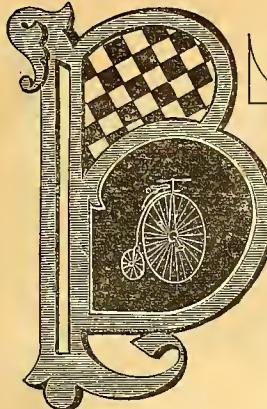
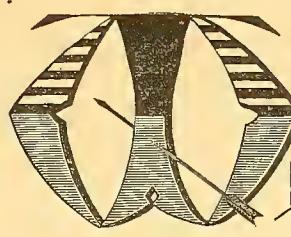


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Bicycling 

World

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CURRENT CALAMO

TA TA! ARCHERY FIELD.

WE will see you later.

THE fighting editor received the following query by registered letter: "What drink is best for bicyclists?" Being a conscientious man, he devoted one day to experimenting at the firm's expense, and when he was brought back to the office on a bar of cast-steel soap, he faintly enunciated before passing into a trance:—

"There are thirty-seven answers to that query."

We hope to have him pumped out before 30 May.

MR. SYLVESTER BAXTER and Mr. W. L. Metcalf, both well-known members of the Boston Bicycle Club, have gone to Mexico; the former to write and the latter to illustrate an article on our neighbor across the Rio Grande, to be published by Harper Brothers.

AT the Queen's birthday celebration at Brantford, Canada, 24 May, there are to be several bicycle races for medals given by the Caledonian Society and La Crosse Club.

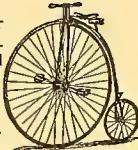
THE publishers of the BICYCLING WORLD are represented upon the entertainment committee for the reception of League guests in the capacities of chairman and secretary. They will do all in their power to insure a cordial welcome in Boston for League men; and, to encourage an interest in uniform and drill, they will present a handsome bugle to the best appearing club in line.

MR. CHARLES E. PRATT has removed his office to the salesrooms of the Pope Manufacturing Company, and will attend to the legal business of that corporation. He will not, however, relinquish his general law practice, but will give attention as heretofore to patent and general law business.

THE Boston Sunday Herald, 8 May, contains an able review of the purposes of the League, the growth of bicycling

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in Boston, and an outline of what may be expected at the Meet, 30 May. The article, which is of interest to bicyclers generally, thus refers to the use of the wheel in Boston:—

"Although Boston may be said to be the central point of the interest in bicycle riding, as it is the birthplace of the sport in this country, and contains more riders than any other city, it has by no means a monopoly; and before many years it will doubtless find itself at the periphery instead of on the hub of the wheel, so rapidly does the bicycle push to the front in the Western cities. Already a club in Milwaukee claims the largest club representation in the League, and Chicago, Detroit, and other more

T L 11/10

easterly cities are strong competitors in the friendly rivalry. Just now, however, Boston retains the foremost position, and the wheelmen throughout the country have heartily ratified the action of the League authorities in coming here for the first annual Meet. Besides affording streets which are unsurpassed in fitness for riding, the city has, from the first, adopted a liberal policy in its consideration of wheelmen's rights, or, more properly stated, has adopted the "let-alone" policy, practically showing the common-sense view that wheel riders have the same rights in the streets, and the same responsibilities, that other riders possess. The narrow-mindedness which has obtained in some other cities and towns regarding the use of the bicycle has never been officially shown here, and the old law, "So use your own that you injure not another's," is found to have been safely left to the discretion of the bicycle riders.

NEW ORLEANS has a club. It is a small one, to be sure, but if it survives the rigors of summer, its membership will probably increase, especially in December, when the riding season begins.

PRESIDENT BATES is certainly coming to the League Meet, and he hopes to bring with him some of the heroes of the "New-Year's calls." The Detroit clubs haps and mishaps have so long enlisted the sympathy of our readers, that they will rejoice in this opportunity to pour it out. We understand that a feature of the entertainment after the League dinner will be a tableau, in which President Bates will pose for Mr. Notman in the exact attitude he assumed for the Detroit photographer. There will be no extra charge for seats on this account.

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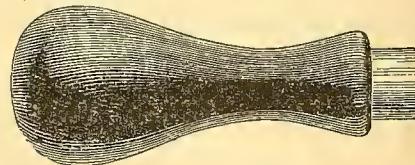
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(*Vide "Archery, its Theory and Practice,"* Page 159, Note r.)

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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 13 MAY, 1881.

GREAT MEETS.—At Hampton Court, near London, 22 May, 1880, nearly 1,800 cyclers met, and under the sharp, critical eyes of thousands of spectators formed in line and held a parade. There were 137 bicycle clubs represented, while the unattached sent a strong delegation and the tricyclers made a fair showing. The spectacle of so many wheelmen in line was an impressive one, and one long to be remembered. The mishaps were few, and such as occurred resulted mainly from the inability of a few "fresh" men to ride slowly. There will be not a few spills from the same cause in the L. A. W. procession, unless club members incorporate in their drill the feature of slow riding. The Temple Club, with 47 men, led as to numbers, but the clubs which commanded most attention were those whose drill had been thorough enough to keep the men in fine order through every difficulty. A few of the American clubs have, under the vigilant guidance of capable captains, acquired a training which will insure them respect on the occasion of the League parade; but by far the greater number, trusting in their general road-riding capabilities, are paying no attention whatever to drill, and will when

exposed to public criticism at the Meet present a discreditable lack of good form. It should be the duty of every club captain to drill his club at least twice a week until 30 May, and oftener if possible. At the time when the attention of policemen is absorbed in keeping spectators in order, the attention of marshals employed in arranging club positions and keeping the line well together, the captains should devote their whole care to right conduct of men under their command. It is necessary not only for them to keep their own line undisturbed, but to preserve also that of the whole procession. The next largest meet in England was that of the North of England and Bicycle Touring Club, in which 550 men were on parade. The Boston Club was here represented, and took the second place in the line.

The importance of these large gatherings of bicyclers cannot be over-estimated. They promote not only the greatest enthusiasm and good feeling among wheelmen, but also impress non-riders with the power, extent, and rapid growth of the bicycling interest. In England they have proven a positive success, and upon 30 May next we will have an opportunity of showing our English cousins that if we do fall short in numbers, we make up in enthusiasm and good appearance. It is to be hoped that every club will appear in full uniform, and that as many unattached men as possible will wear the League gray.

A BICYCLE EXHIBITION.—At the risk of stealing the thunder of those correspondents who have already written wisely and well on this subject, the editor feels constrained to make a few remarks. The Stanley show in England was the outgrowth of a progressive and enterprising spirit in the Stanley Club, and was put into shape at a time when the members desired individually to compare the merits of various well-known bicycles. They proceeded cautiously and made very modest outlays upon their first exhibition. Through good management, and the fortunate circumstance that there were within easy access a very large number of bicycle manufacturers, the exhibition was a success. The institution has grown with bicycling, and the recent annual show was such a brilliant and attractive affair that it has aroused great enthusiasm on the subject among bicyclers on this side of the Atlantic. There were a large

variety of standard machines, elegant racers and light roadsters, in nickel, gold, and beautiful enamels; an attractive collection of tricycles, with power applied in almost every conceivable way; and a curious and interesting lot of wheeling novelties in the collection.

There are a great many difficulties in the way of holding a bicycle show on this side of the Atlantic, which English wheelmen have not had to encounter. The variety of machines imported is very small, and the variety manufactured is not as great as is turned out from one of the two hundred bicycle factories in England. There a great number of dealers are directly interested in making the show an attractive one; here, the success of an exhibition would depend largely upon private individuals, who might not care to loan their machines. There, the wheels are fresh from the shop, glittering with the best of nickel or resplendent with high-colored enamels; while here, those machines contributed by private individuals, coming directly from a sphere of usefulness, would be liable to possess so little beauty that their utility would be lost sight of. Bicycling, like every other national interest, is here scattered over so vast an extent of territory that at any other time than the League Meet an exhibition would be impracticable. Even at an annual gathering of League members the exhibition would assume very modest proportions; and it is, without doubt, the knowledge of this that has restrained both League, club, and private individuals from entering upon the undertaking.

THE NEW HAND-BOOK OF THE TRICYCLE.

IT is popularly reported that some 6,000 tricycles have already been sold in England. Although we cannot vouch for the correctness of this statement, it is certain that this machine is coming rapidly into use.

We are in receipt of the "Tricyclists' Indispensable Annual and Hand-Book," by Henry Sturmey, the well-known and much-esteemed author and editor of the 'Cyclist.' We find it difficult to give a review of this work within the narrow limits we can spare for such a purpose. The temptation is strong to make an abstract of the whole book. There is no superfluous matter in its pages, and all of it is interesting to the rider and man of mechanical education or tastes.

The book before us resembles closely, in its general appearance, the "Indispensable Bicyclists' Hand-book." It treats upon the relative position occupied in the 'cycling world' by the tricycle; upon the various forms of tricycles now made, giv-

ing an analysis of the various parts, and a description of the usual accessories to this machine. Then follows a detailed description of one hundred different tricycles, ninety-three of which are for adults of both sexes, six others for children and youths, and, last but not least, the somewhat noted steam tricycle. The book concludes with notes upon the choice and care of a tricycle, hints to riders, a notice of the Tricycling Association, and some racing details.

We learn that four Coventry firms manufacture tricycles exclusively, and, "with scarcely an exception, all firms of any note or standing as bicycle manufacturers devote no small proportion of their energies to this rapidly increasing branch of the wheel trade."

It is a singular fact that, whilst the tricycle is now just commencing to come into active and general use, it is really the older machine and the forerunner of the bicycle. In fact, the steady progress of evolution finally developed the latter from the former.

The following we condense from the first section of the book before us:—

When speed and appearance are prime considerations, the bicycle is the most desirable machine, but comfort and more universal utility go with the tricycle.

Many of the points of comparison between the two machines are advantages or objections, according to the light in which we view them. "The tricycle is more cumbersome and heavy than is the bicycle, but at the same time possesses more stability, requiring no agility to mount and propel it, and no skill to balance; and although liable to capsize, if unskillfully or recklessly managed, is yet minus that species of fall peculiar to the bicycle, and known as the "cropper," which is indeed the chief and almost only danger incident upon riding the two-wheeler."

In point of convenience the tricycle is too cumbrous to place in a hall or room, even if it were possible to pass it through gates and doorways. The difficulty about storing or stabling the machine is quite a serious one to most riders. Even the few which can be closed or folded together require time and some little trouble to limber up or unlimber.

In point of speed the bicycle is the better machine; but the experienced rider will send along a good tricycle at a rate but little inferior to that of comfortable road work on the bicycle.

The reader must bear in mind that Mr. Sturmey writes from English surroundings, and his statements would be sometimes modified if written here.

We are inclined to think that the roads in the United States would show a somewhat greater difference of speed in favor of the bicycle. Here there are more ruts, stones, inequalities, and side slopes, which the tricycle must feel.

The rider on the bicycle, sitting nearly over one wheel, gets the maximum shock from any obstacle he passes over, but on the tricycle he is usually placed between

the three wheels, and the machine itself is so well provided with springs that the shocks "are lessened and reduced in a surprising degree." The tricycle, however, has two, and very frequently three tracks to look out for, and cannot be steered clear of every obstacle so easily as the bicycle. Between the two machines, however, on a journey, the advantage seems to lie with the tricycle, as much freer from ordinary jar and vibration.

The tricycle is the better machine in crowded streets, as evidently the rider can run slowly or remain stationary, as he pleases. This is also a point of advantage frequently upon the road.

Another point of great advantage is the great luggage-carrying capacity of the tricycle. On a journey this is most desirable, and the convenience is out of proportion to the loss in the way of increased resistance to overcome from the extra weight.

Mr. Sturmey touches, too, upon the greater sociability of the tricycle, the double-seated machines being so arranged that "the partners of our lives—or anybody else—may enjoy, not only the walks, but the rides of life in company with ourselves."*

We are glad to see one point so ably handled in this work. Most persons are disposed to think they can ride a tricycle because they can, on the first trial, propel and even steer it. This is a serious error. The bicycle rider is naturally more at home on a tricycle, especially if a rotary, than a new hand; but different muscles are required to act when on the tricycle, and these must be trained, and developed too, before a man can ride with ease. "Constant, attentive, thoughtful practice is also requisite to give the tricyclist perfect command over his steed." His judgment can only be perfected by thorough practice. His mind and hand must be so trained that he can steer without mental effort, and turn just enough and neither too much nor too little to the right or to the left. Decidedly good training is required to make speed on the level and down-hill, or to turn corners with safety at reasonable speed, and hill climbing itself is a fine art which practice will develop in a man. The trained rider goes with ease where a beginner will be working laboriously. This is just as true of the tricycle as of the bicycle.

The tricycle is more complicated, and has a greater number of parts than the two-wheeler; but the loss of a nut or derangement of a single part, as a general thing, is not apt to be of such vital importance to the former as to the latter. The bicycle is the lighter machine, and its work is more concentrated, hence there are more intense strains to look out for.

*Apropos of the sociability of the tricycle, we clip the following from the *Cyclist*:—"What d'yer think of that little lot?" was the loudly expressed but *not* jeering remark of a "rough" last Monday morning, as a lady and gentleman on a "sociable," with luggage strapped on behind, and evidently bent on an Easter week's tour, passed down the Goldhawk Road, . . . the whole turnout being very graceful."

The author calls our attention to the fact that out of the large number of tricycles in the market, few are original in design. A large number are copies or modifications of previous and successful patterns. Many of the modifications are of questionable value. "No one machine can . . . combine in itself all the desirable points a tricycle should possess." There are many excellent machines in the market, and the rider should choose from these according to his peculiar requirements.

A most valuable page in this book is that where the reader is advised about the selection of a machine.

First comes the question of price. This must govern many riders, but it is not necessary to dwell upon the point.

Then stable-room and the width of tricycles under consideration claim attention.

"The kind of roads, and purposes for which required," are of the utmost importance. Some machines will do well on smooth ground, which would be useless for rough or hilly ground. For light work almost any machine of good character will answer, "but for touring purposes, use in all weathers, and over hills and bad roads, very especial types of machines will be required."

We are told that for all heavy work a double driver is advisable, and that between front and rear steering the former is, in the opinion of the author, to be preferred in a hilly country.

We look upon this carefully expressed advice as sound, and of great value to the intending purchaser.

The strength and age of the rider are to be considered. A heavy man is hardly safe on a very light, slightly built machine, and a lady or invalid would be out of place on a very heavy road machine.

Brake power is of first importance to travellers, and the purchaser must look to the capacity of his machine for carrying baggage. Simplicity of design should be thought of as well as grace of form.

"The three main objects sought in a good tricycle are safety, comfort and speed," and except for racing, safety and comfort should govern one's choice more than speed.

The Bath chair pattern of tricycle is the most common type. It has two driving wheels, side by side, and a steering wheel in front. It is sometimes modified by placing the steering-wheel behind.

Out of one hundred patterns, now made in England, seventy-six are of the Bath-chair model, forty-eight having rear steering wheels, and twenty-eight with front steering.

The two have each advantages. The rider is better placed on a front-steering machine, being more comfortable usually, "can be placed more upon his pedals, and has greater command over the guidance of the machine," both because the wheel is in front where the eye can govern the hand to best advantage, and because greater weight is placed upon

this wheel, in consequence of which steering can "be effected with greater quickness and more certainty."

The rear steering has its best point in its open front, nothing being in the way of the rider's feet. In case of upset or collision, he can spring clear of the machine. The rear-steering tricycle is better shaped for carrying luggage; and this, with the open front, are points of so much value as to "weigh with some force against the fact that, as at present constructed, the weight upon the steering wheel is 'o little as to cause the machine [with rear steering] to steer very erratically, especially when going very fast or over rough ground, this being increased when — as in ascending hills — the rider rises from his seat and puts his weight upon his pedals, in which case, in some machines, I have found the hind wheel to actually tilt up, when, of course, 'the steering is lost' immediately."

There is so much of value and interest in the work from which we are quoting, that we propose to continue the subject in another number of this journal. The limits of one article are not sufficient to give the reader, even in brief, an idea of all prominent points treated upon.

(To be continued.)

MISTRISS O'RAFFERTY ON THE WHEEL.

AN shure, thin, it's a quare masheen that master's been after buyin, Mary Ann Murphy. I were a sthandin by the dure, a month agone, a restin of me eyes that were intirely filled wid smoke from brilin a bit of mate fur Pat Mullaley, — the lazy good-fur-nothin, — when I see a mon comin down the strate wid a big weel furninst him, and a handle to it. Thinks I to mesel, It's that shiftless Jim Kelley has been dissipatin into some one wid his owld milk cart, as I have been a-tellin of him this many day, and now he's clane ruined, and his wife and childer will be cryin fur bread.

Well as I were a-wipin of me eyes, to be sure, the man behind the weel says, "Is Misther Jones in, Ma'am?"

"To be surely he is," says I, makin him a curchey, fur he were a hansom boy, and I a widdy fur three years or more.

"Will it plase ye to come in?" says I.

"Much bleeged to ye, ma'am," says he, "but I can't sthop a minit. I've brought this hisickel fur Misther Jones, accordin to orders," and all the time was I starin me eyes out of me head at the big tin weel wid a handle.

"A hisickel, is it, and what may it be fur?" says I, making him another curchey.

"Fur Misther Jones to take the hair on," and wid that he puts the big weel in the hall, and walks off widout iver another word. I were that ransacked wid curiosity, Mary Ann Murphy, to find out what the spidery thing were fur, that Pat Mullaley took me unawares, — the lazy good-fur-nothin, — and scramin "Hi!" at the stretch of his voice, give

me sich a start that since I were a widdy I niver knew the loikes of.

"An what are ye a-doin of there, Biddy O'Rafferty?" says he.

"Be gone wid ye!" says I, "a scarin a wake woman wid your schreechin. I'm puttin away the master's hisickel that's just come."

"A hisickel?" screamed the lout, piercinger than iver, "and what may that be?"

"It's a masheen to get the hair on," says I, and then he hooted and hollered till I was nigh deaf; the laziest spalpeen that ever cahooted, is Pat Mullaley, and that agg'erwatin.

Then he comes up, and says he, "It's lots of them same masheens I see ivery day in the Parrk wid the men settin on 'em."

"Away wid your sthories of men ridin v eels!" says I.

"Let me show ye just onct, Biddy O'Rafferty," says he, in a siniwatin voice, and wid that he took the masheen wid both hands, and gives a spring, — the likes of which the kangyroo niver, — and me a sthandin forinst him wid me back to the open cellar dure, quite innocent loike. And Mary Ann, he lept up, and fore I could scrame out "Howly mither!" we all lay of a hape at the fut of the stairs, broken in paces intirely, and me fut doubled up under me wid pain. On the back of me head, drivin me comb into the bare scalp, set Pat Mullaley wid the big weel around his neck. Niv'r an inch could I move till master, hearin the crash, came rinnin down the stairs wid the missis behint him. It were many a day fore I set the sole of me fut to the ground, and niver can I sthand the sight of that Pat Mullaley agin, wid his base insinwatin ways, an me a respectable widdy these three ye rs or more, Mary Ann Murphy.

AUGUSTA.

REPORT OF THE ENTERTAINMENT COMMITTEE.

AT three recent meetings, the reports of the sub-committees on finance, transportation, hotels, dinner, and care of machines were received and accepted. Considerable opposition was met with from the railroad officers on the question of transporting machines, but it was in every case overcome, and the free transportation of bicycles upon the occasion of the League Meet, agreed upon by railroad authorities interviewed thus far: Rates from New York City to Boston, *via* any rail route, were obtained as follow: For a party of 150 to 200 men, \$5.75 for round trip tickets; from 100 to 150 men, \$6.00 round trip. At these rates, a special train can be had, devoting a car exclusively to the transportation of bicycles and insuring them care and protection.

A large number of prominent hotels are already doing business to their utmost capacity, or expect to be on the 30 May, b.t the following desirable rates

and accommodations have been procured thus far: —

| Hotels. | Accommo- | Rate per day. |
|-------------------|----------|------------------|
| Vendome | 100 | \$2 50 to \$3 00 |
| St. James..... | 200 | 2 50 |
| United States.... | 200 | 2 50 |
| Adams | 100 | 2 50 |
| Commonwealth .. | 75 | 2 50 |
| New Marlboro'.... | 40* | 2 00 |
| Tremont..... | 75 | 3 00 |
| Evans..... | 10 | 2 50 |
| Metropolitan..... | 75* | 1 50 |

* Two men to a room.

These nine hotels furnish accommodations for 875 men, and there are besides these, two hotels on the European plan, the International and the Crawford, where special rates will be made to visiting wheelmen.

For the care of machines, the Technology gymnasium has been engaged, and will be fitted up with all necessary appliances. It will be open from Friday, 27 May, un'il Tuesday, 31 May, for free storage of machines.

The reception committee has not been organized, but it will probably undertake the reception of guests at depots, and directing them to hotels, etc.

The following additions have been made to sub-committees: —

Railroads. — C. K. Munroe, Franklin square, New York.

Reception. — Capt. McNair, Harvard College, Cambridge; Edward Morse, 123 Newbury street, Boston; Geo. D. White, 209 Roxbury street, Boston; A. B. Colby, Waltham; C. W. Fourdrineir, 153 Tremont street, Boston.

LOUIS HARRISON, Sec'y.

PROGRAMME, L.A.W. MEET

28 MAY.

RACES BY THE BEACON PARK DRIVING AND ATHLETIC ASSOCIATION, AT BEACON PARK.

230 P. M.

Quarter-mile amateur dash.

Half-mile amateur heat race, 2 in 3.

One-mile amateur dash.

Two-mile amateur dash.

Two-mile professional heat.

Race, 2 in 3. \$40 to 1st; \$20 to 2d.

Entries to be made to E. C. Hodges, 28 State street, before 12 M., 26 May.

Suitable prizes will be given in all the amateur events.

PARADE AND MEETING.

30 MAY.

10 A. M. — Meet form in Commonwealth avenue.

12.30. — Disband at Trinity square, where a photograph will be taken.

2.30 P. M. — Meeting at Bumstead Hall, adjacent to Music Hall.

5.30 P. M. — Dinner, Music Hall, after after which there will be an exhibition of trick and drill riding, and probably a band concert.

WORDS MEET FOR THE MEET.
AS TO TRANSPORTATION.

Editor Bicycling World:—It is all very well, of course, for you to reprint, to-day, for the benefit of the Meet "Committee on Railroads," the offers of reduced fares by some of the New York transportation agents; but the leading question which that committee ought to put (say) to "Mr. Connor, passenger agent of the Fall River line," is, "Will you agree that for every twenty-five bicyclists who embark with their wheels on your boats leaving New York on the 27th and 28th of May, a baggage car shall be telegraphed for to carry those wheels, without extra charge, from Fall River to Boston, on the connecting train of next morning?" That is the sort of inquiry which the committee must make of the transportation agents of all the lines likely to tempt wheelmen Bostonwards, and must make, too, in season to announce definite answers in the BICYCLING WORLD of 20 May, if they really wish to do an effective service for us outside barbarians.

It seems foolish to talk about trying to get up a party of two hundred, in order to secure a reduced \$6.00 fare on the Shore Line railroad, or on any other line. The thing chiefly wanted is not reduced fares, but an assurance of safe and inexpensive transportation of wheels. The graduated plan of reduction in fares pro-
by the New York agent of the Fall River Line is reasonable enough, indeed, but who can say that the regular rate is too high? No, no, Mr. Connor! Just give me an assurance of a civi reception of my wheel by the presiding genius of that extra baggage car at Fall River, on 28 May, and you can keep back your proposed gift of twenty-five or thirty cents, with all my love!

Furthermore, gentlemen of the railroad committee, let me remind you that when you've persuaded this and that railroad agent to supply transportation for wheels, your duty isn't all performed, by any means. You should clinch the matter by writing out a blank form of "instructions to baggage masters," and see to it that the various transportation agents first complete the same with their official signatures, and then distribute printed copies among the persons interested. If each visiting bicycler can carry in his pocket an authoritative circular of this sort, declaring that on such and such trains, between such and such dates, his wheel shall have free transportation, he will be able to read his title clear to a quiet mind as he advances towards the baggage-smasher, and he will devoutly bless the Boston railroad-committee-of-three for insuring him this sweet boon.

AS TO THE DEAD MARCH IN SAUL.

"A joyful noise" being popularly associated with the notion of a public parade of people who are on pleasure bent, the dead silence characteristic of

"men a-wheelback" had a rather oppressive influence upon the crowds who turned out to see our procession at Newport last year. The fact of their inability to hear it as well as see it cast a sort of funeral gloom over the show as presented to their minds,—an impression absurdly misrepresentative of the blithe and joyous spirit which really attaches to the sport of bicycling. As a remedy for this dismal silence, I suggested in my "response" at the dinner that evening, the chanting of some short snatch of a chorus, adapted to any popular air which all riders could catch hold of harmoniously as they sauntered along. My rendering of a specimen chorus from the *repertoire* of those shouted in remote regions by the unanimous voice of "the club to which I belong," seemed to amuse my table-companions, and so I venture to advance the idea again. Would it not be feasible, therefore, for a crowd of Boston riders to train together a little at singing some rollicking riding-catch, adapted to a familiar air of the "marching on" or "slap-bang" variety, affected by collegians? A spirited rendering of a trifle of that kind, if done with even approximate harmony, at some point or pause in the parade, or at the dinner table, would brighten up things wonderfully, even though none of the visitors were able to join in. Perhaps it may be more practicable to get in some bugle-call business or brass-band clangor, by way of enlivening the procession. At all events, something should be done to banish the death-like stillness. Let the committee take warning that if they disregard this humble petition, I shall personally hire a small boy to follow immediately behind me in the wake of the tail of "the unattached," and to let off bunches of fire-crackers at frequent intervals. This may not be consistent with local notions of propriety, or even with the police regulations; but who's afraid of Boston, anyhow? I, too, was born in Massachusetts. Let us have noise!

AS TO CYCLOMETERS.

I hope that no owners of the new Excelsior cyclometers, who may come to the parade, will leave the same behind, for I want a chance of seeing and talking about them. I should like to have some honest comparisons made this season between those and the Pope cyclometers. If some men who ride extensively and keep careful records would use both registers simultaneously, and observe the results, I should be glad. Next year, if I shall then have acquired sufficient pride and riches to supersede my old 46-inch by a 50-inch wheel, I shall desire to purchase a proper cyclometer therefor; and by "proper" I mean nickel-plated as well as accurate. In the latter respect my Pope seems reasonably satisfactory, but I hope to see the Excelsior proved more so, as it undoubtedly is already in the former repeat. By the way, I once came across an elderly bicycler who said that the only fault he found with the Pope

cyclometer was the necessity of observing when its pointer approached the hundred-mile limit, in order to reverse its position on the axle and have it register the next hundred miles backwards to the same zero point! I explained to him that the blessed little box would not explode if allowed to go round and round indefinitely in its work of registration, and I urged him to avoid future trouble by subscribing to the BICYCLING WORLD. I fear he did not do this, though that paper lately printed his name, which wild horses shall not draw from me.

AS TO RACING AND TOURING.

Not being a League man, I cannot accept Mr. Timpson's challenge for a hundred-mile race at the American Institute building, next autumn; and I suppose I should be two or three hours behind him in making the distance, if I tried, and succeeded in making it at all. Still, I should rather like to improve some such chance of riding over an accurately measured track, and discovering how many hours would be needed in comfortably jogging through one hundred miles. If allowable, and if some other amateur anxious to test himself would join me, I might agree to keep Mr. Timpson company in this "race," disclaiming all competition for the championship.

The facts from the Worcester consuls, printed in to-day's paper, are of the sort that seem to me well worth publishing. The implication is that many wheelmen will ride from that city to the Meet. I myself hope to ride from Boston towards Worcester, afterwards, and perhaps even to that city, if I am luckier in finding the roads than I was in September, 1879. The captain of the New York Bi. Club having assured me that he last year made trial of an excellent road, from Portsmouth to Boston, about 50 miles, I am rather inclined to explore it also, starting from Boston on the morning of the 28th and returning next day. Are any of the local or visiting wheelmen disposed to join me in this excursion? Can any one describe the best route to take in starting out from Boston?

To the man who most quickly prepares the best description of the best route to Portsmouth, I will agree to give a handsomely printed copy of the New York *World*, dated Monday, 30 May, and enlivened as to its second page by my own column-and-a-half "review of the season's bicycling at American colleges," as well as by other articles too humorous to mention. KOL KRON.

WASHINGTON SQUARE, N. Y., 5 May, 1881.

YE TWO STONES.

Onlie a stone, hidden almoste;
Onlie a hill, goode for a coaste;
Onlie a wheel, quickie descending.
Striking ye stone findeth an ending,

Onlie a stone bringeth to minde
Tragical fates bicyclers finde:
"Drop but one tear, each one that passes,
For hym who lies under ye grasses."

L. H. S.

WHEEL CLUB DOINGS

ROCKINGHAM CLUB.—At the annual meeting of the Rockingham Bicycle Club, of Portsmouth, N. H., held 3 May, the following were elected officers for the ensuing year: President, Frank J. Philbrick; captain, Charles H. Hazlett; secretary and treasurer, Charles F. Shilaber; first lieutenant, Charles A. Davis; second lieutenant, George M. Ayers; buglers, Charles F. Sillaber, George M. Ayers.

Two new members were admitted, and scarlet and white were adopted as club colors.

As it may be interesting to know what machines we ride, and the size of them, I give the following: Two Special Columbias, three Special Challenge, one Harvard, four Standard Columbias with ball bearings, and six plain Standards. They loom up two 46, two 48, three 50, one 51, three 52, two 54, a d three 56 inches. Yours, etc., SECRETARY.

MILWAUKEE BICYCLE CLUB.—Last year the Milwaukee Bicycle Club inaugurated a custom, which it is proposed to make an annual one, of holding a three-days' meet and run about 4 July.

To this annual Meet we cordially invite all our fellow wheelmen, whether club men, L. A. W., or unattached, promising to each good fellow who joins us a royal good time.

The wheeling in the vicinity of Milwaukee is most interesting,—roads good and accommodations of the very best.

This year the run will indulge somewhat in a social manner, which we think will not prove an unattractive feature.

The "Meet" will be held at club headquarters, on Saturday, 2 July.

The start will be from the Prospect Avenue Park, at 2 P. M. The afternoon run will be via Wauwatosa, Brookfield, and Pewaukee to Lakeside,—a charming summer resort on Pewaukee Lake, distance 25 miles, where a hop is to be tendered the bicyclists by the proprietors. Next morning the run will be to Oconomowoc, twelve miles, for dinner at the Townsend House, and the afternoon will be spent in runs around the little city of lakes.

On Monday, the 4th, a day's run will be taken to some point of interest (say Nagawicka), the party returning to the Townsend House for the evening.

On the evening of the 4th, a grand complimentary bicycle ball will be given at the Townsend House, by the proprietors, Messrs. Antisdel & Son, which it is thought will prove a suitable finale to the regular run, parties to return if they wish to Milwaukee, Chicago, etc., by Tuesday's early trains. It is thought, however, that various touring parties will be formed and continue in exploring the fine roadings in this vicinity.

We hope this year to have with us a very large delegation from abroad, and cordially invite all wheelmen to join us. Club secretaries, club men in general,

and any of the "great unattached," who think they may be able to join us, will confer a great favor by sending their addresses, that our regular invitation may reach them. Fifty wheels of the Milwaukee Club will be in line, and we shall be prepared to entertain at least a hundred visitors.

ANGUS S. HIBBARD, Sec'y.
MILWAUKEE, 6 May, 1881.

THE SPRINGFIELD BI. CLUB was organized here last evening, with nine members, as follows:—S. J. Billings, president; C. K. Ferry, secretary and treasurer; L. Morgan, captain; F. J. Bradley, bugler; E. C. Johnson, C. E. Whipple, E. C. Dumbleton, H. E. Ducker, G. G. Bloomer. There are a few very good roads in this vicinity, and we intend to make the most of what we have, and take club runs as often as once a week through the season. Uniforms have not been decided upon as yet, but we expect to do something about them soon.

The machines in use here range from 48-in. to 52-in. There are two Special Columbias, five Standard Columbias, one Harvard Roadster, and one other English machine.

C. K. FERRY, Sec'y.

SPRINGFIELD, 7 May.

THE NEW ORLEANS BICYCLE CLUB was organized last evening, and consists of the following active membership: A. M. Hill, captain; R. P. Randall, secretary; John P. Roche, J. W. Russ. We are only four, but we trust to be more, before the season is o'er.

R. P. RANDALL, Sec'y.

NEW ORLEANS, 28 April, 1881.

AMHERST CLUB.—The following gentlemen were chosen officers of the Amherst Bi. Club, at their annual election, 29 April: L. H. McCormick, president; Paul Blatchford, captain; Williston Walker, lieutenant; C. M. Bardwell, secretary and treasurer. The club is unusually active this spring, has received several new members, and has been well represented on a number of runs,—Greenfield, Brattleboro, Springfield, Hartford, etc., etc.

PAUL BLATCHFORD, Captain.

AMHERST, 2 May.

BOSTON BI. CLUB.—At the last meeting of this club, the vote to create a life-membership was ratified. Messrs. Weston, Hodges, and Burt immediately made application, and tendered the amount of the assessment, viz., \$100. Six new members were elected, which brings the membership up to fifty. The committee on by-laws reported that they had had 500 copies of the rules printed, and produced one of the books, which was admired by all present. As there was only one bugler, and the by-laws provide for two, Mr. H. S. Kempton was elected to fill the vacancy. The club having received communications from several of the out-of-town clubs in relation to forming branches of the club, the subject was brought up. After some discussion, the matter was referred to the club committee, with in-

structions to report at the next meeting, which will be held on Monday, 16 May, at 7:30 P. M. The club is in a very prosperous condition, and is fast filling up its limit of sixty active members. The treasurer's report shows a good balance in hand, and no bills to be paid.

J. S. DEAN, Sec'y.

THE hare-and-hounds race of the bicycle club, Wednesday afternoon, was a thorough success. The hares were Mr. G. B. Morison and Mr. R. B. Moffat; the captain of the club, Mr. Taylor, acted as whipper-in; Messrs. Thorndike, Matthews and Storer being the judges and time-keepers. The hares started from in front of University, at 4:30 P. M., and the hounds 7 minutes 25 seconds later. The course taken was through Oxford street, towards North avenue, to the railroad, up North avenue to the Belmont road, by cross roads to Barnard's Hill, down Barnard's Hill to Waltham, by the turnpike to Watertown and Brighton, then by Western avenue to the finish opposite the little inn to the west of Brighton bridge. The hounds first lost the scent near the railway bridge, on Oxford street, again half way between the bridge and Arlington, a third time between Belmont and Waltham, by a clever manœuvre on the part of the hares, which drew the hounds across ploughed fields and over fences. In coasting down Barnard's Hill into Waltham the hounds were badly thrown off the trail, and thereby lost nearly a mile. At Waltham the whipper-in called the pack together and sounded the signal for starting for the finish. From Waltham to the finish a spirited race was maintained. The hares came in at 5:44 P. M., having made the distance, about eighteen miles, in 1 hour 24 minutes. The first hound to appear, Mr. Abbe, got in 17 minutes 30 seconds after the hares, having lost 10 minutes 5 seconds on the hares during the hunt. Mr. Williston came in second and Mr. Wyman third. Of twelve riders that started together, six came in within 8 minutes of each other. They rode in excellent style, and of the hounds the good riding of Mr. Abbe and Mr. Williston was especially noticeable. We sincerely hope that the bicycle club may be induced to repeat this its first experiment at hare-and-hounds racing.—Harvard Echo.

THE Springfield Bicycle Club was organized with nine members at Peabody Guard armory last night, and elected these officers: President, S. J. Billings; secretary and treasurer, C. K. Ferry; captain, L. Morgan; bugler, F. J. Bradley. The club decided to have its first run through Agawam next Wednesday evening, meeting at the North-end bridge at 7; and also to procure uniforms.—Springfield Republican.

THE COLUMBIA COLLEGE SPORTS took place Tuesday afternoon, 3 April, at the Mott Haven Grounds, New York. A 2-mile scratch bicycle race was competed for by John Stearns, Jr., of the Lenox

Bicycle Club, and Messrs. Walter Clark and Charles Reed, of the Columbia College Bi. Club. The first mile was made in 3.³⁰₁. In the first lap of the second mile, Clark fell, and Stearns won by 120 yards, Reed coming in second. The first prize was a silver cup.

CORRESPONDENCE

WATER BICYCLE FOR A STAND-STILL FEAT.

Editor Bi. World: — I do not propose to wait until the League Meet, to give "L. W. S." the result of my trial of his method of performing the "stand-still," as explained in his pleasant and instructive letter published in your issue of 22 April.

Ten minutes' trial convinced me that his method of pressing with the right foot forward when falling to the left, instead of the left foot, was not only practical but the correct way; and I regretted that the party I first saw perform the feat had not used the easier way, which would have saved me and others hours of practice and the trouble of changing, which, at first, appears quite difficult.

By the old method I found it very tiresome to sit still longer than half an hour, and it was difficult to take the hands off any length of time; and though I could do it, I would advise those who wish to perform the feat, which is a useful one, to try the way recommended by "L. W. S."

No, can brother Seely run a bicycle backwards more than one turn of the wheel, which is sometimes done when practising the "stand-still"? If not, I propose on 30 May, to show him how to run backwards nearly as fast as forwards, and also perform the "stand-still" any length of time, and on the water at that; for I am making preparations to have one of Urch's marine bicycles, which was described in my letter in No. 15, Vol. I. of the WORLD, on exhibition and in operation in Boston, either on the Public Garden pond or Charles River, at a time convenient to bicyclists that may be interested in a machine, similar in its mode of propulsion to a bicycle, and which will probably be found as novel, practical, and useful for excursions on rivers, lakes, and the sea, as the wheel is on the road.

TELZAH.

PORTSMOUTH, N. H., 25 April, 1881.

ERIE WAKING UP.

Editor Bicycling World: — We are a slow town and a slow people. An ancient odor pervades our atmosphere. The sap of this year's maple sugar started from the ground last spring; but this spring's buds are indicative of luxuriant foliage in 1882. We are sleepy and constitutionally lazy; and altogether, our clothes don't fit us.

Just one year ago we saw our first bicycle rolling along the streets under the agent of the Pope Manufacturing Com-

pany; it almost took our breath away to see so much motion, and continuously, without fatal results. We regarded him with some concern for several days, and finally, on the assertion of a peaceful-appearing visiting stranger that it was common in Boston, was "harmless," and a new and improved means of locomotion, we ventured up to the large room yclept "Bicycle Hall" to see the Professor ride. In the course of time, we became interested, but still suspicious; when finally, as a decisive step, we bought up a boot-black and turned him over to the Professor for experiment. The test proved a success, and little by little we commenced to wear off our rust,—except a certain few who knocked it off in large blocks, until now we are at last able to roll along down the line with a club of seventeen members, all wearing the sugar-cured badge, and attired in the uniform of the L. A. W. There are six more "unattached," and several orders out. Of the twenty-three machines already here, five are Special Columbias, seventeen Standard Columbias, and one 'Xtra.

The Club secretary should have written you this report, but he is asleep. The local inactivity is wearing off only with the wheelèd few; and if any of our League brothers ever make us a visit, we can accommodate them with cradle, cot, or hammock, meat and drink, or rattle them along the lake shore at a pace

That will leave them badly shaken,
But us will not awaken.

WHIP.

ERIE, PA., 25 April, 1881.

A JOLLY TIME IN MISSOURI.

ST. LOUIS, 27 April, 1881.

Editor Bicycling World: — As I have seen nothing in your paper in the way of correspondence from St. Louis, I send you an account of a ride which was taken 25 April.

Having a curiosity to see what kind of roads were to be found in Missouri, I took the train on Sunday morning for Washington, 54 miles from St. Louis by rail. Arriving there about 11 A. M., I proceeded to get a square meal, and about 12 M. started. The station agent there informed me that there was a rock road to Union, my first town on the road home. I rode about one mile to reach it, and found it was a rock road, composed of rocks varying in diameter from one to three inches.

Riding being impossible, I took the first dirt road I came to, and pedalled slowly and painfully along, dismounting in places where one half the road was eighteen inches higher than the other. After two hours of riding, walking, and shoving my wheel, the rain began coming down, and in half an hour more I was hopelessly mired, the mud sticking and wedging in under the brake, and further progress was impossible.

I was just speculating on the chances of staying in the wilderness until the

roads were dry, when a small boy came along, and after considerable persuasion, supplemented by an offer of half a dollar, consented to help me carry my wheel out of the mud, and pilot me through the woods to the nearest railway station. Taking a cord from my saddle-bag, I tied it to the front forks, and letting the boy do all the pulling, I steered the machine. Three miles, over hills and creeks, logs, mud, and water I went, and at last descried the railroad station, and bracing up my motive power with the promise of an additional quarter if we got there in time for the train, had the satisfaction of coming into the depot just as the train rounded the curve. But what was my disgust, when the train, instead of stopping, went right along, and left a disgusted, tired, and muddy bicycler standing on the platform and wishing himself anywhere else.

Finding that no trains stopped there until the next day, I scraped some of the mud from my clothes, and started to find a place where I could sleep for the night. The town rejoiced in the euphonious name of "Boles," and had four houses, besides the depot. At none of these could I get any accommodation for "man and beast," as the people were 'most all sick with swamp fever; so taking the station agent's advice, I started down the railroad track wheeling my 'cycle. The monotony of seven and one half miles of this kind of travel was only broken by crossing trestles and cattle-guards, and just as the darkness came on I struck Gray's Summit, forty-seven miles from St. Louis, on the Texas road. I here secured lodgings for the night and retired early.

After discussing a substantial breakfast the next morning (for which, and my room, I paid forty-five cents), I left at 6 A. M., backed by the comforting assurance that I would find ten miles of the roughest road I ever saw before I reached the St. Louis County line. This I found to be a fact that admitted of no doubt, and for four hours I wheeled my machine over sharp stones and boulders that pained my feet and cut my tire. The county had let the contract to irresponsible parties, who, instead of building the road, laid the foundation of it, and graded it, and then called on the farmers for more cash; and the farmers refusing to furnish the needful, the case went into the courts, where it is now and is likely to be for some time. In the mean while, wagons get along on a dirt road by the side of the "rock pile," in wet weather, and in wet weather the people don't travel at all. However, I finally got to the county line and rode over an elegant gravel road for more than five miles; when a bad hill, a pile of rocks, and a team coming up, made "a change come o'er the spirit of my dream," and after a tremendous header I found myself all right, but alas! my saddle was bent in the form of a V. Further investigation revealed the fact that my oil can was broken off at the neck, and the oil lubricating the tools and waste in my saddle-bag. Luckily, not half a mile

away, I found a blacksmith's shop, and he speedily put my machine to rights. I purchased a bottle of oil at Dutch Hollow, thirty-two miles from St. Louis, and finished my ride without any incident, having a very fine gravel road all the way in. Arrived home at 2 P. M., pretty well used up.

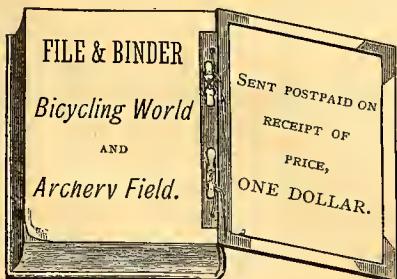
My cyclometer registered 66 miles, of which I walked fully 25. This will give you a fair idea of the roads outside of St. Louis County. The country is rolling, very little level ground being found, except in the parks. Should any Eastern wheelmen strike this town, let them take the Manchester or Texas road, as it is called beyond Manchester, if they want plenty of room to ride. The other roads, though pretty fair, are not very long; the St. Charles Rock, which is the best, being but nineteen miles.

In conclusion, let me suggest that some of the bicyclers of this city strike out and get outside city limits. So far, the farthest out I have heard of them was at Kirkwood, thirteen miles. I am one of the unattached myself, and can therefore give you no information about club matters. As no worthier writer than myself gave you any notes from this city, I felt emboldened to send you this sketch from my log, hoping to bring them out.

"626."

NOTICE TO LEAGUE CONSULS.

THERE will be a meeting and run of League Consuls on Sunday, 29 May. Starting from Trinity Church square at 11 A. M., run to Waltham, via Chestnut Hill Reservoir (total distance about twelve miles), where an informal business meeting and lunch will be had. This meeting is called in order that the consuls may get acquainted with each other and form some definite plans for action during the coming season. It will also afford the consuls from a distance an opportunity to enjoy a ride over one of the best roads in the vicinity of Boston. As this will be the only opportunity during the League's visit for the consuls to meet, it is hoped that all who can will attend. All those who will be able to be present will please send their names to J. S. Dean, consul for Boston Bicycle Club, 28 State street, Room 35.



L. A. W.

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

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

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

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

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

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

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

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

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

APPLICATIONS.

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

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

EAST BOSTON BI. CLUB.—Mr. Martin Luscomb, Trenton street, East Boston; Mr. George W. Dunnels, 89 Trenton street, East Boston; Mr. Moses M. Ripley, 17 Liverpool street, East Boston.

AMHERST COLLEGE BI. CLUB.—Paul Blatchford, Williston Walker, Charles S. Mills, Eddy Sabin, H. C. Seymour Houghton, Walter C. Clapp, Walter Wilcox, William B. Clark, Edward G. Rand, John C. Williams, George O. C. Lawrence, L. Hamilton McCormick, Charles Latimer, Conrad M. Bardwell, Arthur S. Fiske, George F. Fiske.

SYRACUSE BI. CLUB.—C. W. Bardeen, Will H. Olmsted, Chas. C. Smith, Eugene McCarthy, Geo. B. Greenway, A. M. Olmsted, James C. Collin, Vivus

G. Smith, Chas. R. Sherlock, Edward H. Collins. All of Syracuse, N. Y.

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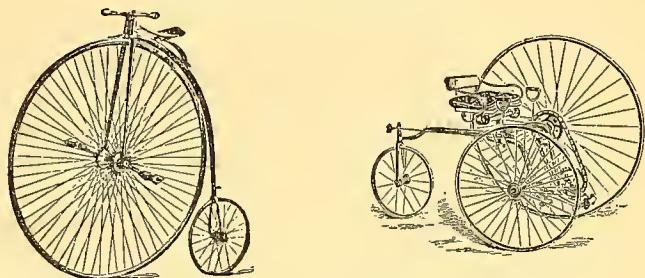
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