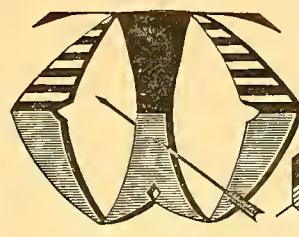


# THE Bicycling World



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Louis Harrison, Editor.

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Number 3.

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Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

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CURRENT CALAMO

DURING the League Parade, no bicycler, however well known may be his temperance proclivities, will be allowed to get off and "see a man."

NEW YORK's pet child, Roscoe, and his diminutive satellite, Platt, will ride among the *unattached*. If they appear on little three-wheeled velocipedes at the evening entertainment, the entertainment committee should bestow upon them a coral ring, a tin rattle, a rubber-mouthed bottle, or some other delicate and appropriate attention.

*Chaff*, a lively Detroit paper, which has some good wheat in the way of bicycling intelligence, says that Detroit will be well represented at the Meet. Is the editor coming, or does he mean Prex Bates?

THE Massachusetts Club men will, at the League dinner, confine themselves strictly to lemonade — dashed with claret — — —.

THERE will be a lively sprinkling of triocycles in the parade. The original one, with the inventor, will be on hand, equipped with a new form of saddle.

MACHINES may be hired of Cunningham & Co. at \$5.00 per day; rink machines of the Pope Manufacturing Company, \$1.50 per day; good road machines, in perfect order, \$3.00 per day.

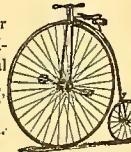
THE club turning out the largest number in the parade may be the Massachusetts, possibly the Providence, probably the Waltham, but why not Worcester or Chelsea? It will certainly not be the Boston, as Capt. Hodges has made it imperative that every man shall appear in full uniform, and this will make 30 May a cold day for several members of the club.

THE marine bicycle will be at the Meet, and will float in the perspiration along the line of parade.

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And give particular  
attention to Bicy-  
clicles suits for indi-  
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We have a special  
circular with sam-  
ples and prices,  
with rule for self  
measurement to  
any correspondent.



We have imported this season a line of English Bicyclicle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,  
BICYCLING, FOOT-BALL, BASE-BALL,  
LAWN TENNIS and GYMNASIUM  
SUITS, ETC.

G. W. SIMMONS & SON,  
OAK HALL,  
BOSTON - - - MASS.

cannot become national until 'prices go down.' They cost as much as a horse." — *Cincinnati Enquirer*. Horses are expensive. They smash valuable buggies, they chew up lamp-posts; they sometimes die; they eat up as much in a day as a bicycle will in a year, and then they are liable to get into the feed box at night, swell up and "bust," a thing no well-bred bicycle would ever think of doing. Horses will never again be popular. They cost as much as a bicycle.

ALL roads leading from Boston will carry bicycles free on the occasion of the League Meet.

AMONG the guests invited to the League dinner are: Governor Long, of Massachusetts, and his staff; Mayor Prince, of

Boston; Ex-Attorney-General Devens, who reduced the import duties from 50 per cent to 35 per cent on bicycles; Gen. Butler; Mayor and Ex-Mayor of Newport; the Park Commissioners of Boston, New York, and Philadelphia; General Thayer, of Philadelphia, superintendent of Fairmont Park; and other men of eminence who have manifested a liberal and kindly feeling towards wheelmen.

## A LONG LESSON.

My next-door neighbor a daughter has,  
A maiden passing fair;  
And every day, as his door I pass,  
I see her sitting there.

She takes an interest, this maiden good,  
In the workings of my wheel;  
And every day, as a bicyclist should,  
Its mysteries I reveal.

I explain with care each complex part,  
And she seems to comprehend;  
Yet every day we are losing heart  
O'er the lessons which have no end.

It's surely enough to discourage us both,  
To find our work merely begun;  
And yet every day we grow more loth  
To leave such a task undone.

And so, as we see that to finish indeed  
Will take us the rest of our life,  
To-day my neighbor's daughter agreed  
To be her neighbor's wife.

L. H. S.

## OWING TO THE COLLISION

At the mouth of the Thames, by which the S. S. "Milanese" was disabled, a consignment of

## "Matchless Bicycles"

Was transferred to the S. S. "Australia," which left London for Boston on the 19th May. This vessel should arrive here about the last of the month with the Bicycles, nearly all of which are already engaged in advance, and will be ready for customers in one week after her arrival.

## CUNNINGHAM &amp; CO.,

IMPORTING MANUFACTURERS OF

## Bicycles and Tricycles,

Odd Fellows' Hall, BOSTON.

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A 58 Royal Challenge, in good order, half nickelled. Price, \$100.

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## THE BICYCLING WORLD

## SPECIAL NOTICE.

In order to afford our employés an opportunity to participate in the L. A. W. PARADE, on the 30th inst., we shall close our place of business from 9:30 A. M. until 3:30 P. M., on MONDAY, the 30th of May.

Orders for Machines, which are wanted on or before the 28th, should reach us not later than Wednesday, the 25th inst., to insure being filled in season.

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

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EASILY ATTACHED TO ANY BICYCLE.

No. 1. *Columbias* of 1879. No. 1. *Standard Columbias* of 1880. No. 2. *Harvards* (*Grip lever brake*). No. 3. *Harvards* (*Thumb brake*). No. 4. *Special Columbias*. No. 5. *Ordinary Columbias*.

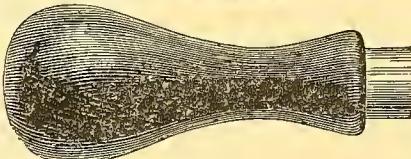
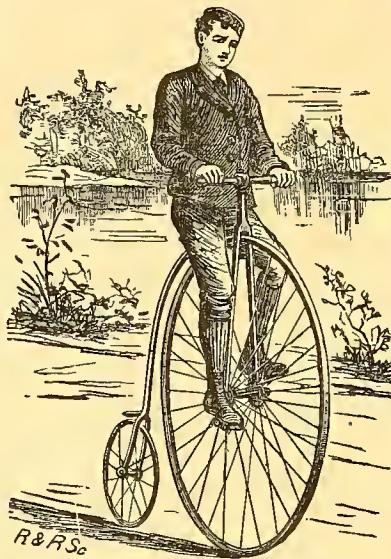
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Send for circular.

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Send for Price List.

PERFECTION BICYCLES & TRICYCLES,  
Cheapest and Best in the market. All crates free. Lists for \$81 now ready.

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TALEBOT WORKS . . . WOLVERHAMPTON, ENG.



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RELIEVE ALL JAR.

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## THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES &amp; CO., 40 WATER ST., BOSTON.



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

BOSTON, 27 MAY, 1881.

THE LEAGUE PARADE.—The most noticeable feature in any large procession of bicyclists is the inequality of pace preserved. The leaders, with every advantage in their favor, generally fail to use their position to the benefit of those who follow. They are not usually superior riders, either as individuals or clubs; and when an unevenness in the road is encountered, they go at a rate suited to their own needs, with a cheerful disregard of all who follow.

The inability to preserve one rate of speed over the road's inequalities may be noticeable in one club only, but its effects are communicated to all following them, and at the tail of the line every slow or rapid impulse is greatly exaggerated.

The first remedy for this evil is one almost too late to speak of. The club captains should train their men to ride at a set pace over a rough road, and there perform the simple evolutions of forming singly in twos and in fours. Another remedy may be applied in an acceleration of the customary funereal creeping which has so often prevailed. This slow riding arose originally from a philanthropic desire on the part of those who rode first to give the "drones" a chance; but out of the generosity of their hearts they have often overdone the thing, and have

set the fresh riders to wobbling in a most deplorable and highly entertaining manner. Another remedy, which will probably be suggested by the League commander, will be found in prescribing a distance between divisions, between clubs, and even between files,—all to be carefully observed. To new riders the space allowed may seem exaggerated beyond the needs of the occasion, but those who are more experienced will all agree that it is not only desirable to have the distance kept, but that it is positively necessary to good order.

The size of intervals will be determined by the commander, and may be about ten feet between men in single file, twenty feet between those in double file, and forty between files by fours. There is a tendency in the latter distance to close up, but it should be restrained; and in the event of a sudden order to single file, it will be found exceedingly convenient. In a small body of wheelmen, this encroaching upon the set intervals can be easily corrected, but it is much more difficult to set it at rights when men make the same mistake along a line a mile in length. It is far better to enlarge the distances, as there is then no difficulty in bringing about perfect order at any time.

It is the general rule in forming by twos or fours to have number one keep the pace he has preserved all along, watching either the captain or number one of the file next in front, number two, three, and four obliquing to the left and coming forward until they make an even line with number one. Upon number one devolves the duty of keeping the file at a proper distance, regardless of the condition of those next to him; numbers two, three, and four paying their whole attention to the order of the file, watching the guide instead of the file in front.

Between clubs, there should be a distance of at least fifty feet, as it adds to the fine appearance of the procession, distinguishes the clubs, and provides for any unpleasant emergencies.

The captain should ride ahead, setting the pace, watching the club interval, and giving his orders through the bugler or by whistle. The lieutenants should be so placed that they can correct any lack of good form, and as far as it is possible, the men should be arranged in files according to the size of their machines.

The social nature of bicycle clubs makes it a difficult thing to discipline the

members, and except for parade occasions, there is little need of it.

But this parade will not excite local attention alone: it is of national character, and will be commented upon all over the country; and this makes it essential that it should be carefully prepared for.

#### UP THE ERIE CANAL.

ON the afternoon of Monday, 6 September, 1880, I took my wheel out of its crate in the freight-house at Schenectady,—whither it had been sent from the manufactory, after having been improved by new tires, pedals, spring, and minor repairs,—and mounted it on the Erie tow-path at half past four o'clock. The fact that a good share of the transient population of the city crowded upon the bridges to stare at me when I descended the steps from the street, or the fact that all the boats seemed to be moving eastward, may have been the cause of my bewilderment; but at all events I rode a mile in the direction named before it occurred to me that I was going away from rather than towards Niagara, as I intended. Turning about, therefore, I soon, for the first time, came in front of a pair of mules, and though no notice had been taken of me when passing them from the rear, they resented their affront by whirling around and sending their driver rolling down the bank. No harm was done, and the man, from force of habit, bestowed his curses on the mules rather than on me; but the incident taught me the need of caution: for as all vehicles are by law excluded from the tow-path, a bicyclist riding there is directly responsible for all damages his presence may cause.

Thenceforth, therefore, I always dismounted whenever I met the animals that were dragging the canal boats, even though the driver thereof sometimes shouted, "Come on! They won't be scared! I'll take the risk!" Oftentimes the boats were very close together, and though the ones westward bound caused me no trouble, I don't believe that in three days I rode as much as a mile on the tow-path without being forced to dismount by approaching boats. The path itself has a stone foundation, and the soil on top is generally ground up into a fine dust by the hoofs of the animals; whereas, heavy wheel traffic might pack it down hard and smooth. Slow and careful riding was usually necessary, to avoid the occasional large stones concealed by the dust, and though I found few stretches absolutely unridable, I found many over which it was easier to walk than to ride. Fast wheeling seemed quite out of the question.

The best that can be said of the path is that it is level, and that the lower Mohawk Valley, through which it winds, is picturesque. "In the sweet by and by," when the canal shall have been abandoned as a transportation route, and the

projected International Park at Niagara shall have been established in all its glory, I hope the League of American Wheelmen may be rich enough to fit up the entire Erie tow-path as a pleasure drive connecting with that Park. A thin coating of the powdered rock so readily procurable alongside the canal could be spread upon the excellent existing basis of the path at comparatively slight expense, and would transform it into the finest racing track on the habitable globe. Enviably indeed will be the bicycler of that happy day as he goes proudly spinning "down the ringing grooves of time."

On that hot Monday evening in September, I left the canal at Hoffman's Ferry, and went to Patterson's Hotel for the night, arriving at half past seven o'clock, — three hours from the start, — the cyclometer registering twelve and a half miles. The last half-hour was spent in walking a mile in the dark. I was told that the highway from Schenectady would have been found smoother than the tow-path; and so, next morning, instead of resuming the path, I had a ferryman row me across the Mohawk, and I rode due west for a mile, in ten minutes. Then the track grew sandy and stony and hilly, and after a mile and a half of miscellaneous locomotion, I recrossed the river in the skiff of an honest farmer who refused to accept any pay for his services, and again took to the path. Three quarters of an hour later, ending at ten o'clock, I reached Port Hunter, five miles on, connected by a bridge with Amsterdam, the first large town west of Schenectady. I stopped here an hour, and also two hours at Fort Hunter, three miles beyond, where, at the Mohawk Hotel, I got an atrociously bad dinner. Judging from the shaggy and unkempt appearance of my table-companions, the ordinary price for their meals could not possibly have been more than a quarter-dollar; but the genial landlord charged me forty cents, in order to encourage bicycling. After two or three miles more of tow-path, I took the "heel-path," which is the local name applied to the highway adjoining the canal on the left, and kept it (except for five miles ending at Spraker's) till I reached the Nellis House in Canajoharie, at eight o'clock, thirty miles from the start at Hoffman's. For a mile or so through Fultonville, which is opposite Fonda, and for two miles beyond Spraker's, I went at a good pace. Darkness then forced me to walk for the last mile and a half, though I think the road continued smooth.

The hotel accommodations were satisfactory, and starting at eight o'clock Wednesday morning, I spun along smoothly for more than four miles, to a point beyond Fort Plain. Then followed an hour and a half in which I did considerable walking up and down hill, and accomplished four and a half miles. Resuming the tow-path at ten o'clock, at the bridge opposite St. Johnsville, I rode along it for exactly ten miles, ending at Little Falls at twenty minutes past twelve P.M. This section of the path averaged

the best of any in my experience, and the last half mile or so really admitted of rapid riding. There are several good hotels here, up on the hill. The one I happened to enter was the Givan House, where the dinner was satisfactory. After a two-hours' stop, I took the path for half an hour, — three miles and a quarter, — and then went in swimming for an hour, or until the lock-keeper (who lent me a towel and refused to take any pay therefor) came down to the bushes to see if I had n't been drowned. An hour later, six miles on, I took the turnpike, and went through Ilion and Frankfort, — two miles and a quarter in seventeen minutes. Then the road grew gradually poorer, until at six o'clock I was tempted to try the tow-path again, along which I slowly ground my way for two miles and a half, until darkness stopped me about seven. Then I got aboard a steam canal boat, which was an hour in making three miles to Utica, and the captain of which refused to accept any compensation for my ride. He, however, recommended to me the American House, opposite Bagg's Hotel; and though every consideration of family pride urged me to patronize the latter famous caravansary, its lordly and glittering front seemed so to intensify my own dirty and bedraggled appearance that I hesitated about entering, and so allowed a porter of "the American" to scoop me in. Let no other bicycling tourist, stranded in Utica, be similarly beguiled, however; for, as respects hotels at least, there can be no possible doubt that "Bagg's is the best." I afterwards learned that a telegram was waiting me there, from a college classmate, saying that he would meet me the next noon at Oneida, and accompany me thence on his wheel to his home in Syracuse.

My day's ride to Utica was  $37\frac{1}{2}$  miles, and my ride thence to Oneida, ending about half past five o'clock the next afternoon, was 30 miles, the cyclometer registering  $110\frac{1}{2}$  miles from the start at Schenectady, three evenings before. For two miles from the hotel in Utica I rode on the stone and wooden sidewalks. At Whitesboro, perhaps a mile beyond, I turned left by mistake instead of crossing the bridge on my right, and so, at the end of a half-mile spin, was obliged to repeat my course. Two miles of excellent sidewalk riding were indulged in during the next twenty minutes, followed by two miles of bad road, ending an hour later at Oriskany. A mile and a half beyond here, having ridden up two rough hills, I engaged in an hour's chat with some men who persuaded me that the tow-path was worth trying. I therefore plodded along it for exactly two miles without getting a single chance to ride, on account of the deep sand. Mounting again on the highway at 11.45, I found occasional good stretches, and reached the Stanwix Hotel, in Rome, 5 miles on, at one o'clock. Starting thence in a little less than two hours, I rode or walked pretty continuously till half past five P.M., when I reached the railroad station in

Oneida,  $13\frac{1}{2}$  miles. For a mile or so out of Rome the riding was good on road or sidewalk. Then the track grew stony and hilly and only occasionally rideable, till near Verona; but for the 5 miles ending at Oneida it was nearly all good, and some of it was very good.

I should have kept on wheeling till dark, an hour or so later, had not the rain begun gently falling at five o'clock. By the time I got aboard the train the storm grew quite violent; and as it seemed likely to extend into the next day, or at least leave the roads in bad condition then, I decided not to try any riding from Syracuse, as originally planned for Friday, and therefore went directly through by train to Canandaigua, the objective point to which I had despatched my valise from Schenectady on Monday. I afterwards learned that my Syracuse friend, with a couple of other wheelmen, reached Oneida at noon, having been five hours in covering about 25 miles of turnpike; and then, not finding me there, rode homeward on the tow path until overtaken by the rain, when they took passage on a canal boat.

On the whole, I think the Mohawk valley, from Schenectady westward, can be recommended to the touring bicycler who is content to make slow progress through a pleasant country. The scenery as far as Utica is almost all attractive, and much of it is picturesque. From Utica to Syracuse the prospect is not quite as pleasing. As for the paragraph in the BICYCLING WORLD of 7 August, mentioning a ride made by H. B. Thompson from Erie to Little Falls in four days, I'm sorry so few details were given, for no other ride yet reported in America can be thought half so remarkable. The most remarkable part of the ride, however, was the "67 miles on the Erie towpath," alleged to have been made inside of twelve hours.

KOL KRON.

WASHINGTON SQUARE, N.Y., 23 April, 1881.

#### LEAGUE SPOKES AROUND THE HUB.

ARRANGEMENTS will probably be made to photograph the entire League membership immediately after the parade. This will make an interesting souvenir of the greatest gathering of wheelmen ever seen in this country.

The League and the Entertainment Committee headquarters will be at Hotel Brunswick, 30 May.

An outline map of the principal streets of Boston has been prepared by Mr. Wm. B. Everett, the Chairman of the Reception Committee. The map will indicate the route of the procession, and all places of interest, together with hotels, depots, and bicycle salesrooms. They will be distributed by the Reception Committee.

The New York Club will arrive Saturday morning; take a run to Blue Bell Inn, where a lunch will be served; from there they go to the races at Beacon Park, and in the evening will be entertained by

Capt. Munroe at his residence in Cambridge. Capt Hodges, of the Boston Club, has recently been elected an honorary member of the New York Club.

Mr. J. S. Dean, consul for Boston, has received communications from consuls, expressing their intention of uniting in the run to Waltham, Sunday, 29 May. The chief consul B. T. C. has been invited to attend. The consuls expect to call on Mr. Colby, of Waltham, who has recently met with severe injuries.

The commander's badge will be a blue silk ribbon, with silver fringe, wreath and letter C, to be worn on the left breast.

Division commanders will wear a crimson ribbon, with the letter D embroidered in gold.

The marshals, eight in number, will each wear a white ribbon, with a letter M embroidered in gold upon it.

Members of the entertainment committee, and of the subcommittees on railroads, hotels, dinner, finance, and reception, will each wear upon the left arm a black ribbon, embroidered with a silver star.

The railroad companies which have consented to transport bicycles free of charge for the special occasion of the League Meet, with the proviso "at the owner's risk," are as follows:—

The Fitchburg, Troy and Boston, Boston, Hoosac Tunnel and Western, Cheshire, Eastern, Boston and Providence, Boston and Albany, New York and New England, Revere Beach and Lynn, and in all probability the New York Central, and the New York, New Haven and Hartford from local points. Owing to a private agreement between all Boston and New York through lines, the advantages of free transportation of machines cannot be obtained on either rail or boat lines. A uniform charge of fifty cents per machine has been adopted for the event of the League Meet only, and this is quite moderate when the usual charge is taken into consideration. The Old Colony Road, which has hitherto shown a liberal spirit towards bicyclists, has thus far prescribed the following rates: Fall River, New Bedford, and Brockton, 50 cents; Newport, 75 cents. The Boston and Maine, Central Vermont, and Boston and Lowell roads are yet to be heard from.

**LATER.**—The Old Colony will carry bicycles free, except from New York, and from there for fifty cents. The following roads will transport free also, Boston and Lowell, Providence and Worcester, Central Vermont, Connecticut River, and Pennsylvania.

The officers of New York clubs, and all wheelmen who will return home via New York City, should inform the chairman of the railroad committee how many will return by the special train. The latter will leave just after the conclusion of the evening entertainment at Music Hall; will be provided with every convenience, both for bicyclists and their

machines. It will rest near the Huntington avenue bridge, quite near the Technology gymnasium, where machines are to be stored. A calcium light will be provided, and every convenience to facilitate the handling and loading of wheels. This train will stop at Worcester, Springfield, Hartford, and New Haven, and wheelmen from these places will find the train a great convenience.

**NOTICE TO LEAGUE CONSULS.**—There will be a run of the consuls on Sunday, May 29, leaving Trinity square at 11 A. M., and proceeding to Waltham via Chestnut Hill Reservoir. It is to be hoped that all consuls will make an effort to attend. Consuls who desire any information in regard to the above will please address J. S. Dean, consul for Boston, 28 State street, until Sunday, when Mr. Dean can be found at Hotel Brunswick.

A. S. PARSONS, Cor. Sec.

**SPECIAL MEETING OF THE BOARD OF OFFICERS, L. A. W.**—The officers of the League are requested to meet at the Hotel Brunswick, at 8.30 P. M., Saturday, May 28, 1881.

A. S. PARSONS, Cor. Sec.

#### PROGRAMME.

SATURDAY, MAY 28, 1881.

#### RACES.

BOSTON DRIVING AND ATHLETIC ASSOCIATION, AT BEACON PARK, 2.30 P. M.

*These Races will be under the management of League officers.*

One quarter mile dash, amateur.

One half mile heat race, amateur, best 2 in 3.

One mile dash, amateur.

Two mile dash, amateur.

One mile professional heat race, \$40 to first, \$20 to second.

MONDAY, MAY 30, 1881.

#### HEADQUARTERS, HOTEL BRUNSWICK.

Meet at 10 o'clock, A. M., on Commonwealth avenue Disband at 12.25 P. M., when a photograph will be taken of the League.

Business meeting at 2.30 P. M., at Bumstead Hall (under Music Hall).

Dinner at 5.30 P. M., in Music Hall. After dinner there will be trick and fancy riding by members.

#### ROUTE OF THE PROCESSION.

FORM on Commonwealth avenue, right resting on Dartmouth; Dartmouth to Beacon, to West Chester Park extension, to west side Commonwealth avenue, to Arlington, east side Commonwealth avenue, West Chester Park extension, to Columbus avenue, to Chandler, Chandler to Clarendon, Columbus avenue, West Chester Park extension, Commonwealth avenue to Dartmouth street. This route will give a review at every quarter, except on Chandler and Clarendon streets, so that spectators may see the procession twice and the riders may see each other.

Tickets for the League dinner at Music Hall, 5 P. M., 30 May, may be procured at

this office, at Messrs. Cunningham & Co.'s, the Pope Manufacturing Co., E. C. Hodges, 28 State street, and of the committee, — Arthur L. Woodman, with Kidder, Peabody & Co., 40 State street; Geo. B. Woodward, John Hancock Life Insurance Co., Sears building; W. D. Mandell, 12 Union park.

During Saturday, Sunday, and Monday, there will be a representative of the committee at the headquarters at the Brunswick, and tickets may be procured of him. The price is \$2.00. Bicyclers are particularly requested to secure their tickets at the earliest possible moment, so that the committee may be the better able to judge of the number to be provided for.

#### THE MARINE BICYCLE.

*Editor Bi. World:*—Your correspondent took a run yesterday to the adjoining sea town of Newcastle, to examine the new marine bicycle, which the inventor and maker, Major Urch, proposes with the captain of the Rockingham Bi. Club to exhibit in Boston during the days of the League Meet.

The improvements recently made and patented may be of interest to your readers, as the boat is a sort of sailor cousin to the wheel and may prove as beneficial and practical.

The craft as now constructed is twenty feet long, and the air-tight catamaran floats, each seven inches wide, are fastened three feet four inches apart, upon and between which are the backbone, handle bar and pedals of the road bicycle; and the position, steering, and propulsion by the rider are identical. An inclined propeller shaft, running between the floats from the centre to the stern, is revolved by means of two bevelled gears, the larger wheel of which is connected with the pedal shaft. At the end of the propeller shaft is a two-bladed propeller, the motion of which can be at once reversed, — stopping almost instantly the headway of the boat, and enabling the rider to drive the craft backwards about as fast as forwards. Directly astern of the propeller is a peculiar-shaped rudder, connected by chains with the handle bar, which is placed in front of the rider, as in the road bicycle, and the course of the craft is directed by it either to port or starboard when running forward and backward. The handle bar is a new feature, having been found more practical, especially to bicyclists, than a steering wheel. Above the handle is an adjustable awning to protect the rider from the sun or rain, and it can instantly be changed into a sail, set at any desired angle. When in shoal water, beaching, transporting, or sailing, the propeller and its shaft can be instantly raised by the operator without leaving his seat. A gleaner, with composition prongs, placed in front of the propeller prevents it from getting foul with floating seaweed and other obstructions.

The appearance of the swift-running

craft on the river is very novel, and never fails to attract hundreds to the wharves and banks. As it floats nearly on a level with the water, the rider at a distance has the appearance of walking on the water, and a number of instances of yachtmen and seamen lowering their boats in the lower harbor and outside to rescue the floating mariner or venturesome land-lubber have occurred. The first trip of the write, last year, by the towns of Elliot and New Market to Dover Point, created the same excitement that he did when, as pioneer bicycler, he explored the country villages and towns in this part of the State. The inhabitants along the river exhibited as much excitement and curiosity as did the copper-colored aborigines when Pocahontas Smith sailed his exploring vessel over the waters of the Piscataqua.

Any one can manage the boat, it being perfectly safe, as it cannot be turned over, and even if all its ten air-tight compartments were broken it would still float. The cranks and seat being adjustable, a forty-six inch "Kol Kron" can ride the same craft as the sixty-inch "Baby."

TELZAH.

PORSCMOUTH, N. H., May 14, 1881.

### WHEEL CLUB DOINGS

THE Cincinnati club-men have given up their quarters in the Exposition building, and have been planning a club-house which they hope to erect soon.

THE Germantown Club, which stands near the head of the list in League membership, gave a second hare-and-hound meet on 14 May. The hares — Messrs. F. W. Corse, Chas. Patum, and Geo. D. Gideon — had a rough course of ten miles to cover, and did it in fifty-six minutes, foiling the hounds and leading them by five minutes over the ten allowed.

THE Hartford Wheel Club recently enjoyed a highly successful run, in which many invited guests participated. They had thirty men in line, and a large audience at the start to witness the send-off.

THE Rochester Club is not only the proud possessor of an artistic secretary who illustrates his club notices, but has also a wide-awake lot of members. They are well uniformed, and turn out thirty-two at a time, in a way that should shame some of the Boston clubs.

FREMONT, OHIO, has a new club which will soon join the League. The Presidential State has some magnificent roads, and there is no reason why it should not take a front rank in its number of wheelmen.

THE Peoria Club is prospering, and will continue to prosper as long as it has an enterprising secretary like Mr. Rouse. We take pleasure in thanking the latter for many favors received.

SUSQUEHANNA BI. CLUB.—Organized 19 May, 1881, with six active members. Club colors, purple and gold. The fol-

lowing officers were elected for the ensuing year: President, F. A. Miller; captain, T. A. Hayward; secretary and treasurer, Wm. Garner.

CHELSEA.—At the annual meeting of the Chelsea Bi. Club, held Friday evening, 24 May, 1881, the following were elected officers for the ensuing year: President, William E. Gilman; secretary and treasurer, Wendell P. Yerrinton; captain, Charles E. Walker; sub-captain, Charles H. Fowler; 1st and 2d lieutenants, respectively, Joseph F. J. M. Brown and Herman Eustis; member of the executive committee, Horace J. Phipps. The president, secretary, and Messrs. Horace J. Phipps and Waldo Pratt were elected delegates to the annual business meeting of the L. A. W., to be held 30 May, 1881.

THE HILL CITY BICYCLE CLUB, just organized in this city, now consists of nine active members, with Dr. J. R. Calahan as captain, and W. D. Ayres secretary and treasurer.

We have a good prospect of increasing membership, and will elect other officers as the club gets larger. We have six Standards one Special Columbia, and two excellent English machines, all new. Our uniform is gray coat, pants, and cap, white shirt, brown stockings, and red belt.

We intend to persevere, with a view to making our organization one of the best in the West. We will soon send in our application for admission as a club to the L. A. W.

W. D. AYRES, Sec'y.

HILLSBOROUGH, O., 16 May.

MILWAUKEE CLUB.—The club run, to be held May 28, 29, and 30, begins to be the chief topic of interest among members just now. Most of the fresh riders are debating as to whether they can "stand it" or not, and are picking out all the bad roading around the city, to practise on.

At the Meet, 3 P. M., May 28, we hope to secure a good photograph of the club. One of our society members was quite paralyzed the other evening by a remark from a young lady, that "really the new uniforms looked very well indeed *on the road*." As the young man was at the moment attired in the uniform in question, and was not "on the road," but on the front steps, he failed entirely in his efforts to construe the remark as at all flattering.

Messrs. D. G. Rogers and H. C. Reed, both directors of M. Bi. Club, are preparing for their trip to Boston and the League Meet. There are dozens of us who want to go, but cannot make it this year.

Bring the Meet to Chicago next year, and we will send sixty green jackets for the turnout, with club-men inside of them.

Where, oh where, is that directory of club secretaries, and must we go fishing in our efforts to invite the American Club and riders to our Annual Run?

"There's music in the air" in the neighborhood of the residence of Mr. M—, bugler of the second division. Is not this gentleman, by the way,

a sort of a B. B. B.? He is blessed with a bicycle, a baby.

The best joke of the season is on the married member, who goes home by way of the back yard, and tries to escape, with his wheel, through a hole in the fence, just in time to be caught by a request from Mrs. —, in the key of x y, to "come right in and beat carpets." Verily the Bi. is like the whale, "For oh! the ladies love (?) him so." SUGNA.

MILWAUKEE, 18 May.

BREMEN.—A meeting of riders in Bremen was held 7 May, at Siedenburg's hotel, for the purpose of considering the formation of a club. The opinion of the cyclists present being favorable as to the advisability of forming one, the Bremen Bicycle Club, a thing long talked of, was herewith ushered into existence. The club then elected the following officers for the ensuing year: Captain, Mr. Hermann H. Koop, Jr.; secretary, Mr. Warren Leete; treasurer, Mr. Robert Carew. Another meeting will be held upon the 21st inst., at which the organization will be perfected, by-laws, club uniform, etc., adopted.

HERMANN K. KOOP, JR., Capt.,  
L. A. W.

BREMEN, GERMANY, 9 May, 1881.

ARLINGTON.—*Ed. Bi. World*:—Dear Sir: The first annual election of officers of the Arlington Bi. Club of this city, held 17 May, resulted in the following: President, Dr. William Tindall; vice-president, M. C. Barnard; captain, F. T. Rawlings, 1st lieutenant, Dr. Geo. J. Pritchard; 2d lieutenant, John T. Loomis; secretary and treasurer, Howell Stewart; senior guide, E. L. Dent; junior guide, Harry Y. Davis; bugler, W. C. McArthur. The portion of the club committee not holding office are Messrs. E. B. Hay, P. T. Dodge, A. M. Little, and C. M. Lewis. The club now numbers twenty-seven members, twenty-two of which are active.

HOWELL STEWART, Sec'y.

WASHINGTON, D. C., 18 May.

THE ALBANY BICYCLE CLUB held a meeting 27 April; Mr. Edward D. Mix was elected bugler, and Mr. Charles L. Palmer secretary and treasurer, to fill vacancies left by the resignation of Mr. C. W. Fourdrinier.

CHAS. L. PALMER,  
*Sec'y and Treas. Albany Bi. Club*,  
274 State street, Albany, N. Y.

THE BRATTLEBORO' BI. CLUB met at Armory Hall, Thursday, 12 May, and elected the following officers for the year ensuing: O. A. Marshall, president; A. W. Childs, vice-president; E. G. Monroe, captain; W. S. Underwood, secretary and treasurer; and also voted in two new members. Our club is in a prosperous condition; we have two gold medals, one to be raced for annually, and the other semi-annually; no one member to hold both medals. Our machines are all Standard Columbias, ranging from 44 to 52 inch. We expect to be represented at the Meet 30 May; three of our club are getting the

rust off their wheels, so as not to appear too much like Vermonters.

W. S. UNDERWOOD,  
*Sec'y B. Bi. Club.*

BRATTLEBORO, VT., 14 May.

## RACES

### ELIZABETH ATHLETIC SPORTS.

#### ONE MILE BICYCLE RACE.

THE above race came off last Saturday afternoon, about 3.45 P. M., for amateurs only. There were thirteen entries, and a muster of nine came up to start, therefore all could not start in a line, the track being only fifteen feet wide; placing five in the first line, and four one length of bicycle behind, consequently in starting them this improper way resulted in the spilling of Pittman, Stearns and Talmage, and the men who started in the fore rank got in the way of the rear competitors. By this muddle, it looked like a procession of single file during the first half lap; after the half-mile was over, Woodside, Taylor, Field, and Gavitt stuck well together, making a splendid race. Taylor, having a light racing machine upon this soft and heavy track, had a great disadvantage; the others rode road machines. The result of the first heat was: 1st, W. P. Field; 2d, W. M. Woodside; 3d, G. H. Taylor; 4th, J. W. Gavitt. Time, 3.57 1-2. The men who fell, lost about twenty yards, receiving no injuries.

The second heat was run by Woodside, Field, and Gavitt; Taylor's machine not being fit to ride on such a track, consequently he withdrew. This heat the three kept well together until the fourth lap, when Woodside spurted and won easily by forty yards; second, Gavitt; third, Field. Time, 4.01 1-2.

The third and last heat was then started, Gavitt taking the lead, Field second, and Woodside close behind. On the second lap Woodside spurted, passed Field, and was about to pass Gavitt, when the latter fell, which made Woodside turn direct into the fence and buckle his wheel. Gavitt jumped on again, but did not gain on Field, who gained quite a lap over Woodside before the latter got another machine; therefore this heat was won at ease by Field; second, Gavitt; third, Woodside. Time, 4.16 1-4. However, Woodside claimed a foul from Gavitt, and consequently took second medal, Field taking the first.

This race was enjoyed the most of all the events by the spectators. A pity it was not on a good track, for some of our best amateurs were among the starters, and good time would have been made. The following are the names of the starters: J. N. Stearns, W. M. Woodside, W. P. Field, A. C. Bedell, W. R. Pittman, G. H. Taylor, F. H. Douglas, F. A. Walker, J. W. Gavitt. All who were distanced by 50 yards were not allowed in the second heat. When a number of entries are made, why not divide them into heats, — the 1st and 2d in each respective heat, to run in the final, same as they do at Wol-

verhampton, Lillie Bridge, and all other places in England? — any number of entries exceeding ten ought to be run in this way. Best two in three makes it too horsey; hope hereafter we shall hear of this most proper way being arranged at all other athletic sports and races.

### ESSEX RAMBLES. IV.

IT had long been the desire of several members of the Essex Bi. Club to make the trip to Little Falls from Orange, but until a certain sunny day in May they had never attempted it, partly because visions of murderous roads arose before them, but principally (for the Essex Bi. Club is not, as "Chicago" Rollins once charged, spoiled by fine macadam) because they had not before found such a golden opportunity.

About eleven o'clock the trio, having wisely lounged around until the sun had got the best of the pleasant morning coolness, and was ready to pull their noses, leisurely mounted their "H. F. H.'s" and "Duplex Excelsior," and rolled off toward the Orange Mountain, northwest; arrived at its foot after ten minutes' riding, over a perfect road. Here a dismount was called, and the valley road was taken to Montclair. Our three 'cyclers found it cooler walking the first mile of this road than mounting and dismounting every few yards, besides incurring the risk of a header. However, the surface soon improved, and the saddle was again taken.

Little Falls, so named from a cascade formed by the descent of the Passaic River through a rocky flume, lies within three miles of Paterson, the city of silk and locomotives.

To reach it, the riders were compelled to cross the Orange ridge and descend into the valley of the Passaic on the north side. Our three club-mates — Brown, Jones and Robin — no, Smith — walked the long Montclair hill, newly laid in flints, mounted at the top, and, turning off the pavement, plodded along past farm-houses and barn-yards, bumping over ruts, boulders, lumps of turf; now riding on the path, then in the moss-grown ditch. Jones, whose blazing locks seem to add to the intensity of the noonday sun, turns to look at Brown, shoving along in the rear. His 56-inch instantly settles in a rut that is like a crack through to China; Jones calmly lifts it out by a sort of bootstrap elevating process, and gives up his inspection. Smith, upright, calmly pedalling a wheel that glitters like a chaos of mirrors in the sun's rays, is cool and comfortable, apparently; but his nose is rapidly assuming a cardinal hue. As usual, he strikes admiration into the hearts of all beholders. Two guileless rustic maidens are overheard, in a naive dialogue, something like this: "Oh, ain't they [Smith and his H. F. H.] splendid?" "Oh, yes, not too splendid, but just spl—" Smith went into the gutter and got off absent-mindedly. Brown was speedily browning under the noonday

glare, but was otherwise intact. Riding down a long hill into the little village of Cedar Grove (there was n't a tree within a mile of the place), our 'cyclers rode along a brook, over a better surface, and reached the Morris canal. They found it twisting and winding above the surface of the meadow like a huge double dyke, which resulted in rather startling grades where the roads crossed; for the tow-path was many feet above the level of the surrounding country, and the bridges were correspondingly higher. To lessen expense, probably, the banking up to the bridge was made as short as possible, and the road ran up like the side of a roof. Jones flew at this small mountain and went over it with a rush, while his companions more wisely footed it. But he had his reward in being the first to roll into the little town of the Falls, which speedily turned out its entire population to witness Jones's exploits upon his big wheel. Then followed a series of circus tricks scandalizing to the dignity of the Essex Bi. Club. Jones deserved a header, but he did n't get it.

Upon the arrival of Brown and Smith, the party rode over to see the falls. The river was unusually full, and the volume of water crashing over the rocks with a deafening roar was very imposing.

After imbibing an innocent mixture of lemons, sugar, etc., etc., our trio started on the return trip. A native suggested that they take the Notch road, it being shorter. In answer to a question from Jones as to whether he had been over it, Smith said, "Notch yet." The departure was made in tearful silence. After a tremendous climb over the mountain, in which very little riding was indulged in, a good p-th was found. About two miles out of Montclair the party stopped at a farm-house, allured by a juicy-looking old pump. As they were drinking, two young fellows sauntered out of the house, and began an inspection of their steeds. One of them, a "fresh" looking youth, lost no time in informing our party that he had been a member of the Montclair Bi. Club (now defunct and merging into the Essex), and that he had sold his wheel, a 50-incher. Turning to Jones he asked what size wheel he rode. "Fifty-six," replied Jones, indicating his machine by a wave of his hand. The retired bicycler walked over to it, tried to touch the handle with his head, endeavored vainly to see the top of the saddle, and then said, decidedly, "I shall get a 56-inch for my new machine this summer." "Yes," answered Jones, thoughtfully, "but had n't you better make it sixty?" By this time the smiles were so broad that a hurried departure was effected.

The rest of the journey homeward was made without incident, except that Jones had an interview with a young stallion, who expressed his admiration for Jones's machine by standing on one ear while he balanced the buggy on the end of his tail. Brown started a "shriek" in his back wheel that sounded like high noon in a factory town, and revealed the fact

that three old wheelmen had started off on a twenty-five-mile trip without a single oil can between them.

Smith is cultivating a new crop of epidermis upon his nose, Brown is doctoring the blisters upon his palms, and Jones, by a liberal application of ice and towels, is reducing the temperature of his fiery head.

IXION.

## L. A. W.

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

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

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

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

Bicyclists 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 bicyclists 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.

## SPECIAL NOTICE.

THE GRAND PARADE of the League starts from Trinity square, Monday, 30 May, at 10 A. M.

ALL wheelmen are cordially invited to join in it, and will be given positions.

THE ANNUAL MEETING of the League will be held at Burnstead Hall (under Music Hall), at 2:30 P. M., 30 May. Only members will be admitted to the floor of the hall.

BADGES may be ordered (to be delivered at officers' headquarters, 28, 29, or 30 May) of the undersigned. Orders must contain \$2.00 for silver, or \$1.00 for plated badges; and the League number must be given, or the date of publication of name in the WORLD.

PARTIES WHOSE NAMES were published in WORLD of 13 May, or who have not obtained certificates of membership, may

call for certificates at officers' headquarters, Brunswick Hotel, 28, 29, or 30 May.

APPLICANTS FOR MEMBERSHIP whose names were published too late for admission to the League before 30th, will be favored in Meet and Meeting.

MEMBERS REMITTING MEMBERSHIP FEES for 1881 and 1882, will please retain old certificate, as the new one will be issued by the new officers and cannot be sent out at once.

Let every member make every effort to be present, and to bring as many wheelmen as possible with him.

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

## 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.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H.—Additional: Frank J. Philbrick, 36 Market street; George M. Ayres, Post-office; William C. Denny, Portsmouth Plains,—all of Portsmouth, N. H. These names should have appeared 13 May, but were mislaid.

AEOLUS BI. CLUB, WORCESTER, MASS.—Edward F. Bisco, 448 Main street; Geo. A. Smith, 425 Main street; Chas. H. Banister, 389 Main street; Frank E. Higgins, 284 Main street; Fred. E. Pollard, 421 Main street; Harry S. Myrick, 6 Foster street; Frank H. Goddard, 4 Portland street; Geo. W. Brooks, 20 Crown street; Louis A. Tarlton, 619 Main street; Burton H. Wright, 240 Main street; Chas. A. Gate, Millbury, Mass.; Henry P. Murray, 241 Main street,—all of Worcester, Mass., except as noted.

BUFFALO BI. CLUB.—Additional: C. S. Dakin, 126 Cottage street, Buffalo, N. Y.

CORRECTION.—F. J. Nichols, of Poughkeepsie Bi. Clnb, is a resident of Rochester, N. Y.

CONSULS APPOINTED.—Samuel Ames, Oil Exchange, Titusville; Geo. H. Morehead, Bissell avenue, Oil City; H. R. Barnhurst, residence West 6th street, business Starn's Manufacturing Company, Erie,—all of Pennsylvania.

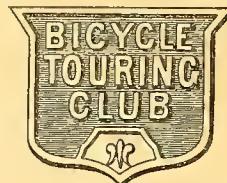
Geo. E. Dorr, banker, Greenwich; E. K. Austin, 55 Putnam avenue, Brooklyn (for Kings County Wheel Club); Dr. A. G. Coleman, Canandaigua; Dr. F. L. R. Chapin, Glen's Falls,—all of New York.

Karl F. Miller, Massillon; M. F. Richards, residence 50 Madison street, business 218 Summit street, Toledo; C. J. Pratt, Painesville,—all of Ohio.

Arthur W. Childs, at post-office, Brattleboro, Vermont.

UNATTACHED.—C. T. Aldrich, Ashland, Mass.; Frank Watson, Canandaigua, N. Y.; Chas. S. Clifford, Dever, N. H.; Leon J. Denton, Tecumseh, Mich.;

John S. Webber, Jr., Gloucester, Mass.; Joel A. Josin, Newburg, N. Y.; Thomas Haviland, Newburg, N. Y.; Gustaf Ryttzell, Derby House, Boston, Mass.



THE BICYCLE TOURING CLUB, as the International organization of wheelmen amateurs, occupies a similar position in relation to kindred athletics that Freemasonry does to other kindred societies. Wherever the wheel rolls the "B. T. C." is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world, where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names which are already to be found on its roll of membership.

The annual fee is two shillings and sixpence (about 6 $\frac{1}{2}$  cts.), and there is no initiation fee except the cost of the club badge in silver, which is six shillings and sixpence (say \$1.62 $\frac{1}{2}$ ).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the chief consul direct, who will forward same to the executive in England.

Application for membership should be accompanied by a P. O. O. for \$2.50, which will cover the cost of International P. O. O., of silver badge, and of membership ticket.

To avoid difficulties as to amateurship, all applications from unattached wheelmen must be countersigned by a member of the B. T. C.

During the L. A. W. Meet of 1881, B. T. C. headquarters will be temporarily established at the

ST. BOTOLPH,  
TREMONT, COR. OF DOVER ST., BOSTON, which will be open to members and their friends only, on the 28th, 29th, 30th and 31st insts.

ON THE 29TH INST., AT 10.30 A. M., B. T. C. members are invited to join the chief consul at headquarters, for a run into the country and return.

ON THE 31ST INST., AT 8 P. M., it is intended to hold an ENGLISH SMOKING CONCERT at headquarters, to which B. T. C. members can obtain a limited number of tickets for their friends, by applying to FRANK W. WESTON,

Chief Consul U. S. A.

SAVIN HILL, DORCHESTER.

**LADD v. ALLEN ET AL.**

THIS was an action on the case, to recover damages for a fractured wrist and other injuries occasioned by being thrown from a carriage, in consequence of a horse being frightened by bicycles on which defendants were riding along a public highway. The action was begun in the fall of 1880, and brought to trial at Exeter, N. H., in the Supreme Court, sitting for Rockingham County at the April Term, 1881, before Mr. Justice Lucci W. Clarke, and a jury. Messrs. Lane & Copeland were counsel for the plaintiff; Marston & Eastman for the defendants. The plea was general issue. Damages were claimed in \$3,000.

It appeared in evidence that the defendants, Ethan Allen and two other students of Phillips Academy, were riding in a street of Exeter in November last. At that time the plaintiff, Miss Jennie Ladd, was in a buggy to which a horse was attached, standing in the same street near a horse, and was talking with a lady friend in the doorway. The defendants were riding bicycles in line, one after the other, at a speed of four or five miles an hour, and when the forward man arrived within about seventy-five feet of the team, the horse became frightened and the defendants immediately stopped and dismounted; but the horse turned about, and threw the plaintiff out. As soon as the horse became frightened, the plaintiff lost her presence of mind, dropped the reins, and stood up in the carriage. Counsel for plaintiff maintained that riding bicycles was an improper use of the public highways; that the injury to the plaintiff was caused by their presence thereon; and that they were liable for damages for any injuries caused by them while riding in the highway. Counsel for the defendants contended that the defendants had the same right to use bicycles on the highways as they had to use other carriages, and that the only questions were, whether they were or not in the exercise of ordinary care in their use, and whether the plaintiff was in the exercise of ordinary care and prudence in the management of her horse.

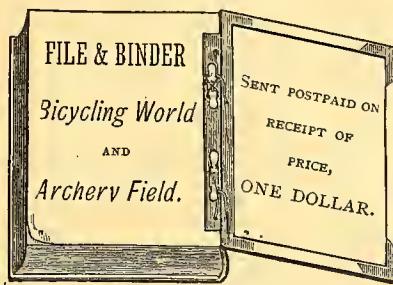
The Court charged the jury that the defendants had the right to a reasonable use of the public highway with any sort of a carriage; that it was a question of fact for the jury to find whether the riding of bicycles on that particular street, at that time, and considering all the circumstances, was such a reasonable use of the highways; and submitted three questions of fact for the jury to find: *First*, whether the use of bicycles by the defendants at that time, and in that street, and considering all the circumstances, was a reasonable use of the public highway? *Second*, whether there was any want of due care on the part of defendants, which occasioned the accident? *Third*, whether there was any want of due care on the part of the plaintiff in the management of her horse,

which occasioned or materially contributed to the injury?

The jury found for the defendants on these points, and rendered a verdict "not guilty"; and judgment was entered for the defendants accordingly.

[NOTE. The case of which the foregoing is a report excited great interest in New Hampshire and elsewhere, and the decision of it is one that may be referred to as a useful precedent; inasmuch as it was tried in a Supreme Court, before a distinguished judge holding one of the highest judicial positions in his State, and a disinterested jury drawn from a county in which bicycling has not yet become very general, and where none of the jury were wheelmen. Although the trial was at *nisi prius*, it is about as near "the decision of a Supreme Court" as we are likely to get in favor of the rights of wheelmen; since all the courts know and administer the law, and there can be no sufficient doubt of the law to carry the question of the rights of wheelmen to use the streets up to a full bench, purely as a question of law. I am indebted to Gen. Gilman Marston, defendants' counsel, for an account of the trial in detail, from which the foregoing report is prepared.]

C. E. P.



A. J. PHILBRICK & CO.  
MANUFACTURERS OF  
**BICYCLES.**

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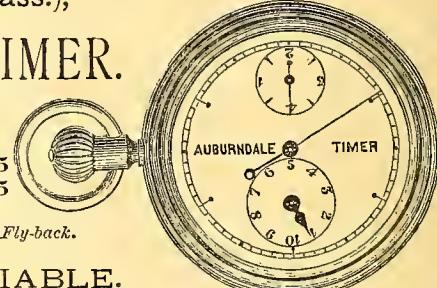
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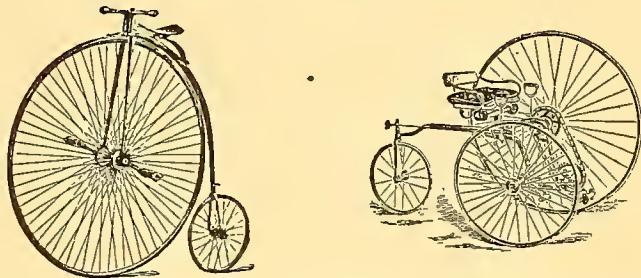
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