos" and "Kol Kron"; but it is n't, for I have n't the pleasure of "Kol Kron's" personal acquaintance, and utterly failed to penetrate his incognito when I was in New York this winter, though I did want to take him by the hand and ask him to take another ride over the best eighty miles of road in the country, whereof he has written so feelingly and so justly in his account of his Western trip.

CYCLOS.

DUNKIRK, N. Y., 19 May, 1882.

### An Explanation.

*Editor Bicycling World:*— "Pedal Pusher" submitted without a murmur to the unpleasant sensation of being vigorously sat down upon, as he read the two articles concerning the Essex Meet in the last number of the WORLD for considering the circumstances, his remarks on that topic in the preceding issue were exceedingly discourteous; but he begs to inform President Currier and "869" that his letter was sent to the WORLD three weeks before it was printed, and that at the time it was penned the writer was not aware that any one club had taken hold of the matter, and consequently was at loss to understand why

Lawrence had been chosen for the Meet, rather than some more centrally located place. Had he known that the Lawrence Club was pushing the matter, he would have applauded their enterprise, and sworn that the best roads in the State were to be found in the northwestern corner of Essex County!

P. P.

SALEM, 20 May, 1882.

### Si Elmer's Last Race.

*Adapted by CAPT. C. P. SHILLABER from "Sir Aylmer's Last Fight," by CHAS. J. SPRAGUE, read at the annual dinner of the Massachusetts Bicycle Club, 7 February, 1882.*

Si Elmer was a valiant man  
As ever mounted wheel,  
And since to race he first began,  
No matter what length of race he ran,  
Not one, in speed, had matched his horse of steel.  
Si Elmer had been to England,  
And there, in many a race, both fast and slow,  
Had waxed some scores of Englishmen,  
How many I do not know.  
He had started in many and many a race,  
And rolled in ahead of Cann,  
And Keen and Stanton, too; with DeCivry and Esperon,  
In France he had tried a hand,  
And so with Terront and Pihan,  
And without a miss had beaten every man.

He could eat and drink as well as run,  
And yet I must declare  
That after a tight his head was light,  
And he did not seem to be so bright  
As after a "spurt" at a fair.  
But that, you know, is a common thing,  
And nobody cares at all:  
Si Elmer was a tough young blade  
As fast young men are often made,  
And lived by himself in bachelor's hall,  
Where wheelmen came,  
And drank and sang  
And played the "poker game."

The day was fair and the sun was high,  
As Si Elmer rolled along.  
He was bound for the races at Beacon Park,  
Where the Crescents and Massachusetts men  
And Postons, primed and ready for a lark,  
Had assembled to see the tourney.  
If you wish to know what a tourney was,  
You must read it in Ivanhoe:  
The glittering armor, the waving crest,  
The swinging mace, and the lance at rest,  
That wonderful tale will show.  
But this was a bicycler's tourney,  
When nickelled wheels and pennants gold  
Made a sight as pleasant to behold  
As could have been those sports of old.  
The crowd was dense; all eyes were bent  
Upon Si Elmer; his haughty lip with pride was curled,  
As he reached his private tent,  
The champion of the world.  
He stretched the jersey on his back,  
And quaffed a glass of "shadygaff"  
To cool his heated blood.  
His friends were there, and ladies came  
And ranged themselves around.  
'Tis true, there are indeed some dames  
Who enjoy these downright muscular games;  
They do not faint nor shriek nor cry  
To see some dozen gentlemen lie  
All smashed up, on the ground.  
Their interest is to see and know  
'Tis none but their particular beau  
Who leads the race and shuns the "header";  
No prudish fear their nerves betray  
At any unusual "spreader."  
Si Elmer strode within his tent,  
And calmly sat him down.  
Outside there stood his shining wheel,  
A "Taurus," bright as the brightest polished steel.  
It had been published that on this day,  
That whatsoever wheelman came  
To touch this wheel, should race the man of fame,  
And accept from him one lap in every ten.

Si waited, wondering who would dare him,  
When silently there rode along  
A wheelman through the surging throng;  
His waving plume, the pennant that he bore,  
The wheel he rode, the uniform he wore,  
All snowy white. None knew his name,  
Nor when nor whence nor why he came;  
And as he rode, by one consent  
All stopped to view him. On he went,  
Straight to Si Elmer's pennoned tent,

As though on special purpose bent.  
All silent as the grave he rode:  
What might that wondrous sight forebode?  
His wheel appeared with velvet shod,  
For no one heard him as he rode.  
No clink or rattle could any hear.  
'T was strange, this rider's still career!  
He stopped before Si Elmer's tent,  
Dismounted not, yet stood quite still,  
And tapped the wheel; but yet no sound  
Reached them who, gazing, stood around  
Rapt in astonishment.

Si Elmer pulled his skull-cap tight,  
For, wonder at this as well he might,  
The challenge he must meet.  
Yet, fleet as he was, I fain must say  
A shudder came over him on that day,  
And he shook on his steel-ribbed seat;  
But forth he rode with the stranger white,  
Upon his good staunch wheel,  
And felt his confidence come back,  
As he thought,—"Why, surely my limbs don't lack  
Their wonted strength of steel!"  
The mayor, the city fathers and ladies there,  
And all the motley crowd,  
They looked with a feeling akin to fear,  
As the champion of the day drew near,  
And spoke ne'er a word aloud.  
And then the sound of the trumpet came,  
Like the blast of the judgment day,  
And stout Si Elmer grasped his wheel  
As he heard the note and nerved his hand  
The mandate to obey.  
"Are you ready?" the pistol's sudden crack  
And both speed round the track.  
Like arrows from the loosened bow,  
Lap after lap is run, and Si gains constantly:  
He ne'er rode half so well!  
But look! the man in white is thrown,  
A most terrific header!  
And like a pipe-stem the white backbone  
Is snapped asunder  
But could it be? They rubbed their eyes,  
And gazed in wonderstruck surprise,  
And so indeed would you;  
For the man in white received the blow  
As if 't were nothing, nor seemed to know  
His machine was smashed in two!  
Quick he was on his feet, and calm  
As any child at play,  
He tucked the severed backbone 'neath his arm,  
And as the Italian Scuri mounts one wheel,  
So mounted he and rode away,  
Faster than Prince at Highham.

The race was done;  
By that stranger white 't was won.  
But at the finish he reached his hand  
And touched Si Elmer,— no more;  
Only a touch, and all was o'er:  
And yet Si Elmer reeled and fell  
Stone dead before the judge's stand.  
The plucky youth who rode so well,  
Whose speed full many a tongue could tell,  
Would mount his wheel no more.  
They, wondering, bore his corse along;  
And where the jest and laugh and song  
Had nightly echoed, late and long,  
There in his bachelor's hall  
His stalwart form in state they laid.  
His friends there sobbed and wept and prayed,  
And then, with a vulgar pick and spade,  
For the proud young wheelman a bed they made,  
So low that he never by mortal aid  
Would mount at the trumpet call.

The stranger white he went away,  
But where he went none ever could say.  
And yet I believe we all  
Shall hear his challenge at our tent:  
A summons to that struggle sent  
Where strength and skill are vainly spent,  
Where headers come to all.

### How it Stands.

THERE are hundreds of riders of the wheel who have wondered what the relative standing of the bicycle and velocipede patents were in this country, and why they were obliged to pay the price asked in the American market for their vehicle. While the writer would be loath to injure the rights of the American patentees, or to express any legal opinion, there is a feeling that it would be doing a service to the readers of this journal to state what these patents



are, and for what they were taken out. Where they were designed to express and explain a specific thing, to be used for a specified purpose, the intent of the inventor will be shown in the specification wherein he applied for the patent; and as the Supreme Court has clearly and intelligibly stated that a patent covers only what is clearly described and stated in the application, our readers can readily interpret what is covered and what is not. It is a notorious fact that many patents are interpreted by the holders to cover what they never dreamed of at the time of the application, which idea, if sustained, would work to the disadvantage of the public; but happily the Supreme Bench has said (Justice Bradley): "We regard with jealousy and disfavor any attempts to enlarge the scope of an application once filed, or of a patent once granted, the effect of which would be to enable the patentee to appropriate other inventions made prior to such alteration, or to appropriate that which has in the mean time gone into public use" (7 Otto, 563).

There must be some novelty in an invention to procure a good patent, and that patent is only good for what is shown in it. An American patent is granted for seventeen years, and cannot be renewed. In the course of the review of this subject it will be stated when these patents expire and become public property. The great interest in this question is the rights of the public. These are held to be primary, and the rights of the inventor — which *do* exist, and should be respected for what they *are* — are regarded as secondary. Without the first part, the second could not survive. The patent interest, as it stands to-day, can, without any disrespect to the owners of patents, be termed a monopoly, particularly as it is continually so asserted by the owners. The writer, having had considerable experience with a similar condition of affairs in another branch of the machine business, and having observed the attempts of an apparent monopoly to regulate the business in his particular line, on probing the matter in question and pursuing it in the courts, demonstrated the inclination of what appeared to be the controlling party to have the public understand that they, for instance, holding a patent on a particular kind of telegraph wire or line, could prove that every housekeeper who put up a *clothes line* infringed on their patent on a telegraph line. This was absurdity, poor judgment, and "bluff." All such arguments are now of the past, and have no force in this country.

On examination of the patents applying to this subject, there are several that date back in the sixties. In April, 1866, a patent was granted to H. A. Reynolds on a child's hobby horse mounted on wheels; a movement of the feet actuated cords or straps which turned the rear wheels. In November of the same year, P. Lallement, of Paris, France, patented in this country a velocipede which was an arrangement of two wheels, provided

with treadles and guiding arms, — substantially the old French machine. On 27 November, 1877, eleven years after, this patent was reissued; that is, the old one was surrendered and a substitute taken out. In the reissue it will be observed that there has been *added* the claim of opposite cranks on the front wheel, to be trod by foot to propel the machine. This reissue will expire at the same date as the original patent, November, 1883. It is doubtful if the reissue could be sustained except for what was in the original patent of 1866. The reissue also claims in addition the arms to turn or guide the front wheel, and the wheels one in front of the other, in line. The patents that have thus far been cited are intended to cover the velocipede as a whole. There are other patents which are found, but they are on peculiar three and four wheel machines which do not materially affect the interest of the present bicycle.

There are a large number of patents on improved wheels and other parts that go to make up a vehicle. The first of interest which was issued is the patent to Buzzell, 1 October, 1867. This is on a carriage wheel; and the improvement, as stated in the patent, covers wire spokes coiled around a ring near their central attachment, to give elasticity to the wheel. The writer is not aware whether this was the first wire-spoked wheel patented; but from the appearance of the patent, it was a method of making elastic spokes by the peculiar arrangement stated, the evident novelty being the elasticity rather than the wire spoke. During December of this same year, J. Radden took out a patent, No. 72,538, also on a carriage wheel, which covered several additional improvements. In his patent he claims the felloe and rim of wrought-metal *tube*, and the spokes are to rest against *elastic blocks* (?) in the tubular rim. This patent has also been reissued, the substitute having been taken out and assigned to other parties in December of last year, and it will consequently expire in December, 1884.

Attention is called to the marked changes in the wording of the reissue. In the first patent the invention might be described as a tubular rim, with square boxes projecting from the rim toward the centre of the wheel, and in each of these boxes is a block of soft rubber. The end of the spoke was fastened to this block, and when the wheel was used the rubber took up the jar and kept it away from the hub. This patent was apparently intended to accomplish the same as the Buzzell patent, which is prior in date. In the reissue there are several claims added, one of which (1) makes the felloe of wrought *iron tube*, the outer surface of which is flattened and surfaced by a tire; (2) a hollow metallic felloe and metallic spokes, and the method of fastening the spokes by metallic plates in the felloes; (3) a spoke headed in the felloe, and a tire to bear the tread, having an elastic cushion between end of spoke and the tread. The claims for

these inventions, which are stated above in the reissue, are not shown in the original, and it does not appear why a reissue was granted. In 1878 a patent was granted to G. Hanlon *et als.*, which was reissued in the following year. This describes the adjustable seat on the perch, and adjustable pedals, so that the machine could be used by tall or short persons. In the reissue the claim of the bifurcated fork is added.

There are also noticed a large number of patents which are apparently of little or no value as the trade goes, and will probably never be developed. This subject of the American patents on our wheels and what they apply to cannot be dealt with in one paper, and the subject will be continued hereafter. The reissued patents are regarded as the important ones to discuss, and on this point it is intended to give the decisions of the Supreme Court in such cases. Thus far the early patents have been examined, and the intents and claims which appear in subsequent patents will receive attention where they appear pertinent to the present.

#### Bicycles in Fairmount Park.

At a meeting of the Fairmount Park Commissioners, Philadelphia, held 13 May, the protest against bicycling in the park was thus sensibly disposed of, as reported by the *Bulletin* of that city: —

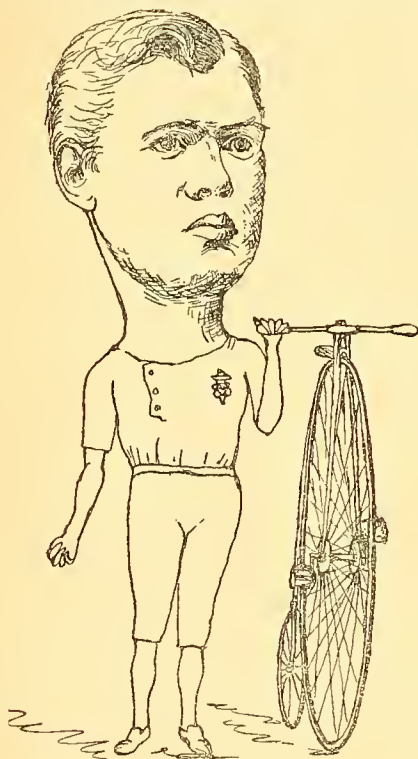
A communication from Gen. Isaac L. Wistar complaining of what he termed "the deadly bicycles" was received. He stated that he had had a narrow escape with his life because of the fear of bicycles entertained by a "quiet old family roadster" belonging to him. He thought that in this matter the smaller interests should give way to the greater, and he added that he was afraid to take his family to the park any more. "I pay taxes to the city for my horse and carriage, and yet have no roads but those in the park, and I dare not go upon them except at the risk of my life. Why cannot the bicycles be prohibited from using the park after 2 P. M.?" The communication was referred to the committee on superintendence and police.

Mr. Remak, chairman of that committee, later in the session made a report on the subject of bicycles in the park, submitting all the communications and papers relating to the subject which have been received. He said that the first time objections to the bicycles were heard of was when the superintendent complained that horses shied at them. At the next meeting of the committee Gen. Thayer submitted a report in which he recommended the total restriction of bicycles in the park. Following, there were voluminous reports from guards and others stating that the bicycles caused the horses to become frightened. Some of these reports were found to refer to last summer, but no accidents were reported. On 16 April the superintendent went to Mr. Remak's office and reported a fatal accident, resulting from a horse



becoming frightened at one of the "wheels." The commissioner at once said that if that were so the bicycles should be stopped altogether; but on a little investigation it was found that the man was not dead at all, and there was a mystery as to the cause of the accident. Mr. Remak then went on to say that he had taken the trouble to watch the horses and bicycles, and far from finding them objectionable, considered them quite an addition to the beauty of the park. Where one horse shied at a bicycle, six became frightened at water carts, or at parasols, or at brilliant articles of clothing worn by the ladies. In conclusion, Mr. Remak thought the board had better let the whole subject alone. The other commissioners took the same view of the matter, and the various papers were ordered to be filed.

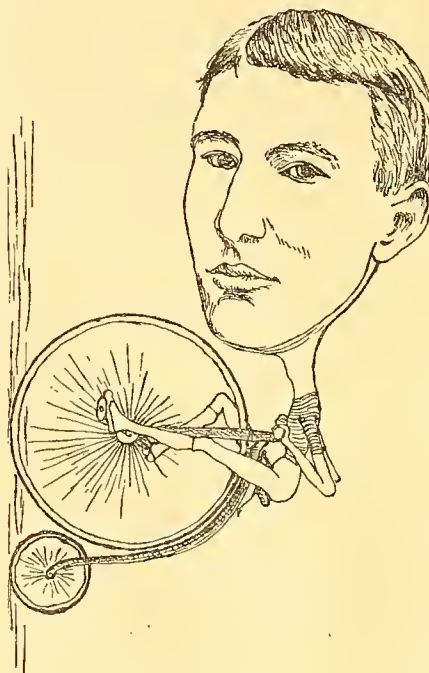
### OUR PORTRAIT GALLERY.



No. 3.

THIS portrait, reader dear, which we present, is Lew. T. Frye, drawn from a photo. sent by Lew. himself, and gives a very good idea of him when in a quiescent mood. The attitude blends dignity with grace, and suits him well. His strong and handsome face expresses mildly the elation felt by one who holds the L. A. W. belt; and as his left hand grasps the handle bar of his good S. H. F. H. semi R., his half-extended and half-opened right reveals fair courtesy and honor bright. His full red lip, his eye of heaven's own blue, his clustering locks of—call it golden

hue, his stalwart frame, his air of manly grace, all speak the hardy Anglo-Saxon race. Though born and reared in rural Marlboro' (distant from Boston thirty miles or so), yet all New England owns and proudly claims his, too, among her list of honored names. Long may he live, and still propel the wheel on road and race-path with unflagging zeal; and when life's race is ended, may he rest with the League medal still upon his breast.



No. 4.

THIS is Gideon. Not that old Hebrew scourge of the uncircumcised Midianites, who never went on a raid until he knew he had a sure thing, and the Lord to back him. No; our Gid. is the great Germantown G. D. Giddy, who, despite his name, is not a giddy 'un. Although a descendant of the "minute men" of '76, he is himself a three-minute man of '82. He is a Quaker, because he is a Philadelphian. He is a Shaker, because he generally shakes all competitors in a race. He is tall and lithe, like a Susquehanna raftsmen, with an eye as black as a Pittsburg fence, and a great mouth for pie. The picture represents him forging ahead (the "devil," craning over our shoulder as we write, says the artist forged a head when he drew the picture), as if Dean or Corey or Claflin was trying to pass him. The close observer will notice that his "form" abounds in points, the principal ones being at the elbows, the feet, and the—saddle. We would like to say more about Gideon, but this is only a "special" number anyhow, and he has n't paid us anything to advertise him, either, so we will treat him as his racing competitors are obliged to do,—let him pass.

WHEELMEN from New England in tending to go to Chicago *via* New York should start this (Friday) evening, in order to take in the Bicycle Touring Club meet in the latter city to-morrow. It will be a good time and well worth another day's vacation to attend; besides, it will be aiding and encouraging a good institution. Chief Consul F. W. Weston will be there of course.

WHEELMEN in this vicinity who intend to avail themselves of the arrangements secured by the Boston Bicycle Club for passage and transportation to Chicago to attend the Meet, must have their machines, ready crated, at the Fitchburg Station, Boston, as early, *sure*, as *four o'clock* Saturday afternoon, to secure their shipment on the train. The train will start at six o'clock P. M. Those who prefer may send their machines to the Boston Bicycle Club headquarters, 53 Union Park, Saturday morning, whence they will be carted to the station with those of the club.

### NOTES, QUERIES, ETC.

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

#### Answers to Correspondents.

KOL KRON, New York. MSS. received and will be used soon.

PENITENT, Dunkirk, N. Y.—Article received and under consideration. Thank you.

K. K., Montreal.—Glad to hear from you once more. Will publish your communication next week.

J. S. N., Holyoke, Mass.—Communication received and contents noted.

W., Lynn, Mass.—Too late to be available, as "Pedal Pusher" explains.

W. A. S., Wilmington, Del.—Thank you for the clipping. The light appears to be nothing but luminous paint, and has been used here for both bicycles and horses.

A. G. C., Canandaigua, N. Y.—We do not know what arrangements have been made, if any, by Secretary Putnam, or other parties, for reduced rates along the railroad lines for intermediate stations, but presume you can obtain discount on application.

*Editor Cycling World*:—May I inquire through your columns the condition of the roads from Girard, Pa., to Rochester, N. Y.; also, if the turnpikes are passable for bicycles between Philadelphia and Bellefont, Pa.?  
H. T. R.

PHILADELPHIA, 22 May, 1882.

*Editor Cycling World*:—Can any of your correspondents inform me as to the roads between Albany, N. Y., and Worcester, Mass., whether they are rideable or not? and oblige  
"1089."

NEW YORK, 15 May, 1882.

#### The Wire Gauge.

*Editor Cycling World*:—Seeing in a mechanical paper a question relative to the difference between the English and American wire gauges. I thought it might be interesting to wheelmen to know something of the subject. The divisions of the Birmingham or English wire gauge are not made with regard to any system; while those of the American gauge, which is coming largely into use in this country, increase by geometrical progression. As England is our authority on bicycles, the Birmingham gauge is employed to measure the thickness of the spokes, backbones, and forks of bicycles. In both systems, greater numbers mean less thickness:—

#### BIRMINGHAM GAUGE.

No. 10.....	.134
" 11.....	.12
" 12.....	.109
" 13.....	.095
" 14.....	.083
" 15.....	.072
" 16.....	.065

The sizes are given in decimal parts of an inch. In the American gauge the corresponding numbers represent larger sizes: as, for instance, in the American gauge No. 10 is .102; No. 11, .091; No. 12, .081.

CHELSEA, 18 May, 1882.

F. M. G.



## L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

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

## To the Board of Officers L. A. W.

A MEETING of the board of officers L. A. W. will be held at Chicago on the evening of 29 May, 1882, at place and time to be decided on that day. Yours fraternally,

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

## L. A. W. Constitution.

THE following is the draft of the new constitution that will be submitted to the general meeting, in Chicago, May 30, with such amendments as may be suggested by the majority of the committee. In drafting the changes, I have worked on my own ideas, with suggestions kindly made by friends. Owing to the length of time taken to thoroughly revise the constitution and by-laws, this draft has not been submitted to the other members of the committee. The chairman of the committee having neglected to submit a draft, the following is respectfully submitted for correction or adoption.

Very truly,

EDWARD C. HODGES,  
Member of Committee on Revision of By-Laws.

## CONSTITUTION.

1. THIS organization shall be known as the "League of American Wheelmen."

2. Its objects are: to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; provided that the entire active membership of any recognized amateur bicycle club may be received at one half the above-named initiation fee per member.

4. Its officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and representatives, one for every hundred League members in each State; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

## RULES.

## OFFICERS.

1. The president shall preside at all meetings of the League and of the board of officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

2. The vice-president shall preside, in the absence of the president, at all meetings of the League or of the board of officers, and perform in such absence all the necessary

duties of the president at the time; and in case of the death, resignation, or removal of the president, he shall be acting president until the next annual election.

3. A chief marshal shall be appointed by the board of officers, who shall make suitable arrangements and regulations for the annual parade of the League, shall take command at the same, and may appoint such aids and staff officers as he may deem expedient.

4. The corresponding secretary shall receive, cause to be published, and transmit to the membership committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the board of officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the board, and act generally under direction of the board or of the president; and shall submit a report at the annual business meeting of the League succeeding his election.

5. The recording secretary shall make and preserve appropriate records of all meetings of the League, and of the board of officers, a list of all members and officers of the League, with notes of all changes in the same, and he shall report to the board of officers at their business meeting next preceding the next annual business meeting of the League after his election.

6. The treasurer shall receive and be accountable for all membership and annual fees, and other revenues of the League; shall keep suitable books of account thereof, and of all disbursements; and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful discharge of his duties whenever required by vote of the board of officers; shall make report in abstract at each regular business meeting of the board, and in full at the annual business meeting of the League next succeeding his election.

7. Each chief consul shall have general management and oversight of the affairs of the League in his respective State. He shall call and preside at all State meetings, shall approve and appoint one consul for each city or town in the State, and shall appoint League hotels.

8. Representatives shall forward to their chief consuls for appointment the names of members of the League to serve as consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their chief consuls, have power to decide all local matters in their States, as provided for in these rules, and shall have a general oversight over the affairs of the League in their immediate districts.

## MEETINGS.

There shall be an annual business meeting of the League on the thirtieth day of May in each year, or on the day following or preceding it if that occur on Sunday, at such place as the board of officers may determine at a meeting to be held at least two months previously, and of which general meeting at least one month's public notice shall be given. At this meeting the order of business shall be as follows:—

Reading of records of previous annual meeting; reports of president, corresponding secretary and treasurer; communications from the board of officers; reports of special committees; motions, votes, and resolutions.

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs may choose by ballot one member of their club as delegate for each ten members of the club on the membership rolls of the League, to represent them at the annual meeting; and these delegates, upon presentation of credentials, signed by the president and secretary of the club, may cast ten votes each in all proceedings of the meeting.

10. At the date and place of the annual meeting of the League there shall be a general parade, to be arranged and commanded by the chief marshal, in which all members of the League shall be invited to participate. In this parade the clubs shall have precedence in the order of their joining the League.

11. Once in the autumn of each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered, which shall be the property of the League until they shall have been won three times by the same competitor.

12. Two meetings of the board of officers shall be held each year; one in the spring, at least two months before the annual meeting, and one in the fall, at the time of the race meeting of the League.

13. The president and corresponding secretary may at any time submit any matter of business properly before the board, in writing, in the form of a vote, or resolution to each member of the board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the president shall declare such vote or resolution carried, and it shall be taken as the action of the board as if done at a regular meeting; and at any business meeting of the board of officers, when a minority greater than six shall desire to appeal from the action of the meeting, they may take an appeal to the full board of officers for a vote to be taken in the foregoing manner.

14. At all meetings of the League, or of the board, the established law of deliberative assemblies shall be observed.

## MEMBERSHIP.

15. There shall be a committee on membership, a committee on rules and regulations, a committee on racing (to be called the racing board), to be appointed by the president from the board of officers (except the racing board), to serve for one year or until their successor be properly appointed.

Each committee shall consist of three members (except the racing board which may consist of six), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the board or to the president thereof, within one month after reference of any matter to them by the president or by the board, or by the rules.

16. There shall be also a committee on finance, which shall consist of the president, the treasurer, and the corresponding secretary *ex officio*, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the board of officers at each regular meeting.

17. To the committee on rules and regulations are referred, as they arise, all matters relating to rules of the League or of the board, or for the direction of consuls and members.

18. To the committee on membership are referred, as they arise, all matters relating to the admission, resignation, suspension, or expulsion of members.

19. To the committee on rights and privileges are referred, as they arise, all matters relating to the rights and privileges of wheelmen in highways and public parks, and to legislation of towns or States, and to suits by or against members of the League, and to the conduct of members of the League in respect to such matters.

20. To the racing board are referred as they arise all matters pertaining to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

## ELECTIONS.

21. Between the 1st and 10th day of March of each year the corresponding secretary shall send to each member of the League a voting blank for representatives and chief consuls.

Each member shall be entitled to one vote for chief consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules; these blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the committee of rights and privileges. This committee shall sort and count the votes, and make a return of the same to the president on or before the twentieth day of April; the person obtaining the largest number of votes in each State for chief consul shall be elected, and the persons receiving the largest number of votes as representatives shall be elected. The president shall on or before the first day of May declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the board of officers, and persons so elected, of the result. On the same day at the annual meeting (as provided for in Rule 9) the chief consuls and representatives so chosen shall meet and elect from their number a president and a vice-president, and from the membership of the League a corresponding secretary, a recording secretary, and a treasurer.

## MEMBERS.

22. All applications for membership shall be forwarded to the corresponding secretary, together with fees for admission, with such information as may be required.

23. Objections to the admission of any candidate for membership may be made to the corresponding secretary, or to any member of the committee on membership, within two weeks after the publication of the name of such candidate, and such objection shall be considered confidential. When no objection is made to the name of any candidate, the approval of the committee on membership shall be sufficient for an election. When objection is made to the name of any candidate, the committee on membership shall report it, with the fact of objection, to the president or the board of officers, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the committee on membership, through the corresponding secretary; and any candidate or member of the League may take an appeal from the action of any meeting of the board of officers, in the method provided for in section 13, by depositing with the corresponding secretary an amount sufficient to cover the expenses of such appeal.

24. In passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground, or when the question may arise on complaint of any five members of the League, or otherwise, viz.:—



25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood.

26. Bicycle manufacturers, importers, dealers, and agents as such are not to be considered as professionals, but are cautioned that to personally teach bicycling as a means to effect the sale of a machine will be taken as an infringement of clause *h* in Rule 25.

27. Any member suspended shall surrender his badge and membership ticket to the corresponding secretary; and in case of his reinstatement, these shall be restored to him.

28. Members shall observe all rules and directions of the League and its officers, and all laws in the locality through which they pass, provided the same be not prohibitory to bicycling.

29. Whenever any member of the League shall be expelled from any amateur club, or shall be protested in writing by four or more members of the League or by any member of the board of officers, his name shall be suspended on the roll of members by the corresponding secretary, and his case shall be considered without unreasonable delay by the committee on membership, and they shall have power to reinstate or expel him subject to the approval of the board.

30. Every member shall have the right to apply for and receive from any chief consul, representative, or consul for his State or district, such aid and information as may be in their power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor.

31. Members shall extend and accept mutual hospitalities, companionship, and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction.

32. Every member shall receive from the recording secretary a card of membership bearing his name and number, signed by the recording secretary and the treasurer, good for the League year; these cards to be given up upon suspension or resignation from the League. The loaning of a card shall be sufficient cause for expulsion.

33. The League badges shall be furnished members who deposit with the treasurer a sum fixed as the value by the committee on membership, but shall remain the property of the League, to be given up on demand of the recording secretary.

34. Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of \$1 as a membership fee, and shall forward therewith his name and address and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of thirty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

35. The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional.

36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member after board of officers, at a meeting of the board, or as provided in rule 13.

37. The board of officers shall be required through the corresponding secretary to publish from time to time in the official organ of the League, any and all action taken by them whether as a board or committee, or as officials.

#### Order of Parade.

The following comprises the clubs who are entitled to parade at the Annual Meet of the League in Chicago, and the order in which they will form; also the date of publication in the BICYCLING WORLD, which is practically the date of admission:—

Name.	Date.
Boston, Mass.,	June 12, 1880.
New York, N. Y.,	" 26, "
Massachusetts,	" " "
New Haven, Ct.,	" " "
Lafayette, Ind.,	" " "
Essex, N. J.,	July 10, "
Philadelphia, Pa.,	" " "
Creighton, Boston, Mass.,	" " "
Indianapolis, Ind.,	" " "
Saratoga, N. Y.,	" " "
Chelsea, Mass.,	" " "
Germantown, Pa.,	" 24, "
Worcester, Mass.,	Aug. 7, "
Grand Rapids, Mich.,	" " "
Yonkers, N. Y.,	" " "
Elgin, Ill.,	" " "
Wilkesbarre, Pa.,	" " "
Marlboro', Mass.,	" " "

Louisville, Ky.,	Aug. 21, 1880
Buffalo, N. Y.,	" " "
Detroit, Mich.,	Sept. 4, "
Capital, Washington, D. C.,	" " "
San Francisco, Cal.,	" 18, "
Hartford W. C., Ct.,	" " "
Brattleboro', Vt.,	" " "
Brooklyn, N. Y.,	Oct. 2, "
Harlem, N. Y.,	" " "
Keystone, Pittsburgh, Pa.,	" " "
Montreal, Canada,	" " "
Rockingham, Portsmouth, N. H.,	" " "
Portland, Me.,	" " "
Hartford, Ct.,	" " "
Providence, R. I.,	" " "
Menotomy, Arlington, Mass.,	" 16, "
Framingham, Mass.,	" " "
Manhattan, N. Y.,	" " "
Hermes, Providence, R. I.,	" " "
Chicago, Ill.,	" " "
Cincinnati, Ohio,	" " "
Waltham, Mass.,	" 30, "
Haverhill, Mass.,	" " "
Brookton, Mass.,	Nov. 12, "
Albany, N. Y.,	" " "
Centaur, Hartford, Ct.,	" " "
Baltimore, Md.,	" " "
Milwaukee, Wis.,	" 19, "
New Britain W. C., Ct.,	Dec. 3, "
Aerial, Chicago, Ill.,	" 24, "
Chillicothe, Ohio,	" 31, "
Buckeye, Columbus, Ohio,	Jan. 21, 1881.
Roxbury, Mass.,	" " "
Mohawk, Schenectady, N. Y.,	Feb. 4, "
Seaside, Norfolk, Va.,	" 25, "
Arlington, Washington, D. C.,	" " "
Arrow, Richmond, Ind.,	Mar. 4, "
Lennox, N. Y.,	" 11, "
Mercury, N. Y.,	" 18, "
Centaur, Philadelphia, Pa.,	" " "
Plainfield, N. J.,	April 1, "
Omaha, Neb.,	" " "
Pittsfield, Mass.,	" " "
Columbia, N. Attleboro', Mass.,	" 8, "
Star, Lynn, Mass.,	" " "
Hawthorne, Salem, Mass.,	" " "
Stoneham, Mass.,	" " "
Middlesex, Malden, Mass.,	" 15, "
Kings C. W., Brooklyn, N. Y.,	" " "
Erie, Pa.,	" " "
Mass. Agr'l Col. C. W., Amherst, Mass.,	" " "
Lawrence, Mass.,	" 22, "
Waterbury, Ct.,	" " "
Toledo, Ohio,	" " "
Pequot, New London, Ct.,	" 29, "
Poughkeepsie, N. Y.,	" " "
Harvard College,	" " "
Remsen, Brooklyn, N. Y.,	" " "
Pequonock C. W., Bridgeport, Ct.,	May 6, "
East Boston, Mass.,	May 13, "
Amherst College, Mass.,	" " "
Syracuse, N. Y.,	" " "
Toronto, Ont.,	" 20, "
Lockport, N. Y.,	" " "
Æolus, Worcester, Mass.,	" 27, "
Adventure, N. Y. City,	June 17, "
Thorndike, Beverly, Mass.,	" " "
Norwich, Ct.,	" " "
Southbridge, Mass.,	" " "
Co-hocton, Ohio,	July 1, "
Brantford, Ont.,	" 15, "
Fremont, Ohio,	" " "
Heidelberg, Germany,	" " "
Scranton, Pa.,	" 22, "
Missouri, Mo.,	August 5, "
Hill City, Ohio,	" " "
Mount Vernon, N. Y.,	" 19, "
Susquehanna, Pa.,	" " "
Fort Edward, N. Y.,	Sept. 2, "
Arlington, Mass.,	" " "
Cleveland, Ohio,	" 16, "
Dayton, Ohio,	" 23, "
New Bedford, Mass.,	" 30, "
Middletown, Ohio,	" " "
Nashua Wheel, N. H.,	Oct. 7, "
Jackson, Mich.,	" 28, "
Bay State, W. C., Worcester, Mass.,	Nov. 11, "
Peoria, Pekin, Ill.,	" 18, "
Saco, Me.,	" 25, "
Marblehead, Mass.,	Feb. 17, 1882.
Keokuk, Iowa,	" " "
Cortland Wheelmen, Peekskill, N. Y.,	March 10, "
Springfield, Mass.,	" 17, "
Rutland, Vt.,	April 14, "
Lancaster, Pa.,	" 21, "
Fall City, Louisville, Ky.,	" " "
Centaur, Providence, R. I.,	" " "
Nashville, Tenn.,	May 5, "
Hermes, Chicago, Ill.,	" " "
Pioneer, Marinette, Wis.,	" 12, "
Aylmer, Ont.,	" " "
Dunkirk, N. Y.,	" " "

Total number of clubs, 130, viz.: In Massachusetts

31; in New York, 20; in Pennsylvania, 7; in Ohio, 9; in Connecticut, 9; in all other States and Provinces, 64. First club to join was the Boston, and last, the Dunkirk. The list last year contained 80 clubs; increase during the year, 50. LONDON W.

#### The Programme.

The following is the Chicago programme, as far as arranged at the time of going to press:—

HEADQUARTERS.—The Grand Pacific Hotel will be headquarters, the place for business meetings, and the scene of the banquet. This splendid hotel will accommodate all who come; prices will be reduced somewhat; the club rooms therein will accommodate committee meetings, and a large room under the same roof will hold all who attend the open business meeting. The large dining-room will seat all the banqueters. Terms, \$3 to \$3.50 per day.

The following are other hotels, with varying rates, to suit all tastes and purses: Sherman House, corner Randolph and Clark streets, \$3 per day; Tremont House, corner Lake and Dearborn, \$3 per day; Commercial Hotel, corner Lake and Dearborn, \$2 per day; Brevoort House, Madison, between Clark and La Salle, rooms, \$1 per day; Briggs House, corner Randolph and 5th avenue, \$2 to \$2.50 per day; Palmer House, corner Monroe and State, rooms, with board, \$3 to \$3.50 per day, rooms \$10 to \$2 per day; Windsor Hotel, Dearborn, between Madison and Monroe, rooms, 75 cents, \$1 and \$1.50 per day; Clifton House, corner Wabash avenue and Monroe, \$2.50 to \$3 per day; Island Hotel, corner Michigan avenue and Jackson (opposite right of parade), \$3 to \$3.50 per day.

STORAGE FOR WHEEL.—One end of the immense Exposition Building, near the Grand Pacific, will be fitted for the reception of every bicycle that comes. Attendants will meet you at the door, receive your wheels, give checks therefor, store them in perfect safety, under custody of guardians by night and day, and return them at the door at a moment's notice, at any time during your stay. Ride straight from depots to the store-room in Exposition Building. Oil, rags, wrenches, hammers, cement, lamps, etc., etc., will be provided at the store-room. Experienced repairers will be there at hand, also, to do necessary work.

AMATEUR RACES will occur Monday, 29 May, at hours and places to be named in current daily papers.

A MARINE BICYCLE RACE will take place in the harbor, at some convenient time during the 29th or 30th.

THE BUSINESS MEETING will take place in the Appellate Court Room, in Grand Pacific Hotel, Tuesday, 30 May, at 2.30 P. M.

THE PARADE will form in front of Exposition Building, *exactly* at ten o'clock, A. M., Tuesday, 30 May, and will proceed south on Michigan avenue to South Park.

THE BANQUET will be in the Grand Pacific at 8 o'clock, Tuesday evening, 30 May. Tickets at \$2 each. If the banquet costs more per plate, we shall take care of that item.

GUIDES will be at all depots, in uniform, on the arrival of all through trains, 28 and 29 May, and on the morning of the 30th, to direct visitors to the Exposition Building, hotels, and headquarters, and to answer all queries.

There is to be a stand from which the officers can review the parade, and the latter will be escorted by a company of mounted police and accompanied by bands of music. The League will be photographed in the park, where lemonade and sandwiches will also be served at the end of the parade. At the banquet, the mayor will deliver an address of welcome to the wheelmen, and other dignitaries will be present. The races will be on the 29th, at the driving park. The marine bicycle race will be in the outer harbor immediately after the parade.

#### Chicago Meet Addresses.

BOSTON BI. CLUB.—Headquarters, Grand Pacific Hotel. Friends welcome. Monday and Tuesday, 29th and 30th inst.

RICHARD GARVEY.—I will be at the Palmer House, Chicago, Monday and Tuesday, 29th and 30th inst. RICHARD GARVEY, 407 Chestnut street, St. Louis, Mo.

THE Shawmut Bicycle Club of Boston (colored) will hold a fancy dress ball in Paine Memorial Hall, Monday, the 29th inst.

The cost of printing the Bicycle Touring Club's *Monthly Gazette* last year was £93 5s 6d.; the postage on these cost £108 1s. 6d. more; and the receipts (for advertising) were £23 os. 11d.

A B C OF BICYCLING. Complete instructions A for carriers. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.



## CURRENTS CALAMO

CHICAGO!

HURRAH! We are off!

SCOTCH EDDY will be there.

PRINCE ALBERT would, if he could.

THE Chelsea Club will send three men as its quota.

THE Boston Club will lead the parade with ten riders.

WHO'S to be the next president of the League? Do you give it up?

'APPY JACK went to Providence on a 'alf 'oliday, but 'e 'ad a 'ole one.

PRESIDENT PARSONS will head a creditable Massachusetts Club delegation.

The Myopia Club's steeple-chasing was a great success, socially and financially.

BILLY BERNHARDT the "twin," and "Jappy," the other, will occupy the same room in spite of Morris.

ONE of Lamson's small gold badges will make a neat and appropriate souvenir of the Meet of 1882.

THE students of the Institute of Technology are to have a bicycle race at Beacon Park to-morrow afternoon.

THE Kings County Wheelmen have got into new and pleasant quarters, and held their last regular meeting there.

"KOL KRON" is washing his flannels and rubbing his nickel-plate. He will dismount every mile for milk and soda.

WE have heard nothing from the Chicago consuls in relation to a consuls' run, which was so successful in Boston last year.

HYGEIA, the goddess of health, as generally represented, is a pretty sick-looking woman, and she ought to get a tricycle.

WE are glad to see the increased interest which is being taken in all athletic sports. It augurs well for the future of bicycling.

WOULD N'T Brockton be a good place to hold the League races in the fall? A good track, plenty of seats, and convenient to reach.

CAPT. STONE of the Missouri Club, St. Louis, calls his 58-inch bicycle "Jumbo." Now, if Lieut. Conkling of the Chicago Club has two inches of Chicago pride, he will name his 60-inch machine "Jumboer."

CAPT. CARPENTER of the Crescent Club informs us that he has so far recovered from his recent fall that he now "swings his cane" as usual when walking. Not yet being in riding condition, he will not attend the Chicago Meet.

A ROMANTIC story is circulating to the effect that when Elsa Von Blumen was sick with small-pox at the Detroit pest-house, her physician fell in love with her, proposed, and on being refused, sued her for professional services and attached her bicycle as security.

MR. F. B. WELLS, of Philadelphia, claims to have recently made a bicycle run of ninety miles from Shock's Mills to Philadelphia, over rather hilly roads, in ten and a quarter hours, and next day he took a spin of twenty-eight miles around Fairmount Park.

WE had a streak of sunshine in this vicinity last Sunday afternoon, and another one Monday morning, with a dash of warmth thrown in; but on the afternoon of the same day the weathercock headed east again, and the May weather resumed its normal condition.

C. K. MUNROE, of the New York Bicycle Club has returned from his canoe trip among the Florida everglades, and will probably attend the Chicago Meet, where his League friends will be glad to again greet the ex-commander. His club gave him a reception dinner Tuesday evening.

ADVERTISERS have been generous in their patronage this week, and we ask our readers to give their announcements equally generous attention; and if they are constrained to call or send for any of the goods offered for sale through our columns' suggestions, let them know it for our sake.

THE Keystone Bicycle Club and the Lexington Bicycle Club each send us copies of their rules and by-laws, through their secretaries, for which we return our grateful acknowledgments. The latter club make an excursion to and in the Mammoth Cave, 20 June, and will return by way of Louisville.

W. B. EVERETT, of the Boston Bicycle Club, formerly connected with the well-known house of Williams & Everett, has recently become a partner in the Soule Photograph Company, 338 Washington street, Boston, of which his many friends should make a note and profit thereby. See the company's announcement.

THE committee on the Common and public grounds of Boston passed an order last month to allow base ball, tennis, lacrosse, and foot-ball on such public squares as the superintendent may think the public interests will admit of. Bicycles are still prohibited; but while our good streets and suburban highways are open to us, who cares?

IT is reported that a Lowell wheelman intends to wheel from Milford, N. H., starting the 29th inst., to Chicago and return. He expects to take a month each way in the journey, although his absence from home will be a month or two longer. The details of his trip are laid out on a broad scale, but we doubt his adhering very closely to the plan, either in the time or method.

A FOOLISH horse in Fairmount Park one day last week got scared, it was said by two unmounted bicycles standing by the roadside, and prancing scared another foolish horse, and the latter ran down an embankment and overturned his

carriage, severely bruising the occupants. Now, ought not the bicyclers to have mounted their machines in order to allay the horse's fears?

A DISTINGUISHED member of the Bostons sends the following authoritative denials of certain current club rumors: It is not true that Billy Bernhardt will be used as a guidon flag-stick at the Chicago Meet. It is not true that "Juvenis" takes 'steen hours to make *one* move in a game of chess. It is not true that "Gold-beard Ernest" was defeated in a billingsgate match with a hackman. It is not true that our thinnest man stood as a foul flag in our Providence game. It is not true that even the sparrows on the Common know Scotch Eddy. It is not true that Bobby has a new story about South America. It is not true that Louis has exchanged his bicycle for a child's velocipede. It is not true that the boys have been riding about the streets on marine bicycles the past week, although it was possible. It is not true that there is a "pool steerer" in the Boston Club. It is not true that "Juvenis" can't keep up with Jumbo on the wheel. It is not true that E—k rides out to the Albany House *every* morning before breakfast. It is not true that the Cap. likes the tintinnabulation of the "Blue Bell."

IN an unusually intelligent newspaper account of bicycling, the Washington *Star*, in showing its progress and condition in that city, concludes as follows:—

"There is one notable fact in the history of the machine in this city, and that is its gradual adoption by those who find it useful in their business. That it affords pleasure and exercise has been generally recognized, but its practical value in business and professional life is gradually being demonstrated. Mr. Scribner numbers among his pupils, not only young men, but middle-aged business men, and others, who realize that there is a saving of time and money for them in the bicycle. One prominent business man can be seen every morning astride a machine, skimming along down-town to his store, and after business hours there is no doubt that he takes a quiet run along the moonlit streets, and comes back as much refreshed as if he had been driving a \$1,000 team. This is not a solitary instance, and perhaps in the near future the bicycle may become a recognized medium of communication in the business part of the city.

The tricycle is not so generally in use, but its adaptability for the use of ladies is very generally recognized. But it is a new thing, and the ladies are rather cautious about going into an enterprise which public opinion does not entirely agree is perfectly proper. Some ladies who as a rule consult their own taste and convenience, instead of waiting to see what Mrs. Grundy has to say, have found the tricycle useful in their business or



conducive to health, and have therefore quietly adopted them. Mrs. Lockwood and her tricycle are such familiar objects on the streets that the utility of the machine for ladies' use is beyond question. The female lawyer and her machine used to excite the curious gaze; but that time is past, and now other ladies can take courage. The number of machines in use is not large. The following is nearly a complete list of those having them in this city: William Heney, R. P. Barbour, Dr. Ellis Bliss, Mrs. Belva Lockwood, Frank Marlow, the pioneer tricyclist, and S. Lansburg.

#### From Another Point of View.

AWAY, away back in the ages gone,  
Thousands and thousands and thousands of years,  
And thousands of thousands more added on  
And doubled, ay, multiplied, till it appears  
Impossible ever to reckon them down  
From then to the present; when Boston town  
Was a howling wilderness, dense and drear,  
And Beacon Hill bottomed a marsh-bound mere,  
Thick and slimy with loathsome life,  
Writhing and twisting, uncouth and dire,  
With sluggish strength in continual strife,  
Maiming and tearing in ravenous ire;  
When Dorchester Heights, and Bunker Hill,  
And Scollay square, and the Common were still  
In the far-to-be, and the sounding sea  
Was a hundred miles from the place where we  
Are writing this marvellous history;  
In times cenozoic, when primitive man  
Was yet a hairy orang-outan,  
Or a gibbering monkey with monstrous ears,  
And his smiles were grins, and his laughter jeers,  
And his tail was the "mode," and coiled around  
The branches a hundred feet from the ground,  
Where he hung and swung and screamed to his mates  
In his antic mirth, — our story dates.

An elderly monkey had gathered his sons  
And his sons' sons 'round, and their little ones,  
And his eyes grew dim, and he bowed his head,  
And heaved a sigh as he gravely said:  
"Last night, my children, I dreamed a dream;  
Aod, oh! so real did the vision seem,  
That my soul is sick with the dread of some  
Unknown and terrible ill to come.  
I thought that time in his ceaseless round  
Had passed far over the mysic bound  
That hides the future from mortal ken;  
And I was living and standing where  
Minette and Jocko are gambolling there;  
And scarce a tree or a wisp of green  
Between yonder copse and here was seen,  
But rising tall and fair in the sun —  
I counted a thousand or more, if one —  
Were the dens of a race of apes called meo,  
In regular order, like rows of teeth,  
And hewn stones covered the ground beneath.

"There were apes, gorillas, and chimpanzees,  
As plenty as summer bumble-bees,  
And I seemed to know in my dream that these  
Were our posterity, — yours and mine;  
And I dreamed that the parent of all our line —

The very first monkey that ever drew  
The breath of his living — began as a worm  
Like those in the swamps that twist and squirm,  
And went from that into some such scab  
As a mussel or clam or soft-shell crab,  
Or lobster or lizard, or something that crawls  
And swims in the mud, and straddles and sprawls  
In an awkward way, until, changed again,  
He became a duck, a goose, and a hen,  
And then a cat, and a dog, and a cow,  
And a horse, by turns, — I hardly know how. —  
Till he'd run the whole round of creation through,  
And reached the perfection that 's found in you  
And me and the rest of the orang race;  
Yet, not content with the beauty and grace  
Which marks *our* being, he needs must strive  
To further excel: but sakes alive!  
The botch he became and gloried in  
Was a crying shame and a burning sin.

"This beautiful tail which we all wear  
Melted away and vanished in air,  
And his wealth of glorious shining hair  
Fell from his body and left him bare, —  
All but a few patches, here and there,  
Of black hair, brown hair, yellow, or red,  
About his face and atop of his head;  
And his legs grew straight and his feet grew small,

And his toes turned out and his form grew tall,  
And taking the creature for all in all,  
Upon my word you never yet heard  
Of a *lusus nature* so absurd!  
And then the creature began to see  
How very much better his lot might be  
Had he kept in the way of his ancestry,  
And like them boasted a hairy skin,  
And a longer arm, and a shorter shin,  
And larger feet with the toes turned in;  
And he yearned in spirit to sport again  
The graceful, pendulous caudal train.  
Then he made false coverings, piece by piece,  
Deftly wove from the hairy fleece  
Of the gentle sheep and the timorous doe,  
And rigged him in 'em from top to toe,  
Making a most ridiculous show,  
And lacking a tail where the tail should grow.  
And yet this creature, so odd to see,  
Gave positive proofs of his pedigree.  
The change was outward only: his skin  
Covered a monkey's mind within;  
Notwithstanding his ugly shape,  
Man in spirit was still an ape;  
And the great gorilla's dauntless soul  
Filled to the brim the golden bowl  
Of his mortal being; and you might trace  
Some signs of the old ancestral race  
In the lines of his distorted face.  
But the worst departure of all, I found,  
Was the creature's method of getting around;  
For foot to mention his great defect,  
Of standing continually erect,  
He grew so lazy he couldn't go  
The space of a quarter-mile or so,  
By the good old-fashioned way which we  
Have used from all eternity,  
But mounted upon a horse, or some  
Contrivance invented to overcome  
His natural indolence, he'd ride  
From place to place in his foolish pride.  
I noted especially one of these  
Anti-walking absurdities,  
Made of a couple of rings, and when  
Seated astride of it these men  
Began to look like monkeys again;  
Because the most conspicuous thing  
Was a part attached to the smaller ring,  
Which dragged behind the rider *en trail*  
Like a Brazilian sapajou's tail.

"And I knew many that moved among  
These hapless wretches, or old or young,  
For lineal representatives  
Of the best and bluest blood that lives  
In our pure race to-day. It 's a fact  
That I saw in one the very exact  
Form and features that I once bore,  
Maugre his hair and the clothes he wore, —  
A crazy maker of crazy rhyme,  
And a natural growth of that crazy time;  
But such a caricature was he  
Of the noble blood of his ancestry  
That I almost wept; for you'd scarce suppose  
An ape apparelled in hybrid clothes,  
Who walked the earth with divergent toes,  
And a tuft of hair beneath his nose,  
On which features as plainly glows  
A flush like the early opening rose,  
Could ever spring from the noble blood  
That fills these veins with its crimson flood.  
And I saw, my children, a thousand more  
Of men who a marked resemblance bore  
(If not in figure, at least in mind)  
To every various monkey kind  
That lives and walks to-day with us,  
From an ape to a cynocephalus.

"As I stood looking and wondering long  
At the marvellous change, and the moving throng  
Of tailless monkeys and hairless apes,  
A squad of these pale-browed horrible shapes  
Whirled along on their double rings;  
And seeing me there, each rider springs  
To the earth and around me laughing came,  
And mockingly asked my race and name,  
And finding me innocent, said they would show  
Me something 't were worth my while to know.  
And then these wretches, with gibber and grio,  
Seized me and shaved me close to the skin,  
And cut off my tail and stanchied the tide  
With a burning rod; then set me astride  
Of one of those things I had seen them ride,  
And grasping hold of it either side,  
They pushed me rapidly on until  
We reached the brow of a frightful hill,  
When, shoving together with one wild yell,  
And jeeringly bidding me go to — well,  
Just where the place was, I cannot tell;  
For when the wretches released their hold,  
And swift as the lightning, uncontrolled,  
Helplessly down the descent I rolled.

A youthful ape, with a hideous grin  
And gesture worthy those sons of wrath,  
Stepped from the wayside into the path,

And thrust a stick through one of the rings  
Of the thing I rode. The rear upspring,  
And the frantic effort I made to speak  
Burst from my throat in one wild shriek,  
Joined with the laugh of that imp of sin,  
As I shot like a meteor into space.  
I had just commended my soul to grace  
When I awoke. Then a joyous thrill  
Went through my being that I was still  
Among my children, all happy in hair,  
And the tail of my fathers still flouted the air!  
But oh, my children! the vision haunts  
My waking soul, and the spirit daunts  
With a nameless dread of what may be  
Hid in the mists of futurity, —  
A nameless dread of ills to come  
With the coming ages of monkeydom."  
BOSTON, 1882. NOAH COUNT.

#### BOOKS AND PAGES

THE CENTURY AND ST. NICHOLAS. — The Century Company's magazines for June are especially handsome and entertaining, in both text and illustration. The Century's frontispiece this time is a very fine portrait of Cardinal Newman, engraved by Cole after an etching of Ouleus's painting. The illustrated papers are "Around Cape Horn," Grant White's concluding article on "Opera in New York" (which brings us down to Cary, Kellogg, Minnie Hauk, and Gerster as the final), Mrs. Van Rensselaer's "Wood Engraving and the Century Prizes" (this paper shows the result of the second competition, and will be read with interest), the "Bee Pastures of California," by John Muir, and "Marble Mining in Carrara," by R. W. Welch. Miss Woolson's "Street of the Hyacinth" is concluded, and interesting instalments of Mrs. Burnett's and Mr. Howells' serials are given; also, the second part of Carlyle's "Irish Reminiscences," which takes the reader to the romantic Lakes of Killarney, and Mary Hallock Foote contributes a short sea sketch, "The Story of the Alcazar." Mr. Godkin, editor of the *Nation*, contributes an able and studied article on "The Danger of an Office-holding Aristocracy," combating the idea; and there are several other solid and well-timed papers, both contributed and editorial, which will repay perusal. There is the usual number of excellent poems, and the various monthly departments are filled with valuable and interesting matter.

St. Nicholas is, in its own way, equally good, opening with an illustrated sketch of a visit of some Boston schoolboys to the poet Longfellow, just before his death. Then there are "Seals and Seal Hunting," by Ernest Ingersoll, and profusely illustrated; a long but entertaining story in verse of "The Maid of Honor," by Eva L. Ogden; "The Witch Trau," by Dr. F. L. Oswald; "The Bee Charmer," by Mrs. Dodge; three very interesting chapters of "Donald and Dorothy"; a capital bicycling story entitled "The Whirligig Club," which all young wheelmen should read; and there are besides, many other stories, poems, and instructive papers, the whole illustrated by no less than seventy-three pictures, nine of which are full-page.

#### Caution.

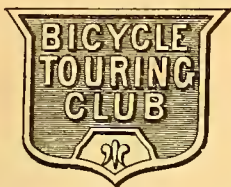
We received last winter from Wm. Ford & Co., of Wolverhampton, England, an advertisement to be continued for six months. Unfortunately we have no good method of determining the standing of English firms, and we have to take their orders on trust. Consulting Sturmeys' "Indispensable," we learn that the machines made by the firm are "well got up" and "most complete at the price." We took our risk and inserted the advertisement. Since then we have learned that Ford & Co. have sold many machines in the States, and until recently we have not heard aught against their manner of doing business. Now comes a letter from parties in Pennsylvania, who represent that three drafts from as many persons were sent to Ford & Co., accompanied by orders for machines. After waiting a sufficient time, and receiving no word, the parties made inquiries and found that their drafts had been drawn. Since then they have sent letters countermanding the orders and requesting a return of the money. Nothing whatever has been heard from the firm. Inquiries instituted at the United States consulate at Birmingham have led to an investigation; and a responsible party in Wolverhampton writes of "William Ford & Co., upon whom I cannot recommend you to place any reliance." This seems to be conclusive. We shall withdraw the advertisement and ask the firm to explain matters if they can.

We regret, if such should prove the case, that our paper has been made the medium to draw bicyclists into a trap, and make haste to close the door that there may be no more victims. Our experience with a number of English advertisers has been a bitter one, and we have paid dearly for it. In this connection we may say that if George Hughes and C. Gorton, both of Wolverhampton, and Burnett & Farrar of Leeds, are not more honorable in their treatment of bicyclists than they have been in their dealings with the BICYCLING WORLD, they should be left to find customers in England.

E. C. HODGES & CO.



## The New York Meet.



EASTERN members of the Bicycle Touring Club who intend participating in the above are requested to report to the undersigned, at 791 Fifth Avenue, New York City, promptly at 9.30 A. M., on Saturday, the 27th May. Per order,

FRED. G. BOURNE, M. B. C. Commander.

In order to avoid as far as possible any probability of delay, Eastern members are asked to proceed to New York by rail rather than by boat. The chief consul will take the fast train, leaving the Albany Depot at 4.30 P. M. on Friday, 26th inst., and will be glad of the company of as many B. T. C. men as can join him. The New York Meet will be over in season for those who intend to participate in the L. A. W. Meet at Chicago on the 30th inst. to join the Boston Club train at Albany, or to go on by the New York Club train per the Baltimore and Ohio railroad. Every B. T. C. member, who can possibly attend both of these important meets is earnestly requested to do so.

FRANK W. WESTON, Chief Consul, U. S. A.  
SAVIN HILL, BOSTON, 22 May, 1882.

## FOR SALE OR EXCHANGE

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

**FOR SALE.**—56-inch Standard Columbia; originally full-nickelled; but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

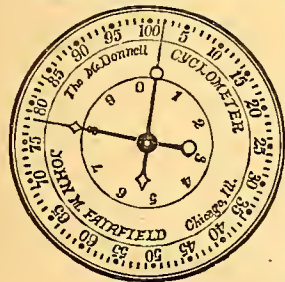
**FOR SALE.**—My 58-inch Harvard Roadster; full-nickelled; balls to both wheels and pedals; extra long tapered handle bar and rubber handles; in perfect order and condition; new in August, 1881, and is of latest pattern; cost \$170, and will sell for \$125 cash; have won ten races on it. W. W. STALL, Brighton, Mass.

**FOR SALE.**—52-inch English Berkshire (\$90); newly full-nickelled; roller bearings in front; year old; first-class order; larger size wanted. Address K. WEST, 84 Meigs street, Rochester, N. Y.

**54-INCH RUDGE RACER, COMPLETE,** with ball pedals; nickelled forks and backbone; wheels japanned; in perfect order. SCHUYLER & DUANE, 189 Broadway, N. Y.

**FOR SALE CHEAP.**—A 46-inch Harvard; half-nickelled; in first-rate order; rubber handles, etc. Address J. B. M., Box 632, New Britain, Conn.

## A New Cyclometer.



FULL SIZE

Warranted to record accurately on a bicycle all distances from one hundredth of a mile to one thousand miles. Positive action, cannot be jarred backward nor forward; readily attached, can be used with hub lamp; weight 2 1-2 ounces.

No direct orders filled in places where local dealers carry a line in stock.

Nickel-plated and well finished, price \$4.00.

FREDONIA, N. Y., April 8, 1882.

FAIRFIELD & TAYLOR: Gentlemen,—I enclose a money order for \$4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it very rough riding. I feel satisfied, and will recommend it to my friends.

Yours truly,

E. N. BOWEN.

FAIRFIELD & TAYLOR,  
Cor. State & Van Buren Sts., Chicago.

B1

## H. C. BLUE & CO.

48 Summer Street,  
BICYCLE & LAWN TENNIS SUIT  
SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

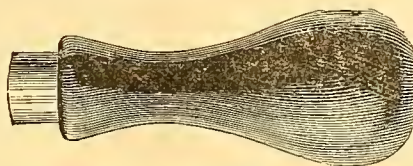
## SECOND-HAND BICYCLES FOR SALE.

GARVEY'S BICYCLE AGENCY,  
407 Chestnut St. . . St. Louis, Mo.

All sizes from 36 to 56 inches.

In our Second-hand Department all machines are trued up and adjusted before being put on the market, and are warranted in A1 order for road service.

Send for circular.

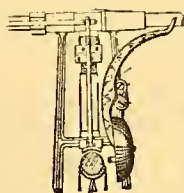


## HEADQUARTERS FOR Patent Rubber Bicycle Handles. ELASTIC TIP Co.

157 Washington St. - - BOSTON, MASS.

**BICYCLES, BICYCLES, BICYCLES.** Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

## THE "AUTOMATIC" ALARM



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

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

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

EASILY ATTACHED TO ANY BICYCLE.

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

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

HILL & TOLMAN, Worcester, Mass.

## Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness. The seat is padded with the best of curled hair, and well ventilated in the centre by large eyelets or "grommets." It is easily adjusted by means of a turn-buckle located in the bottom of the frame. No hard points are exposed where any weight touches the saddle. Liberal discount to agents. Send for circular.

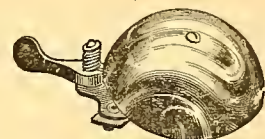
Price for Plain Saddle.....\$3 50

Price for Nickel-plated Saddle..... 4 50

Address, AUGUST RINTELMAN,  
MILWAUKEE, WIS.

## JEFFERY'S IMPROVED BELL.

The Strongest and Clearest Toned Bell made.



No. 1.

2 1/2 inch. Boys' Nickel-plated Bell.....\$0 50

No. 2.

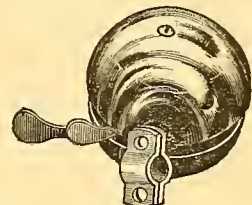
2 1/2 inch. Favorite Bell. Nickelled Bell and Clamp, 0 75

No. 3.

3 1/4 inch. Nickelled Bell and Clamp. This is absolutely the loudest bicycle bell in use, 1 00

No. 4.

The Chiming Bell sounds two clear musical notes, and does not rattle..... 1 50



Manufacturer of the neatest and most durable low-priced boys' bicycles. Send for circulars. Liberal discount made to dealers.

T. B. JEFFERY, 38 & 40 S. Canal St., Chicago.

## "League of American Wheelmen."

## GOLD BADGES of the NEW DESIGN

Exact Size.



Pat. Sept. 13, 1881.

## Handsome Solid Gold Pins

With garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00. Small size, enamelled, a neat dress pin, \$2.50. Best finish with small diamonds, \$15 to \$25 and upwards.

The same design is also mounted as watch-charms, sleeve-buttons, etc. All suitable for constant wear.

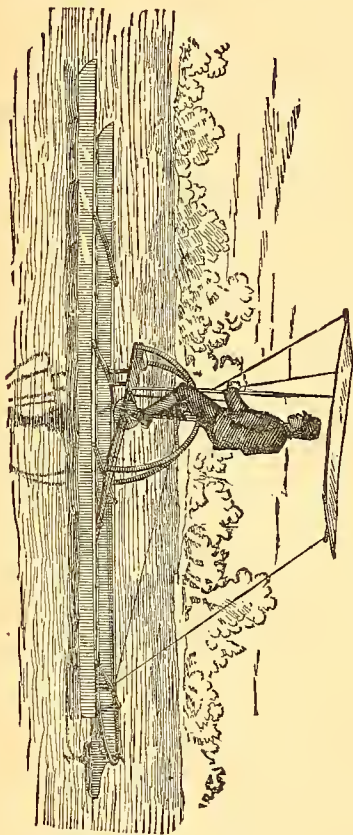
(These badges will be on exhibition and sale at Chicago, May 30, at Headquarters.)

Orders by mail enclosing cash or P. O. order for the style of pin desired will receive immediate attention.

Address, C. H. LAMSON, PORTLAND, ME.



THE  
STANDARD MARINE  
BICYCLE



MADE BY THE

Marine Bicycle Co.

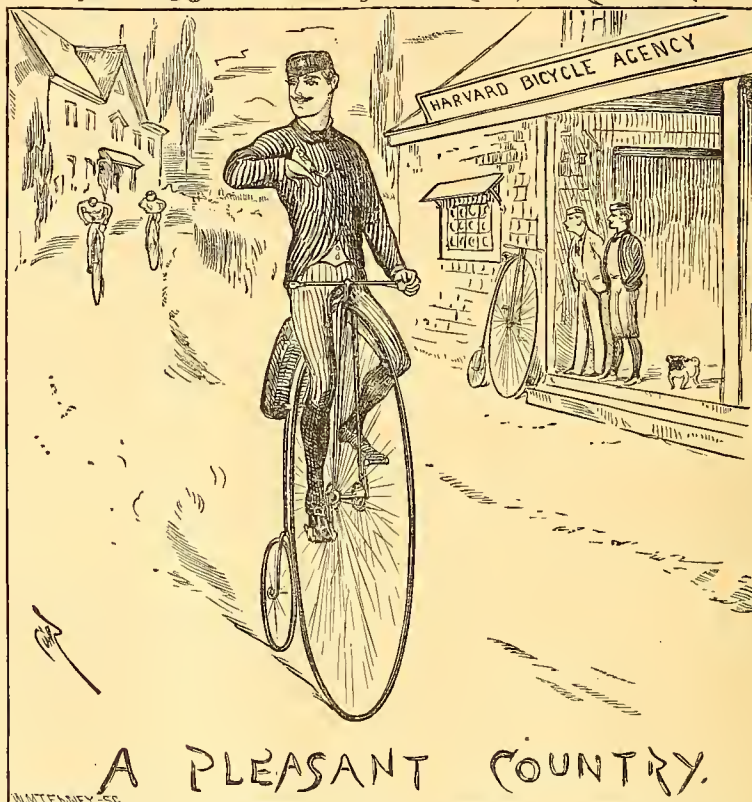
PORTSMOUTH, N. H.

For full particulars address

C. A. HAZLETT, Manager.

The Boats will be exhibited at Chicago  
May 29 and 30, by President F. T. Phil-  
brick, of the Portsmouth Bi. Club.

A QUIET TOUR THROUGH



A PLEASANT COUNTRY.

Is, after all, the most perfectly delightful of the many enjoyments which only the hardy 'cycler can realize. Fortunate, indeed, is he, who, secure in the possession of his sturdy "Harvard," or speedy "Yale," or symmetrical "Shadow," rises with the lark, straps on his "Multum" or his "Takeabout," and leaving the city to its awakening toil and turmoil, glides swiftly out into the purer air and more healthful life beyond. The winding lanes, the sleepy villages, the broad stretches of open country, all develop hitherto unsuspected beauties under the health-giving exercises of the wheel. Are you content with *reading* this, or will you realize it practically? If the latter, be careful in choosing your bicycle, that you are content with nothing less than the very best that money can procure. You may feel assured that it will prove the truest economy in the end. Find out all you can about bicycles before you make your choice, and if you will send us a three-cent stamp, we will aid you in your search for information, by sending you our large illustrated catalogue by return mail.

**THE CUNNINGHAM COMPANY,**  
The Pioneer Bicycle House of America.  
(Established 1877.)

Importing Manufacturers of Bicycles & Tricycles,  
ODD FELLOWS' HALL, BOSTON, MASS.



## STODDARD, LOVERING &amp; CO.

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MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES  
AND TRICYCLES.

Sole Agents for the United States for

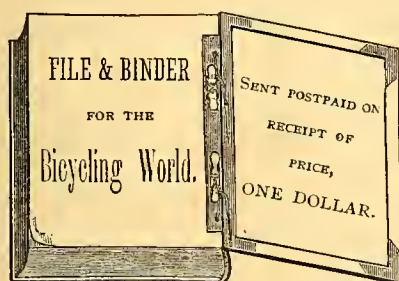
SINGER &amp; CO., COVENTRY.

A. J. PHILBRICK &amp; CO.

MANUFACTURERS OF

## BICYCLES.

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

A. J. PHILBRICK & CO.,  
SALEM, MASS.

## WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.  
A SAFETY MACHINE.A Practical Roadster, Safe from "Headers" or  
Other Dangerous Falls.

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

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

For further particulars address the manufacturers,

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

## MISCELLANEOUS.

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

**ST. LOUIS, MO** — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. K. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

**ESTABROOK & EATON'S** Mild Hub Cigarettes F. and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

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

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

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

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

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

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

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

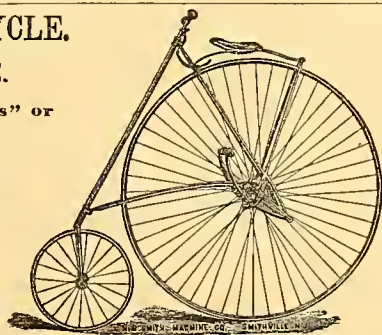
**MONOGRAM BADGES AND OTHER** Badges for Bicycle Clubs, manufactured in great variety and at low prices, by **J. V. WALDRON & BRO.**, 40 Sudbury street, Boston, Mass. Estimates furnished.

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

**THE BICYCLER'S RIDING SUSPENSORY** affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.**, Needham, Mass.

**LEAGUE BADGES.** — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

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



## WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

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

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