

THE Bicycling World

ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. 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, 1 APRIL, 1881.

MODERN ATHLETICS. — It is with pleasure we observe a growing fondness among the better class of Americans for athletic sports. A tendency in this direction is as much prophetic of the future greatness of the nation as is any development of mental training. The aggressive and producing nations of the past—the Greeks and Romans, who were not content with mere receptive culture, who created literature, and who made and enforced laws for a whole world—were prepared for their wonderful work by long years of persistent physical training. In modern times the two conquering nations of the earth—the two that have produced nearly all we have in literature and music, the English and the Germans—follow a systematic course of physical education. The evidence of intellectual strength in these nations is too powerful to admit of any doubt that their marked and aggressive culture has been the outgrowth of a development of body commensurate with that of the brain.

The recent Union Athletic Games held in Music Hall gave evidence not only of the rapid strides we have been making in athletics, but showed also how fast athletics are coming into favor with the wealthier classes. The audi-

ence, as large a one as the hall could accommodate, was a refined one, and was made notable by the presence of a large proportion of ladies. The games under the conduct of Mr. Ferris were a most complete success. Mr. Ferris has labored for the past several years to remove from athletic sports the unpleasant associations that deprive them of public respect, and has so far succeeded that he now has the support and encouragement of the best class of Boston citizens. The novelties of a polo match on roller skates and a bicycle club drill were unexpectedly well received; especially the latter. The spectacle of a troop of handsomely attired men, mounted on glittering wheels, performing the most difficult evolutions at the sound of the bugle, aroused the greatest enthusiasm in the audience. The noiseless, swift motions, and the perfect control of the treacherous-looking vehicle were fascinating to those who had looked upon the machine as an instrument of mental and physical torture, rather than of healthful pleasure and comfort. Mr. Ferris is to be congratulated upon his originality and enterprise in going outside of the usual line of sports to make up a programme, and the gentlemen of the Providence Club are to be congratulated upon the highly creditable manner in which they gave the drill, as it was given under many disadvantageous circumstances. The men who participated in the games were mainly well-to-do citizens, and the bicyclers were all business men of Providence, who use the wheel only as a means of recreation. The absence of the professional element excluded much that is obnoxious to lovers of fair sports, and insured honest competition in all the games.

There is an absolute need of some form of athletic exercise for city men, who cannot in their short daily walks lay up that fund of health and strength necessary to the accomplishment of any considerable business. Those men who in their youth keep their bodies in fine working order, can in middle age draw heavily on this resource of strength, and always find their drafts honored.

THE LEAGUE MEET AND A BICYCLE AND TRICYCLE EXHIBITION.

THE action of the L. A. W. in selecting Boston as the place for the Meet this year, and 31 May as the date, is cordially approved by the wheelmen here. Many of us preferred Washington to New York, but all are satisfied with Boston,

and such of us as can do so will be glad to visit Boston. We all want to try the "sandpapered roads" of Massachusetts. Besides, Boston is the recognized centre of bicycle manufacturers and importers, and we all want to inspect their machines and other bicycle and tricycle goods.

But now if you want to make the Meet a big success, and cause every wheelman in the country to resolve to be there in spite of obstacles, you must persuade the manufacturers and importers to give an exhibition of bicycles and tricycles on the same day as the Meet, or the next day, lasting three days. By prompt effort, the leading English manufacturers can perhaps be induced to contribute to such an exhibition. At least those who have agents in this country may do; and others, hearing of such an enterprise, will be likely to appoint agents, and send machines for exhibition.

There is not a tricycle in this State. I have been thinking of ordering one for my wife; and I doubt not that, if they are introduced here, and prove to be convenient for ladies to use over our smooth wooden pavements, a number will be ordered this summer.

Besides, there are many gentlemen who are timid about attempting the bicycle, yet they wish they could have a safe and easily propelled road machine, which they could use without fear of undignified upsets or dangerous falls, and which would not require them to learn the art of balancing. Once introduced, I think the tricycle will rapidly become more popular than the bicycle. An exhibition of machines in connection with the L. A. W. Meet, will, I think, give a greater "boom" to the sport, and to the manufacture and sale of machines, than anything else which can be done. For one, I certainly wish to see the different styles before I order any more; and this is the feeling of many. B.

DETROIT, 26 March, 1881.

A. B. T. C. SUGGESTION. — *Editor Bicycling World*: It is gratifying to those who take an interest in the international aspects of bicycling, to notice occasional additions to the membership of the Bicycle Touring Club, in this country. There is, however, little apparent intercourse or *esprit du corps* among American members of that organization, as such. The consuls are doing well no doubt, but their work or their harmony of action does not get to the notice of the bicycling public. As a member, I should like to read or hear something of B. T. C. affairs oftener, and hope they will not be entirely eclipsed by the development of the L. A. W. Perhaps our worthy C. C. for the United States, if he be not too much engrossed in his spring bicycle and tricycle trade, might keep us informed through your columns.

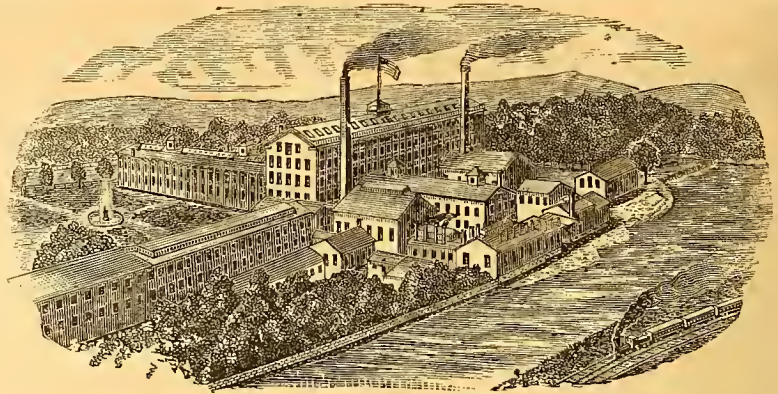
Why can there not be a meeting of B. T. C. members, called together about the time of the May Meet, and let us shake hands at least? CHARLES E. PRATT,

President L. A. W., etc.

BOSTON, 24 March, 1881.

A GREAT AMERICAN MANUFACTURE.

ITS conception was in the summer of 1877. An English guest at a gentleman's residence in Newton, Mass., could not forget his hobby-horse. He pined in health for its exercise, he pined in spirits for its diversion and for its complete conveyance. He sought out one skilled in wheel-craft, and got a wheel made at an expense of \$313. This English guest became his host's preceptor, in August, 1877 and really founded the manufacture of the modern bicycle in the United States. He interested Col. Albert A. Pope, his host, not only in the machine, but in the use of it and the construction of it, and gave him such accounts of the then ten-year-old manufacture of it in England, that he conceived the idea of becoming the pioneer of a new industry. In the fall of that year Col. Pope ordered an invoice of bicycles from England, the first of which were received about 1 January, 1878. He visited England, and made the best observation he could of the styles and methods of manufacture, and the development of the use of bicycles, and satisfied himself by personal examination that the enterprise was one which might be ventured upon by a competent business man, with sufficient command of capital, and the degree of patience and enterprise suitable for all such undertakings,—in which not only the article is to

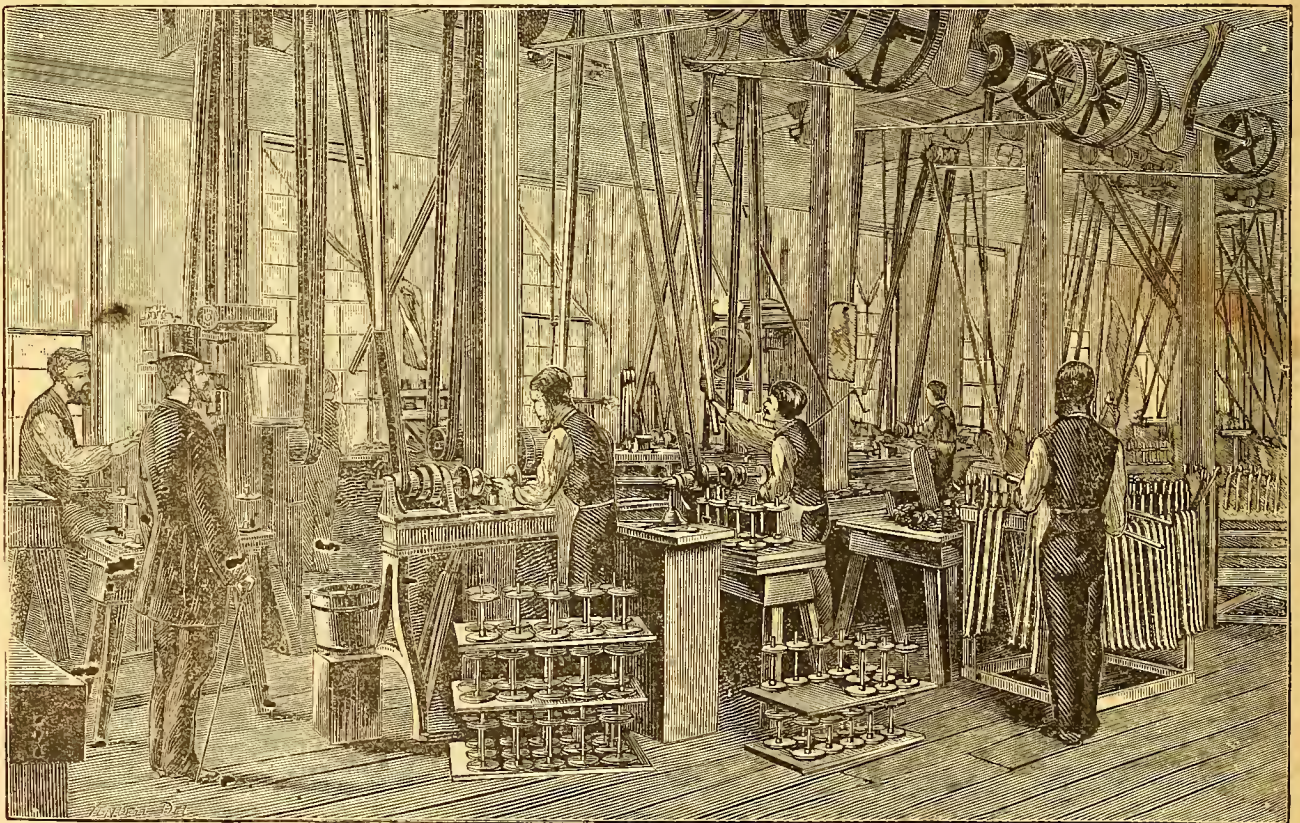


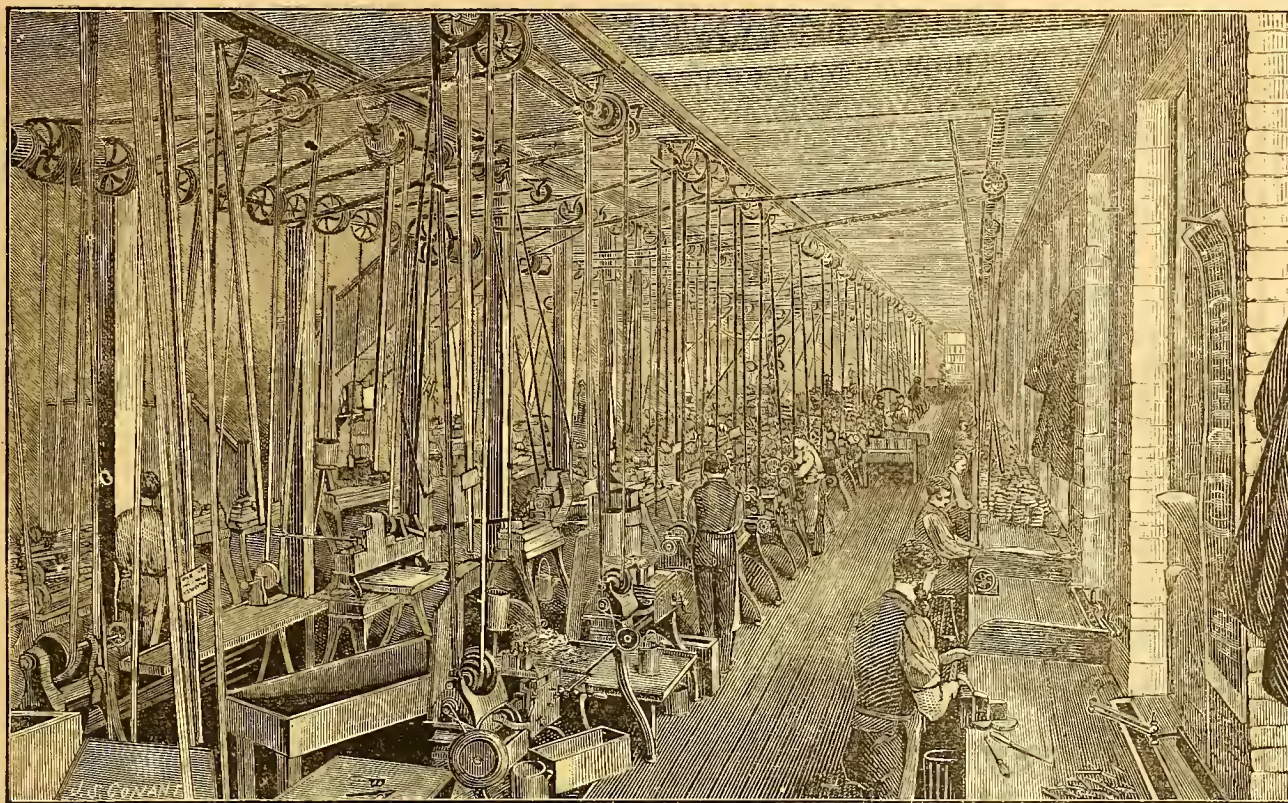
BICYCLE FACTORY, HARTFORD, CONN.

be manufactured, but the demand is to be manufactured for it.

In the spring of 1878, Col. Pope directed the energies of the Pope Manufacturing Company, a corporation of which he was and still is president and principal owner, to the American manufacture of bicycles, and at once invested considerable capital in the preparations. The Weed Sewing Machine Company, whose works at Hartford are noted for turning out some of the best machine work in America, was induced to join in the enterprise. The attempt was not made to construct an entirely new style of machine, or to invent something more excellent; but the more prudent course was adopted of taking a good standard model already

tried and popular, and making the first machine after the pattern of that. The one selected was the "Duplex Excelsior" of Messrs. Bayless Thomas & Co., of Coventry. It was a stanch, strong, and satisfactory machine for rough roads and elementary riding. The first ones like this were on sale in their warerooms, in September, 1878. From the spring of 1878 until the present time the company have conducted and extended this manufacture at the works at Hartford, Conn., upon what may be termed the truly American scale; that is, they started with a view to making every part of the bicycle by machinery, so that the parts should be interchangeable, and so that in the end, or after the manufacture had progressed





for some time, there should be an opportunity for profit to the manufacturer, commensurate with the capital invested, and consistent with the pecuniary advantage of purchasers. The facilities of the Weed Company were enlarged by additions to their buildings and machinery, and the two companies made ample preparations. They secured and kept up the services of designers and model makers. They drew upon the best experience at home, and the most instructive literature of the subject, and examination of machines made abroad, and have continued to improve upon their adopted style. The principal variation, and their best model, was started in the winter of 1878 and 1879, but not fully brought out until the May Meet in 1880. This was known as the "Special Columbia," and previous machines made by them were known by the simple name of "Columbia." This "Special Columbia," has since been improved, as all their machines have been, in details of construction. The former style of machine was improved and perfected, and brought out in the spring of 1880, bearing the name of "Standard Columbia." They have also made the "Mustang," of cheaper grade.

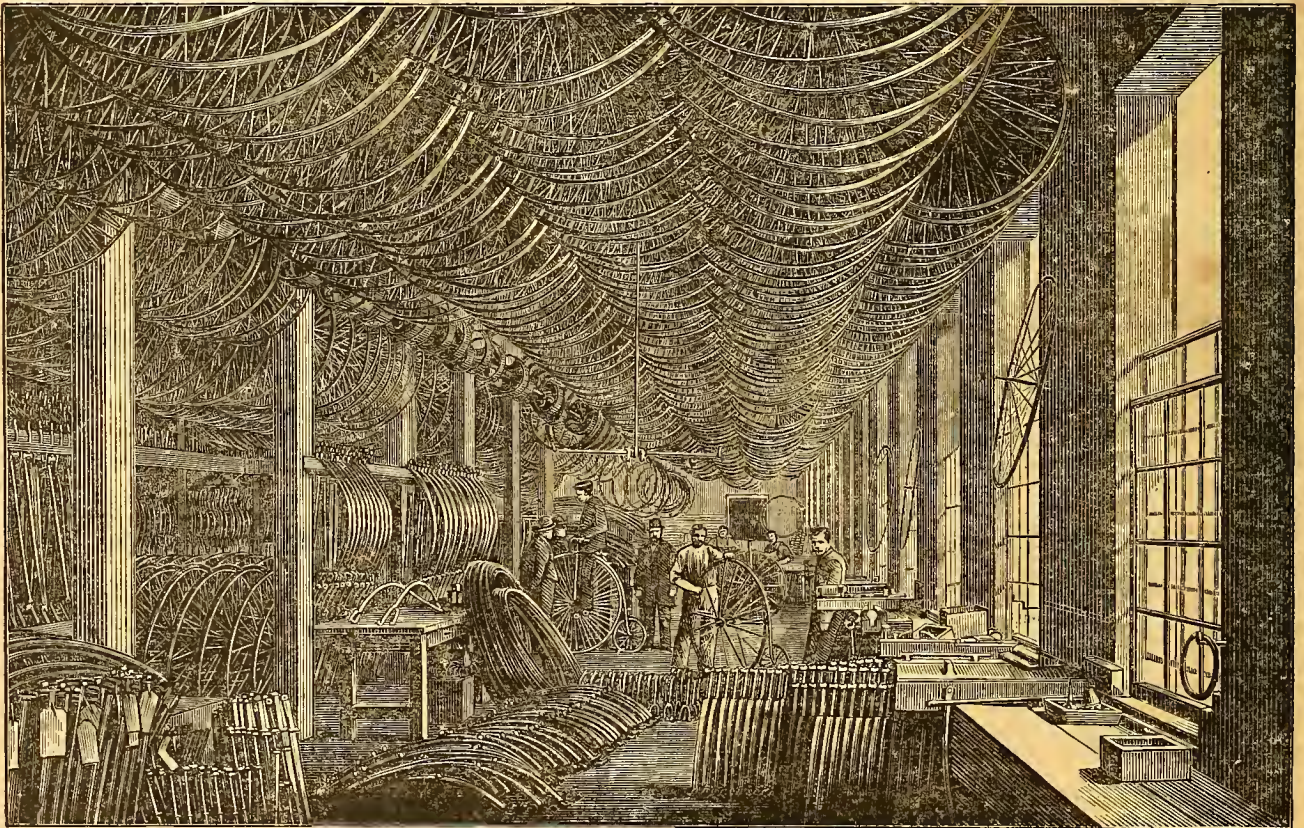
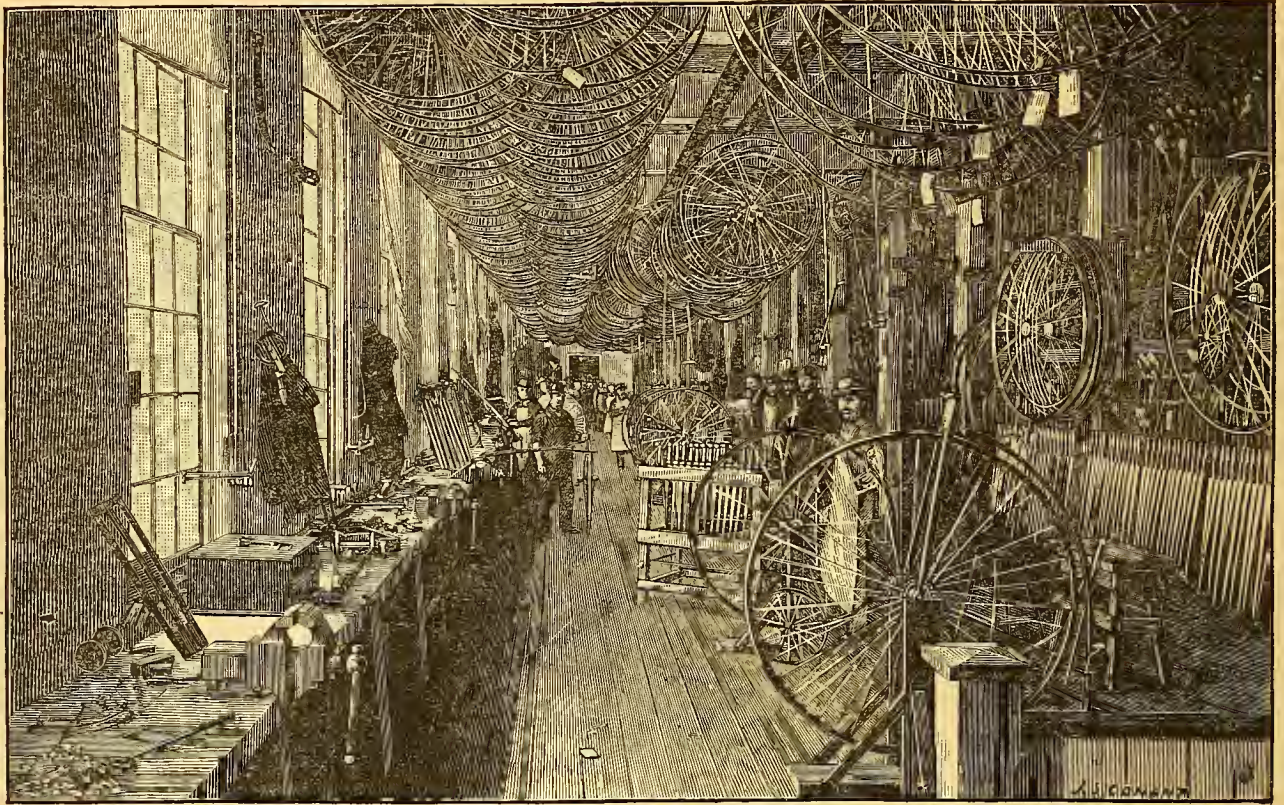
The Pope Manufacturing Company and their experts have paid more attention to perfection in construction and workmanship of the bicycle than they have to modifications or inventions in general structure; the expensiveness of changes, as well as their good judgment as to other matters, leading them to be

conservative in the matter of innovations. They have, however, brought out some original improvements in bearings, pedals, heads, etc., and especially in the machinery for making the parts of bicycles, many of which have been patented, or have pending applications for patents upon them. They keep a corps of tool makers constantly employed, improving the machinery for the construction of bicycles, and for such changes as they may introduce.

In this cursory sketch, of course many things will escape mention which might seem more deserving of remark; but the principal object of the article is to introduce to readers who have not had the pleasure and instruction of visiting the works where only in America bicycles are manufactured on a large scale, some idea of the magnitude of the business, and some little acquaintance with the largest and best appointed bicycle factory in the world. The capacity of this factory is such that twelve hundred bicycles per month can now be turned out, and every part and particle of their machines and the accessories for them is made by them, or under their supervision, from the rough material. The works where this manufacture is carried on are located in Hartford, Conn. The buildings have several acres of flooring, and the larger part of them is devoted entirely to this manufacture. A general view of them is presented in cut No. 1. After entering the main building, the visitor will find first, of course, the offices,

then the designing and draughting room, of which we have no illustration, as we have none of the model room. In these rooms the experience of the men at the factory and of those of best experience and best judgment elsewhere is focussed, and the work is mapped out, so to speak. Passing by a winding way to the rear of the premises, one comes upon the forge shop, and here the interest begins. Arranged on either side are a dozen large drop forges with their accompanying contrivances, while in the corners of the shop are pony hammers and power hammers of different sizes. Just off from the main room is a cabinet for the dies which are used in the forge shop, the various sets being kept in their proper places when not in use; and many of them are so large and heavy that they require two men to handle them. It is believed that some of the dies used in this shop are the largest made in the country, and some of the forges are the largest drop forges for forging to required form that are made in the world; and these dies themselves are made in another part of the works, by expensive machinery, under the direction of the most skilled labor. In forging their open head, for instance, four or five sets of dies are used, and one of these sets of large steel dies requires a fine workman, with the best machinery, six weeks to cut and finish.

Not all the forging, however, is done in the forge shop; there is another place where the rims are forged with rollers. There is the perch shop, where the back-



bones are drawn, and have the proper curvature and proportions given them. In another room the welding of the rims is performed by machinery peculiar to this factory. In still another, the front forks are welded to the arms extending downward from the head of the bicycle, and the rear forks are welded in like manner; in another is the polishing room, where the busy emery wheels make the fine metallic finish. In another room, or rather several rooms, the ingenious and wonderful screw machinery cuts the nuts, screws, and bolts from the crude rods of commerce.

In the lathe room, represented in cut No. 2, the cutting, milling, and turning of the cylindrical parts is done; in another room the ball bearings, also peculiar to this factory, are ingeniously made; in another room, shown in the third cut, and which may be called the milling room the hubs are turned and formed, to receive the spokes, and to be fixed on the axles; in still another room, which may be called the tiring room, the rubber tires, now made in moulds, are stretched upon the rims, cemented, and baked; in another room, which we may call the wheel room, represented in cut No. 4, the wheels are set up and trued. In another, which we may call the assembly room, represented in cut No. 5, the wheels, forks, and backbones are put together, and every part duly marked. One of the rooms, however, not less important than the constructing rooms which we have already referred to, is called the inspection

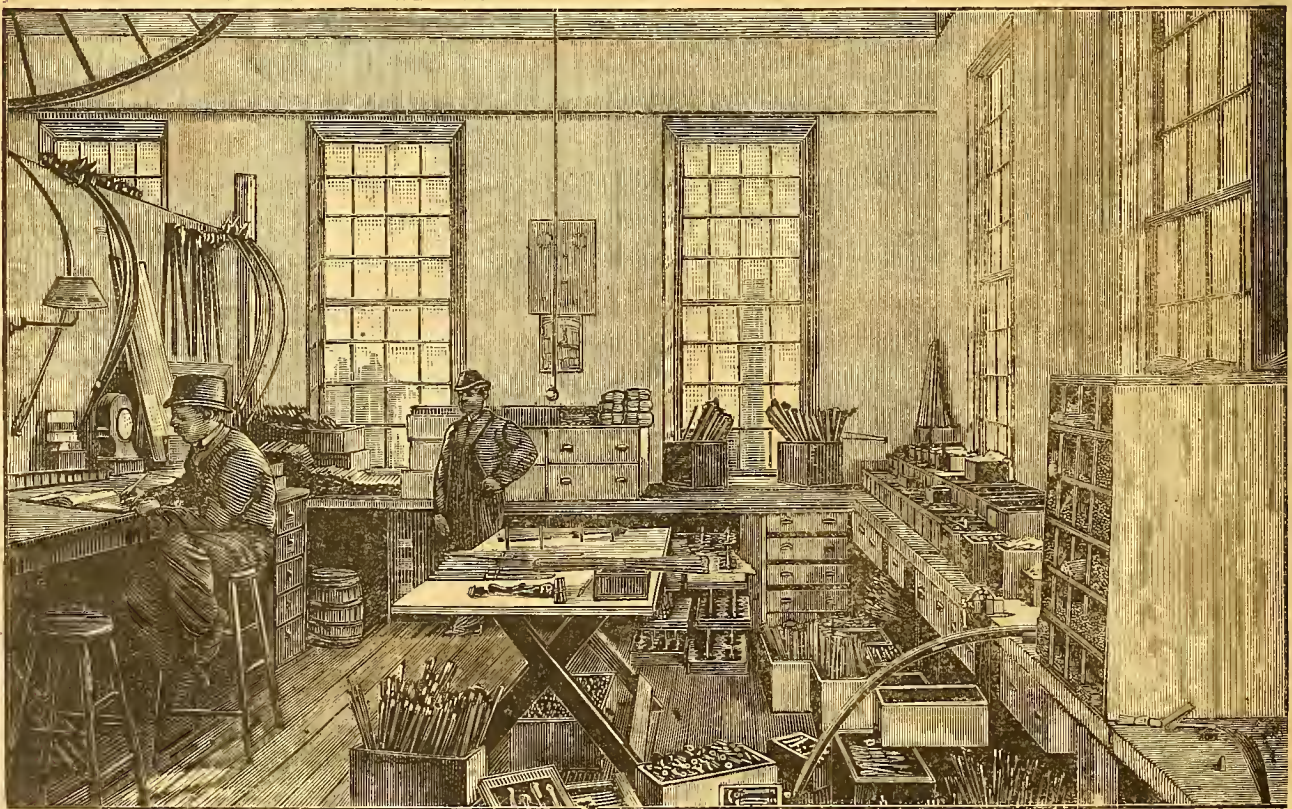
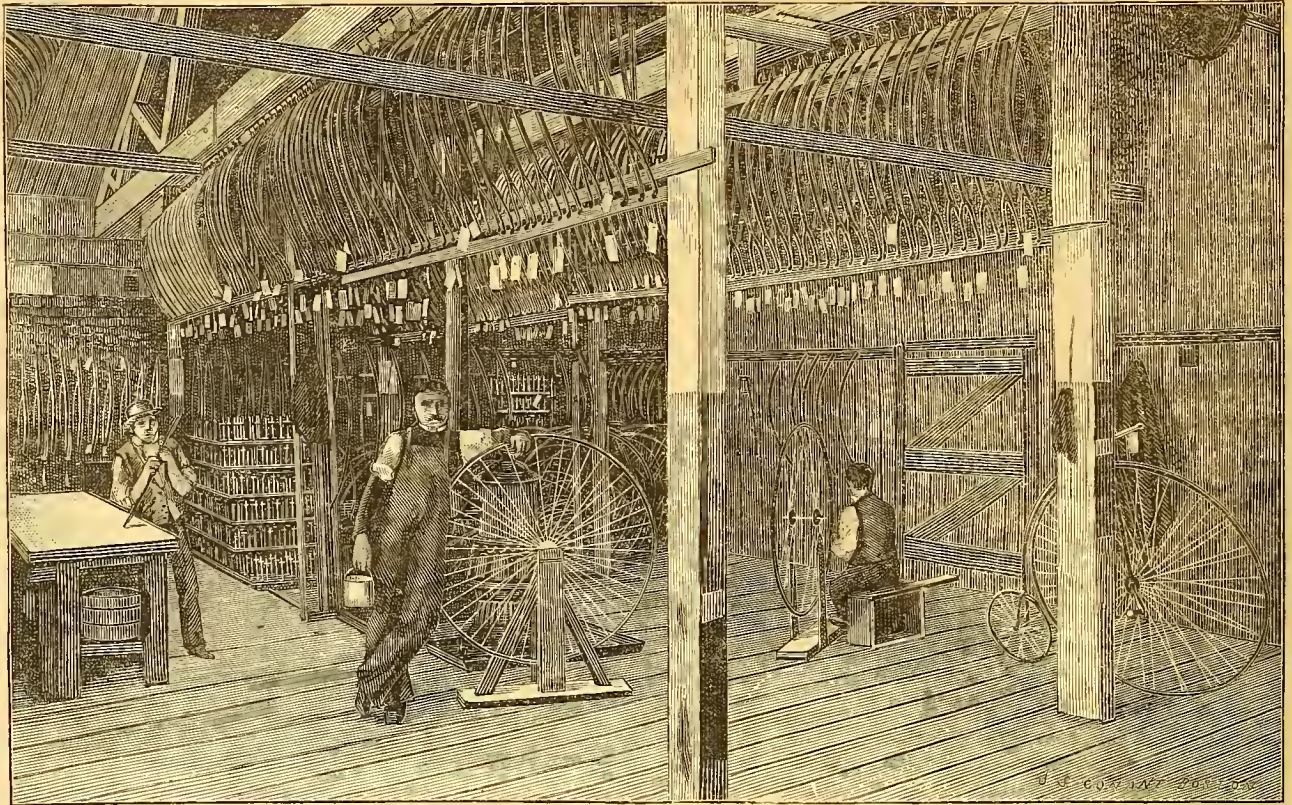
room, where all the parts of the different bicycles made are brought and tested with as much care as the finest watch machinery is tested, to discover defects or irregularities, or as the "Colt" pistol, for instance, is tested, to try its strength and soundness; and all the imperfect parts are rejected, and every part and every workman's work is brought to this room for judgment. It is represented in cut No. 6.

From the assembly room the parts are taken to the paint shop, also represented in cut No. 7, where those wheels and parts which are not designed to be all-bright, or to be nickel-plated, are painted with their several coats and stripes. The nickelling at this factory is done with fine art and liberal coating, all the parts being carefully ground and polished, then coated with a film of copper, and then with a heavy plate of nickel, before the machines are put together. This is done in a shop of which we have no cut. Another room, represented in cut No. 8, is the store-room for small parts, in which is kept the surplus collection of all the small parts which enter into the making of a bicycle. And here it may be observed that the number of parts to a "Standard Columbia" is about 77, not including those parts of which several are used in the same bicycle, as for instance, spokes, cranks, nuts, etc.; those of the "Special Columbia" number about 66, not including those of which several are used, such as spokes, nipples, etc.; the actual number of parts in either bicycle being about 300.

and this store-room for small parts might be aptly described as a new curiosity shop. Again, there is the store-room for bicycles, where the completed machines are held at the factory, indicated in cuts 9 and 10, to be drawn from by orders from the salesrooms in Boston and elsewhere. From these store-rooms, when orders are received, they pass to the grating, boxing, and marking room, of which we have no cut.

It is an interesting experience to begin at the forge shop, and follow, step by step, the process of manufacture, from the rough bar of steel through all the various stages, until one is ready to take the completed wheel at the office door and ride away. To do so will give one great respect, not only for the American style of manufacture, by means of machinery and on a large scale, but also respect for the enterprise and persistence of the company which took up this industry when there was scarcely a perceptible demand for their product, investing thousands and thousands of dollars for tools and machinery, many more thousands for stock, and many more sands for labor and other expenses, and have carried along the manufacture with one hand, while with the other they have spurred the demand by teaching the American people, by patronizing and encouraging the literature of bicycling, and favoring clubs and associations formed to promote its spirit and enjoyment, and in many other ways. These works, so cursorily described, are in charge of prac-





tical wheelmen; and the visitor who may be attracted by this article to visit the works, if he be a wheelman or any one interested in the subject of bicycling, will find Secretary Day, of the Weed Sewing Machine Company, a most genial and intelligent guide and instructor.

It was not only natural, but prudent, that in projecting so expensive an enterprise, the Pope Manufacturing Company should take the best of care, and put forth the best efforts to make their way safe and clear, through the multitude of patents on velocipedes and bicycles, which could only be done by obtaining control of patents, or purchasing licenses at a large expense; and should also hedge about and protect their manufacture, to some extent, until they should have received at least some return for the money invested. To accomplish both these ends they have secured the most important American patents relating to bicycles and tricycles, and their various parts. Some of these patents they have tested by suits in the courts and sustained and under all of them the public has acquiesced in their validity, those interested in the manufacture of velocipedes or the importation and sale of bicycles having taken licenses. And it is commendable in the Pope Manufacturing Company that they have not attempted to be exclusive in their control of these patents, or, like "a dog in a manger," keep other people from supplementing

their own work and effort to supply the American demand for bicycles, but have granted and still pursue a policy of granting licenses under all their patents, to those responsible parties who will aid in supplying and extending the demand, and are ready to devote capital and enterprise to this object.

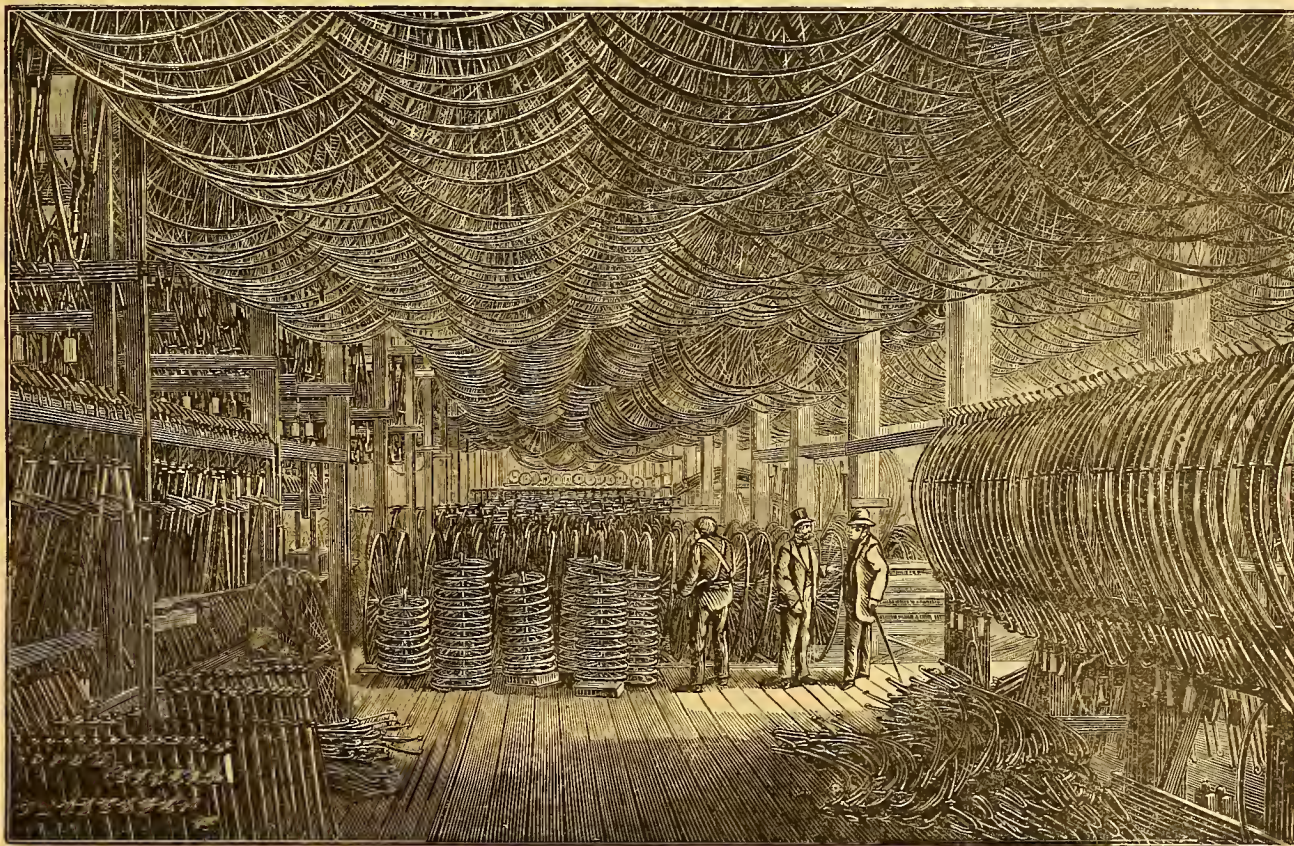
More familiar to many readers of the *BICYCLING WORLD* are the offices and salesrooms of the Pope Manufacturing Company, in Boston. Until late in 1880, these were on Summer street, but have been removed to a commodious and elegant building at 597 and 599 Washington street. Here the visitor finds the company occupying two entire stories of a large building in the centre of the city, to the first of which he may ascend by two broad flights of stairs in front, or by an elevator in the rear. Here are ample and well-lighted offices, a cheerful "president's room," a show room with the various sizes and styles of bicycles, including foreign makes and tricycles, and a wareroom in the rear. Above these are a riding floor of sufficient size for trying bicycles and tricycles, or taking the first lessons in their use; a well-appointed repair and fitting shop, a painting room, and considerable space for storing and crating.

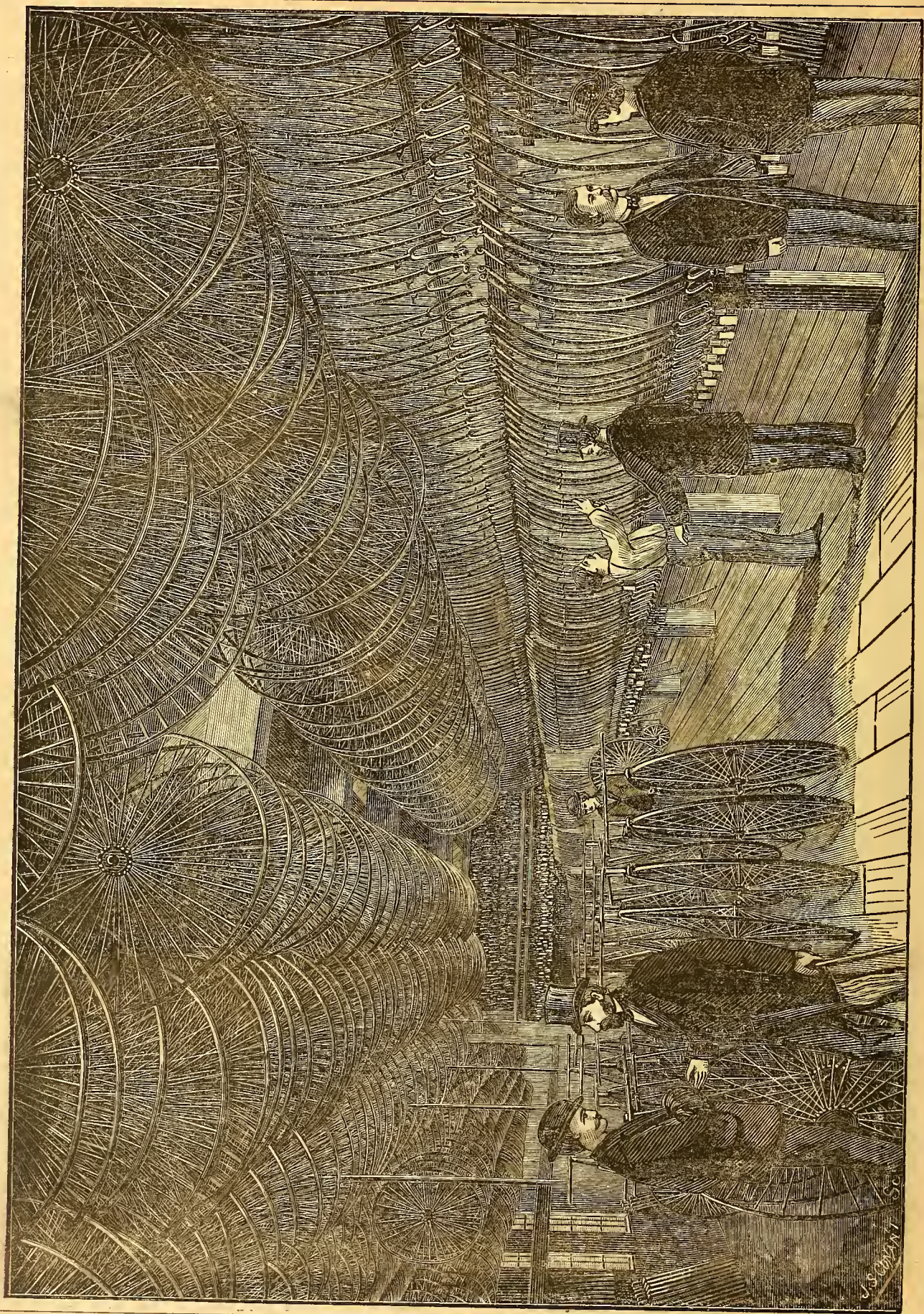
No illustration of this building or these rooms is at hand; but Col. Pope may frequently be found in the president's

room, and Mr. E. W. Pope, the genial and unassuming captain of the Massachusetts Bi. Club, who is the secretary of the company, may usually be found here, giving every attention to visitors, and keeping an executive eye on their large business. Here the greater part of the mercantile business of the company is performed, and from here the retail orders for machines are received and filled, the larger orders being sent to the factory for direct shipment.

The company has its local agencies in more than two hundred cities and towns of this country, and a general travelling agent; and it has expended thousands of dollars a year in systematic and judicious advertising. Its business is thoroughly organized, and is conducted with great sagacity and enterprise, as well as with liberality to the public and honorable fairness to all others in the same or related lines of business. It has been successful, in these three years, in making good and constantly improved bicycles in America, in establishing a new industry and making a large market for the product, and in sustaining its patents in every contest where they have been brought in question. As was said before, this is a large and interesting manufacture, and its existence and success make the future of bicycling in this country more secure and promising.

REPORTER.





TRICYCLES. — LEADING VERSUS TRAILING STEERERS.

My experience with tricycles compels me to think that "C. E. P." has spoken rather too highly of the Excelsior or "Harvard" Tricycle. It is without doubt a beautiful machine, made of the best material, and in the most thorough manner; Bayliss, Thomas & Co.'s name is a sufficient guaranty of that.

My objection to the machine is in the form of construction, which entails: first, a trailing steering wheel; second, a spoon brake upon that wheel; and third, small side-wheel.

Now, the machine is driven at one side only, to which I will raise no objection, as the large majority of three-wheelers are so constructed, independence in rotation as yet appearing essential to safe turning. But the inevitable result is that the tricycle has a constant tendency to run to the side *away* from the driver. Any one may be convinced of this by running a one-side-driving tricycle in short circles in both directions. He will find that while with the driver outside, he can turn with a minimum of effort, when the position is reversed, not only is a strong power required, but there is a skidding or side-slipping of the small steerer unless he is able to throw a large proportion of his weight upon it. Is running straight upon the road, there is the same tendency to skid in less marked degree, but in direct proportion to the effort of the rider. Now, we will suppose one of these rear steerers, of which the Excelsior is a type, being driven up an incline; the rider, to increase his power, throws his weight principally or entirely upon the pedals, which are bearing at a point in front of the driving axle; his weight is then not only taken entirely off the steering wheel, but it is so applied as to lift it. The evident result is a continual skidding of the steerer, necessitating its incessant turning, and causing an erratic movement very vexing to the rider when exerting his full power. Now, if the steering wheel had been placed in front of the pedals, every increased tendency to skid would be met by a corresponding increase of weight upon the steering wheel, resulting in smooth, sensitive steering.

In coasting also, the center of gravity would be thrown forward, resulting in the Excelsior or Meteor in an insufficient grip of the steering wheel, and the possibility of a header (there being nothing more to prevent it than in the bicycle, except the lower position of the rider); while the front steerers, the Devon, Salvo, or Centaur, are free from these defects.

There is one style of brake which has been considered inapplicable to bicycles, although Harrington's Arab has it, applied through unsatisfactory thumb levers and cords. This is the strap brake, — easily applied to the driving wheel of a tricycle by means of a hand lever. It is perfectly safe and of great power. I have brought the Centaur to a standstill in 20

feet from a 4-minute gait. It does not touch the rubber as in the case of the spoon brake, and is applied to the wheel that carries the most weight. The Excelsior spoon brake may be powerful enough to stop the wheel, but in coasting a steep and slippery hill, there cannot be sufficient friction between the road and the tire (when so little weight is upon it) to stop the machine in an emergency.

My only objection to the small side-wheel is that its traction upon the road being rather less than the larger driver, the continual tendency to turn is rather increased. This, however, is now used upon very few makes.

I should like to have "C. E. P." try a front steering machine with a strap brake, and then let me know if he still prefers his "Harvard." IXION.

NEW YORK, 21 March, 1881.

HENRY'S APPRENTICESHIP.

I THINK it is about three years since Henry, my husband, first felt the yearning and unconquerable desire to combat with a bicycle. I remember the day distinctly that was commemorated to his first fall. I had been engaged all the morning in the delightful pastime of patching and darning, until my moral condition was at a very low ebb; consequently, when Henry entered the room in a surreptitious manner, with a crab-like motion, my practised eyes were drawn to a disgraceful rent in the knee of one pantaloons, and a yawning fissure in the shoulder of his coat. No one but a true woman can appreciate the appealing eloquence of a generous tear, and its "total depravity."

I took in all the surroundings at once, and exclaimed in severe tones, "Henry, you have been *trying* to ride a bicycle!" I have, naturally, a very commanding voice and a corresponding presence; so that Henry, knowing the weight of every tone and expression, always answers with great judgment and veracity.

"Well, yes, my dear," he replied, strenuously endeavoring to protect the left knee and right shoulder from my scrutiny, with a marvellous twist of the body; "you see Jones has been after me every day for a week, just to try his machine once, and I really could not offend him by refusing so often."

I glanced up sternly from my work, recognizing instantly a newly developed trait in my husband's character; and he wavered just a little as he continued. "So, to-day, having nothing particular on hand, thought I would try; but somehow the machine turned a little when I was n't looking, and I went off; and you see —"

"Yes, I see perfectly, — a new suit of clothes utterly ruined!" I answered.

Well, as bad as this was, I found to my sorrow that it was only a gentle introduction to worse mishaps. The many weary days I spent disfiguring my nose against the window-panes as night came on, watching for ambulances and shutters; the restless morning naps I had

after his 5 A.M. trips; the various mournful stages of prospective widowhood I passed through, only mitigated by his sudden appearance, lame and halting, up the lane!

One afternoon he nearly passed from among us. It was many months before I dared to allude to the adventure, for various reasons; but now that time has softened the recollection, I can refer to it again.

We were all playing croquet on the back lawn, — my two sisters, the professor, and myself. It was a pretty place, and nicely shaded; but being quite retired, was devoted certain days in the week to the practical purpose of drying clothes. At the four corners stood ornamental posts, and stretching from them was a — well, let my story tell the rest.

While we were watching a most scientific but unsuccessful shot of the professor's, — his eighth, I believe, at the same wicket, — we descried Henry coming down the lane on his new bicycle. His gait was uncertain, but still he managed to keep on, which was a decided improvement on the three days' previous attempts.

We were so pleased with his success that we all stopped playing and watched his sinuous approach.

"Come down here on the lawn, and let us see you ride," called out my youngest sister.

The professor joined his entreaties to ours, at the same time stumbling over his croquet ball in such a manner as to send it clean through the wicket.

Now, leading down to the lawn was about twenty feet of smooth paving stones. Henry was at first inclined to refuse our invitation; but with three fair women awaiting you admiringly, who would not run many risks?

"Get out of the way," he shouted, as he struck the smooth stones. His bicycle, receiving a new impetus, glided swiftly down the walk, and then we saw what fills my soul with horror, even to this day.

A sudden backward movement of the head, a complete revolution of a body, and an almost decapitated bicyclist lay flat on the grass. We were perfectly ignorant of the cause of the misfortune, attributing it solely to my poor Henry's want of skill. We ran to pick him up, but a sudden glare in his eye arrested us.

"Why did you not tell me about that wire?" he shouted, between breaths.

"A wire! where?" we all exclaimed, in one quivering voice.

"Why, right over your heads."

And there in the sunlight was a treacherous clothes-line of quivering steel!

We looked at each other, at Henry's throat, that still, round and firm, without an unsightly gash, was bared to the summer breeze. What saved him has always been a mystery to us. Perhaps there is an especial Providence watching over wheelmen! One thing I can answer for, and that is, that Henry has never forgiven us entirely for the unfortunate invitation he accepted that day.

He was only slightly injured physically, but we never fully ascertained the extent of damage to him morally. He left us in dignified silence; and my sisters were so much distressed by the almost fatal disaster, that had it not been for my wonderful recuperative powers, the Professor would have gone on his way rejoicing over a dishonestly gained wicket. I did not care anything about the advantage it gave him, but I could not conscientiously encourage such unparalleled audacity, so I placed the ball before the wicket with decision, and advised him to make a "ninth honest effort." AUGUSTA.

FAIR WEATHER.

A tricycler fair, a bicycler brave,
Slowly riding together;
But though he an answer seems to crave,
He's not discussing some subject grave,
But talking about — the weather.

"Cloudless above us spread the skies,
Foretelling glorious weather;
Cloudless, too, are your sweet eyes:
In their depths my future lies,
As we ride together.

"In your eyes, unclouded blue,
Ah! I wonder whether
I might find an omen, too;
I might gain assurance true
Of my life's fair weather?"

Ended now his murmur low,
Still they ride together;
As the shadows longer grow,
On her face a rosy glow
Promises fair weather.

L. H. S.

THE WHEEL IN WILKESBARRE.

WHILE Boston revels in dry roads and good bicycle weather, the unhappy residents in New York and Pennsylvania are wallowing through mud, ankle deep, or fighting it out angrily against snow and blizzards.

In Boston, the bicycle schools are very active, the trade is beginning to waken to its certain spring and summer activity, and many riders can be seen at all hours upon the streets and roads out of town.

I have just returned from a flying visit to the interior of New York and Pennsylvania, having gone as far as Wilkesbarre in the Wyoming Valley. This is a wealthy and growing city, but out of doors it is in doleful plight. The winter holds on more tenaciously than it does in Boston, and the streets are in a wretched condition. Bicyclers do not venture out, and happily do not need to.

The club of that city has good fellows, good machines, and the finest roof over them and smoothest floor under them I have ever seen in possession of a club.

The market house of the city, a fine brick structure, for reason unknown to me, has been abandoned by the dealers in onions and squash. The butcher boy has given way to our craft, and now, with an excellent floor nearly 200 feet square, and admirably lighted and heated, it makes a club-house fit for a king, or for a club of kings. I leave the reader to reverse the title and perpetrate the inevitable pun.

Good riding is done there by the members, and they will come strongly to the front this next season among the wheelmen

of the United States. They are now beginning to take up club drill, in addition to individual practice.

The beautiful scenery and excellent roads of the Wyoming Valley are destined hereafter to develop many riders in the named city, and Pittston and Scranton.

It is to be hoped that the Wilkesbarre Club will send some of its good men and fine machines to the Meet in May. By that time the roads from that region towards Boston will be in excellent condition. Over much of the route there is a good road-bed, and the journey could be made with little pain and much pleasure at a good rate, — perhaps as much as 50 miles per day.

I beg leave to suggest, through the columns of the BICYCLING WORLD, that the Wilkesbarre make the trip, picking up on the way the riders in Scranton, Binghamton, Utica, Albany, and perhaps some towns in Massachusetts. In the main, the route would lead through a fine country, and such a jaunt would do more to make new riders proficient than any other possible training.

If such a movement were organized with care, riders might join it from Buffalo, Rochester, Syracuse, and other western towns. Part of the journey could be made by rail, and if even a dozen riders or a half-dozen should come on their steeds to the Meet, it would add greatly to the fame of that event. By all means let us have one genuine pilgrimage to the Hub. H.

WHEEL CLUB DOINGS

CINCINNATI BI. CLUB. — *Editor Bicycling World*: — It being so seldom that you hear any bicycling news from this point, I judge that a little will be appropriate.

I notice in a recent number of the WORLD that some of our western clubs have disbanded; "have in fact shown a discreditable lack of backbone." This, however, is not the case with the Cincinnati Bi. Club. In fact we have collectively considerable of that article.

We rented "Power" hall in Exposition buildings last November, and intend giving it up in April. This hall has furnished us a fine track of 10 laps to the mile. Some pretty fair time (for us) has been made: 5 miles in 20 minutes has been accomplished by some riders, and the other night the undersigned saw a "man with a stiff knee" do his mile in 3.50. A number of our members intend to do some touring the coming summer. A ride to Columbus and return is talked of. The penitentiary is located there. We at present number fifteen members.

JOHN SMITH.

THE STAR BI. CLUB. — *Editor of Bicycling World*: — The Star Bi. Club gave its first annual party last Wednesday evening, and it was a very enjoyable occasion. The following is a notice from one of the local papers: —

"The first annual dancing party of the Star Bicycle Club was held Wednesday

evening, in Infantry Hall, and was a very enjoyable affair, a select company being present. Some seventy-five or more couples were on the floor, under the management of Frank H. Hobbs, Walter O. Faulkner, Frank S. Winship, Asa Barker, Jr., and Frank J. Faulkner. The order was made up of sixteen dances, and was a neat affair, got up by T. P. Nichols. The first leaf showed a miniature bicyclist on his machine, with a music scroll under his arm, upon which was the club whistle. Ward's quadrille band furnished the music."

The club is in good condition; has supported a club-room all winter, and kept up the interest very well. At present we have quite a number who will join the club as soon as the roads get in good condition, which we hope will be very soon now, as Captain Faulkner rode to Malden and Nahant one afternoon this week, and reported the roads as being in pretty good condition. F. S. W.

MILWAUKEE BI. CLUB. — *Editor Bicycling World*: — Friday afternoon, 28 January, the Milwaukee Bi. Club met in Angus S. Hibbard's office in the Chamber of Commerce building, to reorganize for the coming season and to decide on material for a uniform. Samples of drab corduroy were presented; but after due consideration, it was decided to name a committee, consisting of Messrs. Stark, Keene, Hibbard, and Haskins, to make selections of cloths, and report at the earliest opportunity.

The next meeting was held at the headquarters of the club in Richardson's Emporium, and was quickly called to order by President Hathaway, that plenty of time might be had for a free discussion of the "uniform" question, and to hear the report of the committee. Mr. Hibbard said the committee had visited all the clothing stores, and out of thirty samples had selected a light gray for the entire suit, and recommended the same. The motion was rejected by 8 nays to 7 ayes. A new committee was then announced, consisting of H. C. Reed, D. G. Rogers, Jr., W. A. Friese, and F. B. Keene; and at a special meeting held 9 March, it was moved and seconded that their selection, consisting of a dark green for the coat and gray for pants, be adopted, which was carried unanimously. The uniform for the season of 1881 will consist of dark-green patrol jacket, with a celluloid collar and cuffs, light-gray knee-breeches, stockings to match, Oxford ties, white flannel shirt, with black silk necktie, and gray helmet hat and polo cap of dark green.

The club is already considering the feasibility of conducting a "run" in the spring-time, gentle Annie; that is, as soon as the roads are in condition. This meet will be as interesting and enjoyable as it will be possible to make it. The proposed route is to extend through Waukesha County, and especially to follow the roads that border the beautiful lakes in the vicinity of Oconomowoc, Pewaukee, Lakeside, Delafield, and Summit. In all probability the start will be

made on Saturday afternoon, 28, May when we will have three days, as Decoration Day falls on Monday. The trip is to extend to Waukesha, and remain over night. The next morning the course will be shaped towards Delafield, and from thence to Oconomowoc in time for supper, and spend the evening there. Monday morning an early start will be made for Lakeside, where dinner will be served, then enjoy a ride to Pewaukee, and finally to this city.

As it is impossible for many Western wheelmen to attend the League Meet at either Washington or New York, it is possible that over a hundred wheelmen can be brought together here, and celebrate the L. A. W. convention.

Fred H. Browne, last year's captain of the Chicago Bi. Club, is now located here, in business with L. M. Richardson, and drills the boys at the headquarters every afternoon.

Harry Haskins, who bestrides a 52-inch Premier, has departed for New York, Boston, Washington, and other Eastern cities, where he expects to participate in the League run.

Angus Hibbard is compiling a log-book, as director of the L. A. W., comprising club and individual runs, places, condition of roads, and time, and will issue a circular, asking them to keep a log of their runs during the season of 1881.

At present, there are 43 members in the Milwaukee Bi. Club, an increase of 17 since 1 November. Of these, there are 7 Harvards, 8 Premiers, 27 Standard Columbias, and one Special Columbia. Two ride 48-inch wheels, 7 ride 50-inch wheels, 12 ride 52-inch wheels, 8 ride 54-inch wheels, 5 ride 56-inch wheels, and 2 pedal 58-inch Harvards.

The club is in a good financial condition, Secretary Stark's annual report showing a cash balance of \$113.24.

The annual election of officers will take place Monday evening, 4 April.

"CYCLUM."

CHELSEA BI. CLUB. — The Chelsea Bi. Club held its first meeting of the season on Saturday evening, 26 March, and elected sixteen candidates for membership, the club now numbering thirty-four. It was voted that regular runs of the club take place every practicable Saturday afternoon at 4 o'clock, the place of assembling being Cary square. The question of uniform was pretty fully considered, and the choice of last year was adhered to with some slight modifications; that is, the uniform will consist of seal-brown corduroy breeches and coat, and stockings to match, white parade shirt, and gray riding shirt, brown necktie and belt. The style of head-gear, whether cap or helmet, and also shoes, was referred to a special committee on uniform, with instructions to report at the next meeting. The members desire much to interest the ladies of Chelsea in tricycling, and are considering the advisability of procuring one or two tricycles to loan their fair friends; rumors of which proposed action have reached the latter, and produced a flutter of pleasurable anticipation among them. The club also elected Lee C. Ashley and George C. Bosson, Jr., first and second buglers, respectively. There are some half a dozen still unattached riders in Chelsea who will probably join the club this season, and many more are projecting the purchase of machines, so that it is probable that Chelsea will have upwards of fifty bicyclers the coming summer.

WILLIAM E. GILLMAN, *President*.

[We hope to see you, all fifty of you, at the League Meet. — ED.]

FALLS CITY BI. CLUB. — A second bicycle club, composed of Louisville wheelmen, was organized last week in this city under the name of the Falls City Bi. Club. At the preliminary meeting the number present was fifteen, and the club starts out under most favorable auspices, having already nearly as many members as the Louisville Bi. Club. It is pleasantly felt that the formation of another club will be conducive to greater interest in bicycling by introducing a little generous rivalry, and thus bringing to light the latent racing stamina, now hidden beneath the modest exterior of the average bicyclist. The officers of the club are: Horace Beddo, president; F. A. Dunekake, secretary and treasurer; H. Schimpeler, captain; and Orville Anderson, sub-captain.

In reply to a Grand Rapids correspondent, whose club contemplates a tour down through Kentucky, and who asks about the roads, would inform him that Kentucky roads are probably as good as can be found in the average State. The roads from Louisville to Lexington, and to Frankfort, while somewhat hilly, are all that could be desired. Come if you can, and be assured you will find an old-fashioned Kentucky welcome extended to you from every club in the State. Any specific information concerning roads will be gladly furnished by the secretary of the Falls City Club. Come and test Kentucky hospitality. LAR-DE-DAH.

LOUISVILLE, 23 March.

A HEBREW HEADER.

Editor Bicycling World: — I was looking over some old Hebrew MSS. in my possession, and was much surprised to meet with a long exposition upon the bicycle, — or what I should judge from the text, referring to that peculiar machine. However, let the readers judge for themselves. The parchment was dated 34 B. C., and ran thus: "Behold! I have attempted to master the two-wheeled chariot. With much confusion do I, assisted by the centurion, clamber thereon, and he grineth like a dog, and leadeth me about the streets. My head swimmeth. He taketh his hand from off the chariot, and lo! I am sick even unto my bones. I can maintain my upright position no longer, when the hand of the ever vigilant — aye, the watchful — centurion graspeth the handle-bar, and straighteneth me thereon. My sandals are off,

my vestment is threadbare, and I am sore pressed. The youths upon the highway laugh me to scorn; they clap their hands together, and say, 'Go up, thou baldhead! Pride cometh to my rescue; I sit erect, I grasp the handles with much squeezing them on, and once more exclaim, in a loud voice, 'Propel me, O skilful master!' I regain courage, and, behold I ride alone! My face flusheth with an exceeding great flush, and I am filled with much joy. But, what see I in my path? — a small stone, one half cubit square. I smile, and plant myself firmly in the midst thereof (the saddle). I turn, or try to turn, to either side; but the stone loometh up: in the twinkling of an eye I am in the midst of the stone, and sailing through six cubits of space; I descend upon my digits and ignobly bury my nasal appendage in the dust. I invoke Abraham, Isaac, and the prophets, and vow I will ride no more; yea, never again. JONADAB."

Here the scroll becomes illegible; but words here and there may be deciphered, which lead us to believe the machine was sadly broken, and the patriarch sadly demoralized as far as forcible language could make him. "PHIL."

THE BICYCLE SHOW.

Now that the place of the League Meet has been decided upon, it remains with the riders to make it a success. In order to turn out a large number of 'cyclers, something should be done which will offer an inducement to men from a distance to make an extra effort to attend.

The suggestion by H. M., in a recent number of the "WORLD," is a good one, and should receive the support of all who are interested in understanding and appreciating the different makes of bicycles. There are a number of riders here who have never seen a tricycle; others who do not know one make of machine from another, and consequently are not capable of deciding for themselves what machine is the best. Now, if the Boston clubs would join together and give an exhibition of the different styles of bicycles and tricycles, they would confer a great favor on those wheelmen who do not have the advantage of living under the classic shades of Boston elms. If such an exhibition was held at the time of the League Meet, a great many would make an extra effort to be present, — not only to enjoy your good roads and to meet the "boys," but also to attend the first exhibition of bicycles and tricycles in the United States. The success of the recent Stanley show is of itself a sufficient guaranty that such an exhibition would be appreciated by all who will be at the L. A. W. Meet. If such an exhibition will draw a crowd in England, where bicycles are nearly as common as buckboards are here, it seems to me that a show of bicycles and tricycles and cycling sundries could be made self-supporting, and do a great deal to make the League Meet the success it should be.

PORTLAND, ME., 1881.

SPINNER.

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 Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

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.

PLAINFIELD BICYCLE CLUB, of Plainfield, N. J.—G. F. C. Smillie; J. W. Gavett, Box 237; Geo. E. Vincent, Box 555; G. Stuart Collins; Foster Milliken; L. M. Evans; A. Varian; A. F. Pope; W. Alex. Bass, Jr.; Augustus Marsh; Charles Hyde; Harold Serrell; Lemuel Serrell; Roger B. Murrey, Box 635; C. France Goddard, all of Plainfield; Prescott B. Vail, New Market, N. J.

OMAHA BICYCLE CLUB, of Omaha, Neb.—John E. Wilbur; George Paterson; John Carrier; Richard Carrier; Charles Woodman; John Hitchcock; Nett H. Hall; Joe R. Lehmer; Harry C. Cranz.

MERCURY BICYCLE CLUB.—Additional: A. F. Montant, 49 West 22d street; Charles D. Crist, 166 Fifth avenue.

NEW HAVEN BICYCLE CLUB.—Additional: Harry Alvan Hall, 18 Home place; Louis D. Benton, 325 Orange street.

BROOKLYN BICYCLE CLUB.—Additional: Frank H. Tice, 170 Schermerhorn street, Brooklyn, N. Y.

CRESCENT BICYCLE CLUB.—Additional: Robert N. Cutler, 299 Marlboro' street, Boston, Mass.

ROXBURY BICYCLE CLUB.—Additional: C. M. Clark, Laurel street, Roxbury, Mass.

UNATTACHED.—Lindsley H. Shepard, Sharon, Mass.; John F. Simons, 2103 Venago street, Philadelphia, Pa.; F. M. Simons and E. S. Simons, 1424 North Broad street, Philadelphia, Pa.; James Reynolds, Poughkeepsie, N. Y.; Gale Sherman, Lima, O.; John B. Bergen, Red Bank, N. J.; T. Henry Grant, Rutgers College, New Brunswick, N. J.; Charles J. Howard, 73 Duane street, New York, N. Y.

ARLINGTON BI. CLUB, of Washington, D. C.—Additions: Arthur M. Little, 216 I street, N. W.; Chas. M. Lewis, 1226 6th street, N. W.

PITTSFIELD BI. CLUB, of Pittsfield, Mass.—Additions: John T. Power; Fred Vermilye; Luther L. Atwood.

UNATTACHED.—A. S. Pattison, Cambridge, Md.; Harry H. Newcomb, Greenwood, Mass.; Lincoln I. Burt, No. 702 Tremont street, Boston, Mass.

CORRECTION.—Walter T. Anderson should read Walter T. Underwood, of the Roxbury Bicycle Club.

CONSULS OF L. A. W. FOR MASSACHUSETTS.—Chas. A. Pitkin, Braintree, Mass., business address, Thayer Academy; W. W. Stall, Brighton, Mass., business address, Faneuil Station, B. & A. R. R.; Willis Farrington, Lowell, Mass., business address, U. S. Bunting Co.; A. J. Philbrick, Salem, Mass., business address, 136½ Bridge street; H. W. Ames, North Easton, Mass.; Chas. H. Currier, Roxbury, Mass., business address, 2400 Washington street; H. C. Colby, Waltham, Mass., business address, American Watch Factory; F. H. Johnson, Brockton, Mass.; Edward F. Toleman, Worcester, Mass.; George M. Doe, Worcester, Mass., business address, Worcester National Bank; A. W. Darling, Worcester, Mass., address, Cherry Valley, Mass.; J. S. Dean, Boston, Mass., business address, 28 State street; Chas. P. Shillaber, Boston, Mass., business address, 124 State street; Fred B. Carpenter, Boston, Mass., business address, 13 Central street; W. D. Wilmot, Framingham, Mass., business address, Framingham Centre Drug Store; A. E. Wood, Northboro', Mass., business address, Woodside Mills.

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