

Bicycling World

The Official Organ of the League of American Wheelmen.

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., 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.

To Contributors.

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

BOSTON, 6 JANUARY, 1882.

EDITORIAL SPOKES

HAVE you ordered your new League badge?

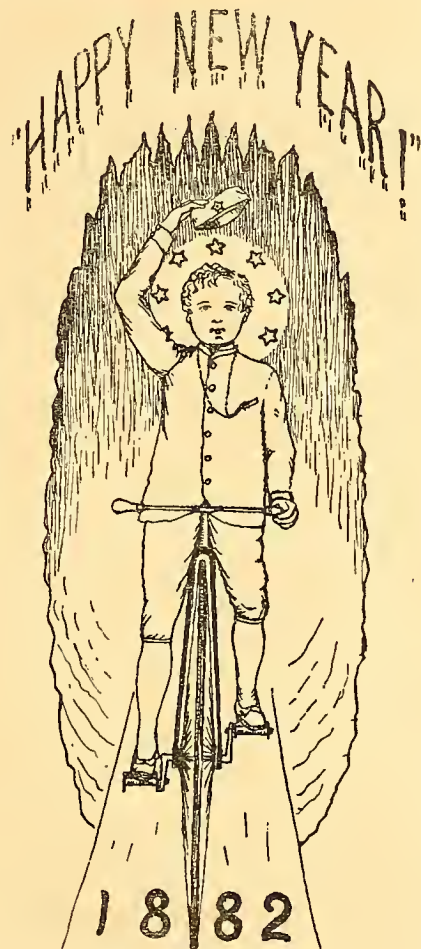
WINTER started in Sunday night with a will, and sleighing has been the rage this week.

GENTLEMEN, it is time to get your wheels out of winter quarters and commence training. We intend to have an early spring, whatever Vennor says.

WE have received from the Pope Manufacturing Company a large pamphlet report of the testimony taken in the Central Park test case, from which we shall from time to time publish such portions as may be of interest, and which we have not already given.

WE direct attention to the grand racing events announced in our columns this week, to take place in the New England Institute Fair Building next week Saturday. The long-talked-of ten-mile contest between Keen and Prince will be considered the event by the general public; but

it is probable that bicyclers will be fully as much interested in the amateur events. The inter-club race, especially, ought to be made very exciting, if the Germantown would only send Gideon, the Essex delegate Johnson, the Columbia pit Carpenter, the Boston either Stall or Frye, the Massachusetts Parkhurst, and other clubs each their best man.



Gaily the bright New Year —
Young Eighty-Two! —
Forth from the faded past
Bursts on our view.

Not now, as erst, a-wing,
Boist'rous and rude,
Cleaving the frosty air,
Shamelessly nude;

But, clad in jaunty rig,
Perched on a bike;
Waving a 'cycle cap, —
That's something like!

On a bicycle he
Bursts on our view;
Hail then, ye cyclers all,
Young Eighty-Two!

THE ANNUAL L. A. W. MEET.

WHERE shall the next Annual Meet of the League of American Wheelmen be held? According to Art. 2 of the Constitution, one of the objects of the League is "to promote the general interests of bicycling." That the annual meeting may become an important factor in furthering this object, no wheelman will deny; and that the two great Meets already holden contributed largely thereto is equally certain. Hence, it is a matter of considerable importance where the next general Meet shall convene, and several important considerations should enter into the question of selection. First, there is the consideration of the greatest convenience of the greatest number; for undoubtedly numbers are the great desideratum in producing an impression of the extent and influence of bicycling in the community, not alone on the outside public, but upon bicyclers themselves. Even the fact that a majority of the wheelmen present may be new and undisciplined riders, and that the details of the parade may in consequence be often unsatisfactory to lovers of uniformity and order, will not affect this statement; for bicycling, like life, is made up of contrasts, and the very unevenness of proficiency in parade will keep the interest of the spectator wide awake where uniform excellence would become monotonous. Then there is the item of parade facilities and advantages. The parade is the prime feature of the Meet; and without it, — or if, in the event of inefficient handling, or lack of municipal sympathy and co-operation, or insufficient police assistance, or by reason of bad roads, or an injudicious route selection, it should prove barren of desirable results, — the Meet itself would be a failure. Another point to consider is the ability, influence, and disposition of the local wheelmen to not only secure these desirable parade conditions, but also to creditably receive and entertain the visiting riders. Of course, the actual necessary expenses of the Meet will be borne by the League; but naturally, the local wheelmen will feel it incumbent on themselves to act the part of hosts, and to do this will entail not a little club and individual expense. The report of the treasurer of the Boston entertainment committee showed the expenses of the local wheelmen to be \$1,308.48. The receipts for dinner and exhibition tickets amounted

to \$692, leaving the balance of \$616.48 to be made up by subscriptions. Of course, much of this expense is unnecessary, — that is, the liberal scale of entertainment provided by Boston need not be imitated, nor, for that matter, expected; for in no other section of the country are there nearly as many bicyclers as here, where not only Boston wheelmen, but suburban riders as well, subscribed liberally. Were the question of accommodating the greatest number the only one, of course Boston would still be the best location; but New England is obviously out of the fight this year. Last year, Washington, New York, and Philadelphia were the competing cities, with Boston, for the privilege.

WE recently heard a prominent Boston wheelman question the propriety of the League convening in Washington, on the ground that but three wheelmen in that city are now members of the organization; but we should esteem that fact alone as hardly a valid objection, provided its advantages are as great as that objection is slight. Probably no city in the country presents equal facilities for a successful parade, and in no other city can be found so many objects of public interest and beauty to attract and entertain the intelligent and æsthetic wheelmen. Yet such as would care to indulge in wheel runs apart from the parade would have to confine themselves mostly to the miles of splendid asphalt in the city; for Washington has no nice suburban sandpapered roads. That the visitors would be most cordially welcomed and heartily entertained, however, by the Washington wheelmen, whether Leaguemen or not, is a foregone conclusion.

UNFORTUNATELY, the same conditions which last year made objections against New York still obtain. The Central Park is still closed to us, and a successful parade in any other part of the city is impracticable. Yet the same reasons which made a Meet in New York desirable then, exist now: namely, it is the national metropolis; it is the most central Eastern city; it would probably attract more wheelmen to the Meet than any locality other than Boston; its social importance and municipal influence makes it a desirable subject for conversation; and the effect of the presence and parade of a thousand bicyclers would do

much to disarm its prejudices; and if "like cures like," even the *Graphic's* idiotic crank might be readjusted by the contemplation of so many other cranks; and there are several hundred wheelmen in New York and vicinity who would do their uttermost to overcome manifest disadvantages, and make the Meet as grand a success as the race meeting last October was not.

PHILADELPHIA offers excellent advantages in many ways. Her wheelmen are many, wealthy, enthusiastic. Many of her streets are excellent for riding, and she has some good and attractive suburban roads. The park drives are open to wheelmen and there is little public prejudice against the bicycle in any quarter; and a grand demonstration by the League would awaken active interest among many who at present have but little appreciation of it. Philadelphia is but little farther from the present bicycling centre than is the metropolis, is about as easily accessible, and would probably bring together nearly as many wheelmen as the latter.

THEN, again, the "general interests of bicycling" might be best promoted by going West, either to Cincinnati or Chicago. The latter city has splendid facilities for parades and races, between two and three hundred wheelmen, plenty of enthusiasm, and a community which is progressive, tolerant, and influential, and affords one of the best fields in the country for proselyting. If the Meet is held there, no doubt even St. Louis wheelmen will temporarily lay aside or conceal their aversion for Chicago girls' feet, and jealousy of her 60 inch bicyclist, and send a large delegation to help make the Western gathering a grand one. Milwaukee would attend unanimously, and Louisville, Cleveland, Columbus, Springfield, and Dayton would send large delegations. Buffalo and Rochester would be represented, and Montreal and Detroit would swell the procession liberally; and many interior State and provincial localities would add their numbers to the grand total.

WE will suggest one more place, and then wait correspondence on the subject. Why not hold the Meet in Brooklyn? All we might hope to accomplish by holding it in New York is possible here, while it is just as accessible as the latter city, and more so to New England wheel-

man. It would give us a good chance to parade; and, by the way, why would not a parade and run to Coney Island for dinner be the thing of all things? However, brother wheelmen everywhere, let us have your views and suggestions at once; for although the directors have full power in the premises, a little judicious lobbying may assist them to a wiser decision.

The Opening Year.

Of all the times that gladden us with hope of coming good;
Of all the seasons cycling round, our fainting souls that cheer,
When brave "I will!" from out the heart drives timid,
Weak "I would," —
The gladdest and the brightest is the opening of the year.

Then youth dons manhood's mantle, that old age hath lain aside
(Having vainly tried to wear it through life's journey to the bier),
And joying in the breath of earth, in prime of health and pride,
And heart elate with hope, begins the conquest of the year.

Of all the times that sadden and dishearten us, I ween;
Of all the seasons when despair doth make the heart more drear,
When the past is filled with spectres of the good that might have been, —
The saddest and the darkest is the opening of the year.

Then age, while bidding youth good-speed, looks back upon the way
Himself hath come, and dims his eye with many a rising tear,
To see awreck his lofty aims, his dearest hopes decay,
The apples turned to ashes that had lured him through the year.

O youth, go forth upon thy way, nor falter in thy faith
That firm upon the highest peak the banner thou 'lt uprear;
Keep heart and purpose true to that, for still the Master saith,
"Whoso that strives, shall surely win." Then hail the glad New Year!

And, age, deem yet the promise sure that lured thy joyous youth,
Though the goal still seemeth distant and the river rolleth near;
The past is but a vision, and the future, only, truth:
Thy crown and kingdom wait thee yet in heaven's opening year!
W. E. G.

CORRESPONDENCE

Scranton.

Editor Bicycling World: — This being the last afternoon of the last day in the year, I have time for a few notes on the wheel, and to wish you "A Happy New Year," and for the *WORLD* the same success it has met in the past, which is already assured. . . . During the past few weeks we have had little chance for bicycle riding; however, we have improved the opportunity to take two or three runs, which were very enjoyable. One of the latest additions to our club — and I might mention, a most valuable and agreeable one — is a club surgeon, in the person of Dr. J. E. O'Brien, who, besides being a most devoted and enthusiastic wheelman, is a gentleman it is a real pleasure to meet. The doctor joined us in our last

run, and as usual, was found very agreeable company. After going a few miles, (doing remarkably well for a new rider), he suggested that we oil up; our guide innocently replied that in his experience he only found it necessary to oil up once, upon starting — even on a long trip. The doctor, however, still insisted he was right, and at the same time producing a flask containing some fine old rye; whereupon our guide at once changed his mind and concluded it was time we all oiled up. While we are all very temperate, and individually and collectively never indulge to excess, there are times like the one here mentioned, when a little of the oil of gladness fills the niche very nicely..... Thinking I might spend a pleasant Christmas holiday in the city, I took the night train for New York the 24th, reaching the city early in the morning. For the first time since possessing a bicycle, I left it at home; much to my regret, as the weather turned out most pleasant for riding. Calling at the headquarters, I found members of the different clubs arranging for a run the following day, — Monday. My anxiety to join them can be readily imagined. At the appointed time for starting, I was on hand, and through the kindness of Messrs. Howard of the Mercury, and Hall of the Lenox Club, I was fitted out with a suit, and with the only machine available. I started with the party and enjoyed the ride very much; yet would have found it much more pleasant if my reliable Harvard had been my companion instead of the bone-shaker I was obliged to use. I have fully made up my mind to take my machine with me in the future. My visit to the city was a most interesting one, and I shall remember the courtesies extended by bicyclers there, whom I found very hospitable. F. C. H.

SCRANTON, PA., 31 December, 1881.

Washington.

Editor Bicycling World: — The Capital Bicycle Club is one of the very few that can boast of a Christmas-day run this year. The day was such a one as only Washington can sandwich in between wintry ones. It was calm and mild, and proved sufficient temptation to bring the "biklers" out in full strength. A party of about a dozen went to the Soldiers' Home. At each of the three principal gates a halt was made, and the keepers, who have always been very courteous and pleasant to wheelmen in general, and Capital Bi. Club's in particular, were presented with a large bag of tobacco. The old veterans were pleased at the remembrance, and entertained the party with yarns of their war experiences. The gat-keepers say that although a great many bicyclers pass through the grounds, no accidents have been caused by them, and complaints are almost unknown. They all remarked that the fast horses gave them much more annoyance than do the bicycles. ... A few days ago a rather novel procession attracted a good deal of attention in our streets. It

was composed of the "rolling stock" of Scribner's Bicycle School, manned by about twenty-five riders. A triocycle (or triple bicycle) headed the pageant, (!) and was followed by several styles of tricycles, including a tiny one that would fit Tom Thumb, and a variety of bicycles. ... This week the Capital Club removed from 412 11th street, the quarters so long occupied, to the Le Droit Building, corner of F and 8th streets, where their accommodations and conveniences will be largely increased, as will their facilities for entertaining visitors. The decided success of the uniform *soirée d'ausante* given by this club last November will result in a similar occasion 9 January.... "How stands the record of the dying year?" is a question that is constantly heard in the club-rooms now. Record-books are now referred to with great interest, and "grand totals of miles, runs, and croppers" form an interesting theme of conversation. A record book and a cyclometer add greatly to the interest of "bikling," and now is the best time to begin one for the coming year. ... The BICYCLING WORLD has ever so many friends here, and its weekly arrival is always watched for and its pages eagerly read. They wish you a Happy New Year. O. G.

WASHINGTON, D. C., 31 December, 1881.

Montreal.

Editor Bicycling World: — *Chère Monde*, I wish you Happy New Year. You ask us "How is Canada?" Well, we had a great time Christmas day (*i. e.*, 26 December). We indulged in an impromptu run, our "genial and painstaking" secretary having gracefully declined to call a meet, as if he did it was sure to snow, and "spile" the roads; so we all kidded Vennor on that we didn't want to go for a ride, anyhow, and the old duffer was sucked in: for about 10 A. M. the glittering wheels and blue uniforms began to appear in (comparatively) endless crowds, and to circle deftly (that's a good word) round the vicinity of Burnside place and Mansfield street. Like an energetic business man, I had been down to the post for my letters, and on the way up-town, I called at the club-house to see what was in the wind. Seeing so much wheel about, I hurried up, and called on the secretary, who hangs out two or three doors from me, and he soon appeared in a nondescript rig, — having, as he said, left his swell uniform at the photographer's (I and one or two others suspected, however, that it was the pawnbroker's he meant). — and took command, much to my disappointment, as I have never yet had the honor of commanding the club, although I have been fourth lieutenant for quite a while.

Well, we got away without any of the mishaps sometimes attendant on starting a big crowd, and Jingle Johnnie acted as whipper-in (about as much good for that purpose as my hind wheel, and squeaks about as often). With the exception of two or three camels we scared

on the road, we got to Blue Bonnets without anything occurring worthy of note; though my brother, the wealthy provision merchant, was out on his new D. H. F. for the first time, and was tickled to death to see how easy it went, considering he had n't had a ride since he was married. The secretary kept up the reputation of a hard rider, which he has somehow or another managed to earn, and landed at the terminal point of our expedition about ten minutes before the ruck. I came in a good second, and should have done better, only I forgot to put my surcingle on before starting.

On the way home we met Hungry Tommy, and pulled up for a drink at the Windsor, after which we wound up the season by a little exhibition of drill on Dominion square. We missed our late captain and the bugler. None of the prominent racing men were to the fore either. The Growler is a greedy beast; he got us all out of the room at Blue Bonnets, on pretence somebody was handling the machines, and then swallowed eight milk punches prepared by order of KANUCK.

MONTREAL, 31 December, 1881.

"No Time."

RECORD FOR THE SEASON OF A BUSINESS MAN.

Editor Bicycling World: — I remember well the look of contempt which passed over the face of a good clergyman who, upon urging the claims of religion on me, — a boy of seventeen then, — was met by the reply, "I have no time." This is the plea offered by many who do not ride the wheel. Twice within a month have I recommended the wheel as a *medicine* to gentlemen in poor health, and both times have been met by this lame excuse. Do business men have no time for recreating and health-giving exercise? Let us see. Here is the only record I can swear to. I am a man in active business. I have taken a vacation of two consecutive weeks but twice in ten years. That does not look like much spare time. My profession is a sedentary one, and at the time I first mounted a bicycle, close attention to it had visibly and seriously affected my health. That does not indicate much spare muscle. I am no chicken, but am on the wrong side of thirty. Now for the score of this year's riding: —

Total number of miles from March 5 (when first ride was taken) to date, Dec. 26, 3,048. Divided into months, there were travelled in March, 91 miles; April, 282 miles; May, 306 miles; June, 257 miles; July, 260½; August, 430½; September, 456; October, 436; November, 319; December (to date), 210. Upon fifty-two days, the distance covered was twenty miles or more; upon fourteen days, forty miles or more; five days, fifty miles or more; two days, over sixty miles. I have ridden on my wheel to and from my place of business mornings and afternoons (my residence is five or six miles out) one hundred and fifty-two times, using the wheel-room of the Mas-

sachusetts Bicycle Club for stabling. Much of my enthusiasm is due to the stimulating influence of the Massachusetts Bicycle Club, to which I belong, and whose members are mostly good and enduring riders, and wonderfully pleasant companions. I have joined in no less than twenty of their club runs this season, besides having had many pleasant spin with individual members, and twice taking three-days' tours. The wheel has been put by me to some very practical uses, such as hurrying for a physician, going to church, to the lodge, and on numberless errands. Several times it has been used on short business trips to near towns, such as Natick, to which place I one day rode from the city on a business matter, and hurrying home made the distance (eighteen miles *via* Brighton), in one hour thirty-one minutes. The above figures are not given in any bragging spirit, for very likely there are many in and out of the Massachusetts Club who have ridden more miles and ridden them faster and better than I; but this article is written for the purpose of demonstrating the fact that business men may secure and *retain* health from this exhilarating exercise, without sacrificing their affairs. And such exercise! No dead dumb-bells or clubs to swing monotonously; no dull and heavy walking mile after mile to cure dyspepsia, and returning fagged and weary. I hear people call the bicycle a "machine." Wrong! It is not a machine. It is alive from head to heel, — from hub to tire. It is a thorough-bred horse! It rears and plunges in the waterway and gully. It shies in the frozen rut. It pants up the hills. It is a bird! It flies before the summer wind. It sings and hums along the race-course. It skims over the smooth gravel road. As silent as thought, as swift as time, as gentle as a woman, its mood changes with the varying road, and all the time it is alive, whether sauntering along the country side-path or madly coursing down the stony incline until every muscle is tense, every nerve tingling, and every drop of blood flying through the veins with excitement and exhilaration. "How extravagantly ridiculous!" exclaims the non-rider. Get a wheel; and when you have conquered the steed, and learned to guide the flight of the bird, mount and leave the town behind, and having returned, taken your bath, and satisfied your increasing appetite, read this again over your cigar; and though you may still criticise its weakness, you will not say that its weakness lies in its extravagance.

H. W. W.

"More About Tires."

Editor Bicycling World: — The discussion in your columns relating to rubber tires has been very interesting, and conducted by "Cyclos" and others with a degree of practical good sense which seems likely to make the result profitable.

The letter of Mr. G. W. Pressey, how-

ever, as published in your issue of 16th inst., is so ridiculous that I cannot forbear offering you a few suggestions. If it were merely an advertisement for the American Star bicycle, and were not palpably misleading upon other points than the merits of his peculiar velocipede. I should not trouble you with any notice of it. But when he signs himself as "Inventor," and refers to "experiments and investigations for the past year," and when he assumes to speak as an expert in favor of "wider and flatter tires" for a bicycle, we must expect that he will say something which has the merit of correctness at least.

He says "a rounded $\frac{7}{8}$ -inch tire will flatten three eighths of an inch when carrying an ordinary rider upon a smooth floor; the flat place extends three inches forward and the same back of the centre of the wheel, causing the wheel to run up hill at an angle of about eight degrees. I had made some experiments and calculations before, but thinking I might have been in error, I have made some new experiments to test the accuracy of his assertions, and have the following reply to make: —

1. A rounded 1-inch rubber tire on a 50-inch Columbia bicycle, mounted with a rider weighing one hundred and fifty-eight pounds, on a smooth floor, settles or "flattens" one sixteenth of an inch, and a Special Columbia bicycle with a $\frac{3}{4}$ -inch tire, "flattens" a trifle less. I take these tires because I know they are the pure "fine" Para rubber, and have no hardening material in their composition. On this point Mr. Pressey makes an error of five-sixteenths of an inch, or five hundred per cent. So much for the value of his accuracy of experiment and observation.

2. Now, with a depression or "flattening" of one sixteenth of an inch, the "flat place" extends backward and forward 1.769 inches, instead of the distance given by him. But suppose his amount of "flattening" — namely, three eighths of an inch — were correct: "the flat place" would extend 4.313 inches "forward and the same back," instead of 3 inches; so that here in his mathematics he makes an error of 13 inches, or more than twenty-five per cent. That is supposing his previous observation to have been correct; but as a matter of fact, it is a little more than one and one half inches of error, or about one hundred and fifty per cent.

3. He says, "causing the wheel to run up hill at an angle of about eight degrees"!! Now, the only angle to which he can refer is (supposing his depression of three eighths of an inch) $0^{\circ} 29' 52''$, instead of 8° , or an error of something over $7\frac{1}{2}^{\circ}$. But as a matter of fact, with the actual "flattening" of one sixteenth of an inch, the angle is $0^{\circ} 11' 55\frac{8}{10}''$. So much again for his accuracy of mechanics. Now, this depression of the rubber tire does not cause the wheel to run up hill at an angle of even $0^{\circ} 11' 55\frac{8}{10}''$, because under the motion of the wheel

forward, the obstruction yields, and the raise is infinitely little by little so that it is scarcely appreciable. The fact that this is so is apparent from the difficulty of the standstill on a smooth floor. The power required to drive the wheel up-hill at an angle of even $11'$ would be very considerable, and of course with the wheel at rest this up-hill would be equally against the forward motion and the backward, so that it ought to require considerable exertion to roll the wheel backward and forward, whereas almost the slightest difference of pressure on the pedals, as every one knows who has tried to ride slowly or to stand still on a floor, will cause the wheel to move. An angle of 8° would be greater than that of any hill which a wheelman is reported to have ridden. The steepest part of Muswell Hill was a rise of one in 8.7 feet, an angle of about $6^{\circ} 33'$. On a smooth floor, a wheel with an unyielding tire might run a trifle easier than a similar wheel with a rubber tire; but the difference would be represented, not by supposing the floor to be raised in front of the wheel to an angle of 8° , but by supposing a sixteenth of an inch of dust accumulated on the level floor. The round rubber tire for the bicycle affords a relief from the jar of the road for the wheel and its rider; it also saves the rider the labor of raising the wheel and its load over the entire height of small obstructions in the form of pebbles, etc. These two things might be done by a flat tire; but the bicycle wheel, as "Cyclos" has pointed out, is not always perpendicular to the plane of the road, and consequently the plane of a flat tire would not coincide with the plane of the road, while the round one prevents this difficulty. But the round form of tire is useful in two other respects. The yield of the rubber or its flattening on a smooth surface is not so great, since the half enclosing rim prevents its bulging outwards sidewise to a considerable extent; and at whatever angle with the surface of the road the wheel may incline, the pressure of the rubber against the wheel is directly against the rim, and not at an angle with it. This latter fact prevents the loosening of the tire in the rim, amongst other advantages; but I reserve a discussion of the merits of the round tire over a flat one for a bicycle wheel, until some other occasion. If Mr. Pressey has found a rubber-tired wheel which running over "an iron rod one third the size of the rubber" would not be raised, but would receive the rod one third its size in a "dent into the rubber," he has a curiosity. I hope Mr. Pressey will be able to bring out a wheel with a tire with which no trouble of any kind can be experienced; but if he has no clearer ideas in regard to a bicycle than he seems to have (and I do not blame him for ignorance, for I am informed that he has never ridden one), I do not wonder that he thinks it necessary to make a tire "like the bottom of a dog's foot."

C. E. P.

BOSTON, 22 December, 1881.

Wheel Progress.

Editor Bicycling World:—I was much pleased by reading, in last night's *Transcript*, the following article:—

"A victory for 'wheelmen' has been very quietly obtained in Chicago, which has an interest much wider than a local one. Ever since the introduction of the bicycle into Chicago, the South Park Commissioners have excluded it from the parks and boulevards under their jurisdiction, while another board, the West Park Commissioners, wisely yielded to the law and reason of the matter, and allowed free course to this modern courser of the highways. No doubt the satisfactory results of the action of the latter board, and the experience of the community derived thereby, had much to do with the decision arrived at during the present month by the South Park Commissioners. At any rate, when the wheelmen, through able and discreet counsel, petitioned this board for a repeal of the ordinance prohibiting the riding of bicycles, velocipedes, etc., on the park driveways, and for the privileges of the parks and boulevards, subject only to such just police regulations as might be consistent with the rights of all the public, this board gave the matter very intelligent and thorough consideration, and very promptly, but with one dissenting voice, granted the petition, and took such action as would secure the privileges asked for. It is not long since the Philadelphia Park Commissioners accorded to wheelmen the full liberty of Fairmount Park, and it is believed that nowhere except in New York are the equal rights of all persons to the use of public driveways, with their own choice of vehicles, in dispute; and it might as well be admitted that all who have predicted a fleeting career for the bicycle have been greatly mistaken. The bicycle has steadily gained in popular favor, in the number of those who use it, and in the variety of ways in which it is made useful, as well as amusing and healthful. We note that prominent clergymen and doctors of divinity are becoming its champions. If Mr. Beecher were but preaching to some suburban or rural church, he might find his prediction of a dozen years ago, that his parishioners would yet ride to church on the bicycle, fulfilled. A few years ago one of the most prominent of Boston clergymen, exchanging with a pastor of a neighboring city, might have been seen driving with taut rein a light-footed span in a buggy with top thrown down, at a pace which was not only suitable to the promptness of keeping his engagement, but also to the vivacity of his discourse. The other Sunday, a prominent clergyman of the same neighboring city might have been seen riding into Boston to keep a similar engagement, mounted on his less pretentious but equally exhilarating bicycle. No doubt the example of the latter might cause some comment amongst the conservative, but it is one which, although not by any means exceptional at the present time, might well be more widely

followed. It is like a return to the virtues of our forefathers, when the minister saddled his horse and rode to the place of Sunday service with a degree of independence and of physical invigoration denied to most modern divines. The clergyman who is also a wheelman may reduce the vexed question of Sunday travel to a minimum. He may allow the faithful animals their Sabbath of rest, compel no hostler and no driver to forego his observance of Sunday; may save his own time in patronizing and making connections with public conveyances (whose excuse for running on Sunday is the fact that a tithe of their fares is taken from church-goers), and avoid many a Monday headache."

When an article like the foregoing appears in such a conservative paper as the *Transcript*, we may well believe that bicycling is making progress, and in the right direction. There has been too much discussion lately, in the bicycling press and otherwise, whether our sport is really progressing. Those of us who read the *Wheel* were somewhat surprised at the tone of the leading article, signed "J. W.," in its last issue. There are some people whom it is impossible to please; such people, when born with silver spoons in their mouths, are apt to cry because their monogram is not engraven thereon. Articles similar to "J. W.'s" are admired by some of us, who say: "Let us have the truth; let us look at the situation calmly and without enthusiasm." All very good for those who think that way. To my idea, a man without some enthusiasm is like a bicyclist without legs or lungs. It is this very enthusiasm that is the foundation of all new departures and all great enterprises. Let us ride the wheel, talk the wheel, and above all, push the wheel, with the voice and brains as well as with the muscles. If any one among us quits his wheel, well and good; but that does not oblige us to do the same. Let us smile on any new departure that lends respectability and standing to our sport, and when the Boston Bicycle Club inaugurates the comfortable clubhouse movement, with an active and progressive club membership, let us say "Bravo!" and immediately set about doing the same or better for ourselves. When our digestion is bad and our circulation stagnant, there are two ways open to us (besides venting our bad feelings through the press): the first, to take a good day's spin awheel; and the second, to apply immediately to our family physician, and be advised ere it is too late.

AN "ENTHUSIAST"

Who is not ashamed of it.

P. S.—I might also include among the above remedies, a not too blue "blue pill."

Wheeling in Pittsburg.

Editor Bicycling World:—Wheeling has been very interesting in Pittsburg for the last two weeks. The event of this week was Miss Von Blumen's benefit at

Old City Hall, 9 December. The entertainment consisted of a parade by the Keystone Bicycle Club; fancy riding by Brown, French, and Hoover, with two and three wheels; Messrs. Chas. and Henry Meyers in fancy riding on one and two bicycles. Then DeWitt C. Wilt, an eight-year-old boy, mounted his 32-inch Otto and rode one mile against time in 4.24. Mr. Harry Neeley gave an exhibition of his fancy riding, which was very creditably done. Then came the one-mile race, open to members of the Keystone Bicycle Club, each to go against time. Philo N. French started, making the mile (sixteen laps) in 4.10; J. C. McCullough next completed his mile in 4.07; F. T. Hoover then spurted a mile in 3.48, amid deafening cheers of the audience. Then O. G. Brown came on the track, mounted with apparent difficulty a 52-inch 'Xtraordinary Challenge (the only one in the city), and for the first time tried to "speed" the machine, he having never mounted the machine before (his own 56-inch machine having been broken by a friend in the parade), and completed his mile in 3.57. The next event was a three-mile race,—all to start at once. Messrs. Hoover, Brown, McCullough, and French faced the starter, and got away in fine style; but still that upper curve had a spite against the boys, for no sooner had they reached it than down went French with McCullough on top of him. The race went on with varying luck and many tumbles, till Brown, on the 'Xtraordinary, undertook to pass, and was driven into the wall; he remounted and started at such a gait as to rip part of his tire off on the upper curve, but saved a fall by tearing up the floor in such a manner as to get a good bit of wood wedged in between his felloe and tire. He dismounted and picked the wood out and started after the boys again, two laps in the rear (this was on the first mile) and turned off the laps at the maximum speed that he was able to cut the curves in safety with. At the end of the second mile, Hoover withdrew on account of a broken pedal shaft. Brown then finished the race in 12.32, having run two laps over three miles, winning by six laps. Mr. Henry Meyers, champion of America (so called by himself), then ran one mile against time in 3.58, ten seconds slower than Hoover's time, and one second slower than Brown's time on the Grasshopper.

The above races were interspersed by the singing of the Euterpe and Archie Roland Glee Clubs. Messrs. Long, Cable, and Ormsby played some very choice selections on the banjo and guitar. Mr. Will. H. Coffman gave an exhibition of his fancy roller skating. Miss Von Blumen then rode two miles in 8.07,—fastest mile being in 4.02. The music was furnished by the entire Great Western band. The benefit was financially a great success.

ONE OF THE RECKLESS THREE.

French Notes.

The first number of *Le Sport Veloci-*

pedique appeared 4 March, 1880. It was then a four-page paper, but soon increased its size to eight pages. Last summer it became a twelve-page paper. Thus far it has been published semi-monthly, but in the future it is to be a weekly. . . . Another bicycling paper is soon to be started in France, to be called *La Revue Velocipedique*. It is to be published every two weeks, in Troyes. . . . The *Club des Cyclistes* founded at Lyons less than a year ago, by sixteen wheelmen, now counts fifty-one active and twenty-seven honorary members. . . . Celbert Hoffmann, one of the most active of the French wheelmen, recently met with a painful accident while back-pedalling on a steep hill; his pedal suddenly caught and he was thrown to the ground, dislocating his arm in the fall. . . . Scuri, the Italian, who rides the one-wheel machine, has been exhibiting in Italy, England and France. Some of his tricks are surprising. He mounts by the crank; he turns in a space of less than two feet; with a child upon his shoulders he rides about upon a table on which are placed a number of bottles; he rides backwards, and even rides down-stairs. He calls his machine a *Scuricycle*. s.

A Bicyclist Abroad.

A VISIT TO COVENTRY, THE HOME OF THE MODERN VELOCIPEDE.

[Correspondence of the St. Louis Post-Dispatch.]

"I waited for the train at Coventry;
I hung with grooms and porters on the bridge,
To watch the three tall spires."

Tennyson's Godiva.

IN Coventry at last, the Mecca of all true believers in the wheel. Arriving four days ago on the night train, we put up at Knight's Inn, the headquarters of the Bicycle Touring Club, an international organization of many thousand members. The hospitable Widow Knight and her three lovely daughters are known to fame wherever the 'cycle has penetrated, and from ten to a hundred riders can always be found among the guests. Glancing over the visitors' register, I observe the names of riders from nearly all parts of the civilized globe. Even the Bicycle Club of Auckland, New Zealand, is represented; as also the Missouri Bicycle Club, of St. Louis, U. S. A. I retired the first night, with the lifelike effigy of Peeping Tom in full view in the moonlight. Poor Tom's effigy leans out of the third-story window of the inn opposite, in a strikingly realistic attitude. Ah, Tom, if the fair Lady Godiva was as beauteous as represented by her statues and portraits shown here, your curiosity was not to be wondered at.

Before breakfasting next morning, standing at the window with a local rider, he called off to me the names and professions of the various riders coming in from the suburbs as follows: "That elderly gentleman is Mr. Singer; he is riding a 50-inch Challenge. Next to him, the cashier of the bank. Those two on tricycles, uniformed, are letter carriers; that machine turning the corner belongs

to the police department." And so it went: a steady stream of bicycles, tricycles, and occasionally a double tricycle. Purchasing the morning paper from an old man over sixty years of age on a tricycle, we adjourned to discuss luscious chops, fresh-laid eggs, and the latest breakfast novelty, date coffee. In the dining room I observed several bicyclists in uniform, (shades of Kirkwood!) and on being introduced found they were from Birmingham, nineteen miles distant, and had ridden over for breakfast. They are booked ahead for dinner at Stratford-on-Avon, twenty-two miles from there, and were to sup at Birmingham, giving a day's run at about sixty-seven miles. At table also sat Medinger, of Paris, the coming man from France, who has beaten De Civry's record lately. Between these two and the Englishman Hillier rests the world's championship for 1882. As we eat, the children go to school, many on bicycles and several girls on three-wheelers; and now the huckster delivers vegetables for the inn from out a push-cart, the wheels being cast-off bicycle driving wheels. A wheelbarrow goes by, the wheel from the wreck of a nickel-plated bicycle. In every direction perambulators and baby wagons are met, with spider-like wheels and rubber tires superseding all others. Going to the theatre one evening, I observed an old apple-woman selling her wares by the light of a hub lamp. Verily, this is the land of the 'cycle. The roads are almost as smooth as a billiard table; and *per contra*, the sidewalks paved with square and oblong granite blocks set on end, giving the wheeler decidedly the call for comfort over pedestrians.

On Saturday, I visited a number of the bicycle manufactories, in two of which found nearly 600 employes, about five per cent of whom are females. An average of thirty or forty tricycles per month are furnished to the government by the company who have the contract here. They are principally for postal service. Ten miles has been run on a country road inside of forty-three minutes on these three-wheelers, and hence the police and fire departments of all towns and cities have taken to them. One dealer here rents eight tricycles to letter carriers direct, whose routes the government standard of distance does not cover in their allotment of machines. Thirteen steam bicycle works are in full operation here, besides a large number of small operators; also manufacturers of parts, and bicycle and tricycle fittings and sundries. It is safe to say 2,500 persons find employment all the year round at the business here, and give support to at least 5,000 more. The Queen has set the fashion by ordering two tricycles, and the nobility and gentry are falling rapidly into line and acquiring bicycles. An enterprising firm in this place has purchased the rink here, and use it as an exhibition and trial place for their wheelers. The building is a fine brick structure larger than your Natatorium, with a

dead level asphalt floor. A local curate to one of the three tall spires was lately arrested for riding his bike on the sidewalk at a point where the road was in process of repair. He was fined 25s. While my bicycle was being packed for shipment to America yesterday, I was invited to join two of "the three graces," as my hostess's daughters are called, for a walk to Kenilworth Castle, distant five and a half miles, accompanied by a young gentleman of Coventry. We all started for a most enjoyable walk. It proves the average English girl thinks ten or twelve miles after dinner merely constitutional, and these young ladies frequently go twenty to forty miles a day on the tricycle. This eleven-mile walk, including inspection of the historic ruins, was accomplished within three hours. Passing by one of the tall spires this Sunday morning, I counted eight tricycles and over thirty bicycles on which a portion of the worshippers had come to their devotions. More anon. Bi-bi. R. G.

COVENTRY, ENGLAND, 4 December, 1881.

The Boston Bicycle Club.

WE have several times referred to, and already partially described the elegant and comfortable club-house recently leased by the Boston Bicycle Club, but have reserved a fuller account until the formal opening should occur. That event took place last Monday evening. Some two weeks since, a handsome and unique card of invitation, designed by Mr. Louis Harrison, of the club, was issued to the members, and by them very extensively circulated among friends, assigning Monday, 2 January, 1882, between the hours of 3 and 11 P. M., for a formal opening and reception. The result proved a happy one for both club and guests, the weather being exceptionally fine and the rooms being thronged with visitors during the afternoon and evening, many of whom were of course bicyclers, belonging to clubs of Boston and vicinity, although the majority of those assembled belonged to the cold, cold outside world. These latter often expressed surprise at the scarcity of very young men among the bicyclers; and it was difficult to make them understand that bicyclers, as a rule, were not boys, although they soon appreciated the fact that there might be considerable of the "old boy" among 'em. The president of the club, Mr. Charles E. Pratt, was present during the evening, with a large delegation of his colleagues of the Common Council (of which branch of the Boston city government, by the way, he has just been re-elected president), and these venerable gentlemen were hilariously engaged at the pool table during a great portion of the evening. The Boston press was well represented, and many well-known and prominent wheelmen were also among the guests. As already announced, the house is at the corner of Tremont street and Union park, is a three-story brick build-

ing, and is accessible by bicycle. The basement contains a handsome and comfortable dining-room, a large kitchen well furnished, and having all the accessories of pantry, closets, wash-room, etc. The bicycles are to be stabled either in the cellar or on this floor, but as yet the arrangements for this convenience are incomplete, and it is possible that an extension for this purpose will be made into the yard, on Tremont street. The uniform wardrobes and dressing-room will also be on this floor. On the first floor is the reception parlor, elegantly furnished, and with an abundance of lounges, sofas, chairs, and marble-top tables, while the walls are profusely but tastefully embellished with pictures in various styles, Japanese and club bric-a-brac, and emblems. Folding doors open from this into a most invitingly comfortable and convenient reading-room or library, with all the appurtenances for literary study or work. The walls of this room also are hung with pictures, and otherwise tastefully embellished, and in addition to furnace heat there is the cheery glow of an open-grate fire, around which the late-lingering members will often indulge in wheel reminiscences and plan races and runs. This will be the business room, and the most commonly used, as it is the most attractive room in the house. The next floor embraces a handsome pool and billiard room, card-room, upper smoking-room, steward's cabinet, sideboard, etc., and will not often want for visitors. The third floor has two large and two small chambers, the first two already let to lodgers, and, as also the floor below, has a commodious bath-room. The floor above has two large attics and smaller rooms, and these will be occupied by the steward and servants. Hand-basins and water-closets are on all the floors, and the stairways as well as all the rooms are elegantly carpeted. In short, the whole establishment is amply furnished and fitted for the æsthetic and physical entertainment of man and — bicycle. The club has an active membership of sixty (to which number it is limited), and already an associate membership of about as many more, and no doubt these will rapidly increase as the advantages of such association become known. The fee for associate membership is \$10, for which small sum one can obtain every privilege accorded to active membership, except of course that of participating in club business; and for any who can make use of these privileges, it will be money well and wisely spent. The members of the club comprise many of the active business men of Boston, as well as professional and literary men, and several journalists, and a majority of these exercise more than ordinary influence in their several immediate communities. On the occasion of the reception, many little temporary accessory decorations were observable, especially in the way of flowers and evergreens, and not the least useful as well as unique and

attractive was Capt. Hodge's Stanley Racer, which stood between the bay windows of the parlor fronting on Union Park, and was charmingly wound and decorated with smilax and blossoms, and was plainly visible from the street, and indicated to arriving guests the house they were in search of. A bountiful and excellent collation was constantly supplied and was amply appreciated by the guests, while the pool and card tables were at no time deserted. The whole affair was well conceived and most creditably conducted, and cannot but redound to the substantial benefit of the club.

PERSONAL

ROLLINSON, where are you now?

KEEN and Prince are training like fury.

LOOK at Percival's announcement now — on the last page.

THE consul of Scranton, Pa., has been showing his hand to the New-Yorkers.

JUVENIS likens the Boston Bicycle Club to the United States, because it has a president and "cabinet."

CONSUL WILMOT was on Monday last seen industriously pedalling his way through the snow on Tremont street.

PRINCE says that he will attend to Robert Patrick's challenge after he gets the race with Keen off his hands. Will be glad to meet him, — but "one thing at a time."

THE editor of the *Wheel* has got an elephant in the shape of a 54-inch American Star; and now when you see him going "forwards," he'll really be going "backwards."

THE "Club Dawg" telegrams us that the Montreal Bicycle Club opened the 1882 season with a ride around the city. There was no snow, but the roads were very rough, and the thermometer showed eight above zero.

MASTER GEO. GIRARD, of Portsmouth, the lad who attracted so much attention at the time of the bicycle tournament in Nashua last fall, by his bicycling skill, has been spending a few days in that city as the guest of the Gilman brothers.

THE papers last week recorded the marriage of Miss Caroline K. May to William M. Wright, at the residence of the bride's father, Dr. J. Frederick May, in New York, on Thursday, 29 December. We cannot joke upon this occurrence, no matter Howard we May try.

JAY E. ALDEN, the fifty-year old veteran of the Massachusetts Club, who has ridden a Standard Columbia about 1,200 miles the past season, tells us that he had one of the most enjoyable trips, Sunday, 1 January, that he has ever experienced. The day and the roads in this vicinity were in splendid order, as everybody here knows, and he first wheeled out to West Newton and lunched with the genial Dyer, the bugler of his

club, and thence extended his run to Waltham and return.

WE have received a communication from Elsa Von Blumen's manager, stating that he has been informed that Rollinson has been exhibiting a bicyclette in Chicago as Miss Von Blumen, and he wishes us to denounce the fraud. If the lady in question is Louise Armaindo, whose challenge to Elsa we published last week, he has been misinformed; as Mr. Rollinson sent us, and we published several weeks since, an account of Miss Armaindo, and we had at the time a printed programme of an athletic exhibition given in that city under Rollinson's management, in which Louise was announced under her own name.

L. A. W.

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

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

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

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

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

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

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

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

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

APPLICATIONS.

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

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED. — George B. Hayes, Canandaigua, N. Y.; Henry M. Stillwell, 114 West avenue, Rochester, N. Y.

CONSULS APPOINTED. — MARITIME PROVINCES. — Amherst, N. S., D. W. Robb, 223.

CURRENTS CALAMO

Punch's Almanac for the current year has a cartoon on "The Coming Force," which represents among other things an electric bicycle.

THE second annual party of the Crescent Bicycle Club will be held at Odd Fellows' Hall, Thursday, 1 February. Tickets obtained of members.

THE new cyclometer advertised by Fairfield & Taylor, of Chicago, is very attractive in size and price; and if it is as accurate and well made as the proprietors say, will find a ready sale.

THE Union Athletic Club games will be held in Mechanics' Fair building, 25 January. The bicycle events will comprise a 75-yards slow race, one-mile and two-mile races for gold and silver medals in each, and a club drill by the Crescents. Committee of arrangements, Messrs. Carpenter, Keyes, and Robinson; referee, Chas. E. Pratt; judges, Lieut. C. P. Shillaber of the Massachusetts Club, Capt. E. C. Hodges of the Bostons, and A. B. Turner of the Crescents; starter, W. W. Stall. Entries, accompanied by \$1.00, should be sent to H. W. Keyes, Hotel Brunswick.

NOTES, QUERIES, ETC.

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

WHAT is the best thing to polish nickel-plating with and how should it be applied? C. G.

Germantown Bicycle Club War Song.

HAIL! Chieftian of all who bestride
The steel steed in *our* world;
Who seized the gauntlet that defied,
And five opponents hurled!

Around thy brow fame now entwines
The victor's laurel crown,
And intrusts to the fleeting winds
Thy undying renown.

From ever ice-locked Baffin's Bay
To Mexico's warm sun
Extends thy sudden, mighty sway,
Since thy immortal run.

A nation with its hallowed voice
In praises raise thy name;
O'er thee *one* club madly rejoice,—
Who paved thy way to fame!

IRA JOYCE.

PHILADELPHIA, PA., 31 December, 1881.

Boston Amusement Record.

BOSTON THEATRE. — Her Majesty's Opera Company this week. Next week John McCullough.... BOSTON MUSEUM. — Boucicault in "Coleen Bawn" this week. Next week the "Shanghaun.".... GAIRTY THEATRE. — "The Tourists." Next week Wilbur Opera Co.... GLOBE THEATRE. — "Black Crook.".... HOWARD ATHENEUM. — Maffit and Bartholomew and variety.... PARK THEATRE. — T. W. Keene.... WINDSOR THEATRE. — Kate Claxton this week. Next week "Humpty Dumpty."

New England Institute Fair Building,
HUNTINGTON AVENUE - - BOSTON.

JOHN KEEN, Champion of England,

Will compete with

JOHN S. PRINCE, Champion of America,

IN A TEN-MILE BICYCLE RACE,

On the six-lap bicycle track, in the above building, on

Saturday Evening, 14 January, 1882.

This contest will not involve any question of Championship; but its importance to the reputation of the contestants cannot fail to result in one of the most

KEENLY CONTESTED AND EXCITING
BICYCLE RACES

Ever witnessed either in this country or in England. It will be preceded by

TWO AMATEUR BICYCLE RACES,

One a ten-mile straightaway, in which it is expected that Messrs. FRYE and STALL of the Boston Club will meet

MR. C. D. VESEY,

Of the Surrey (Eng.) Bicycle Club,

THE ENGLISH CHAMPION AMATEUR,

AND AN INTER-CLUB RACE,

Distance, Five Miles,

To which each of the leading Clubs in this vicinity is invited to send one representative.

The entries to the latter event are free, and will close at noon of 13 January, with the editor of the *Bicycling World*, 8 Pemberton Square, Boston.

Doors open at 6.30 P. M. Racing commences at 7 P. M.

ADMISSION, 50 CENTS.

MISCELLANEOUS.

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

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

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

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

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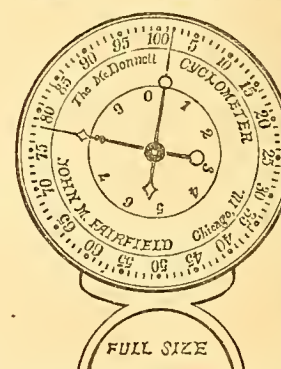
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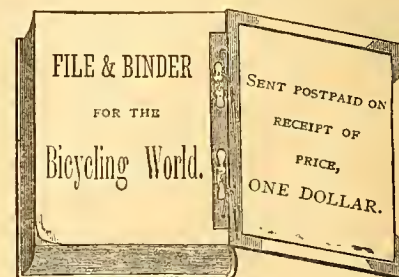
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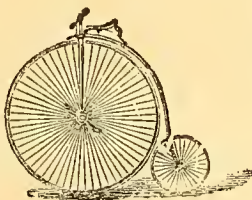
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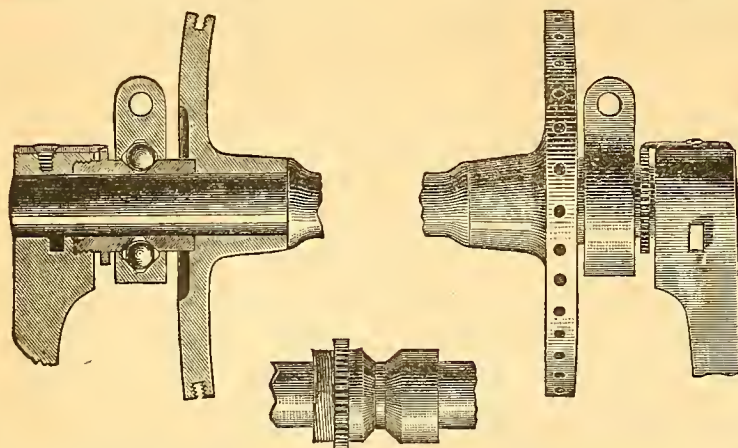
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