



No. <sup>★</sup>0003.39







Dec 17 1871

Dear Sir,  
I have the honor to acknowledge the receipt of your letter of the 14th inst.

in relation to the matter of the  
of your letter of the 14th inst.  
of your letter of the 14th inst.  
of your letter of the 14th inst.  
of your letter of the 14th inst.

I am, Sir, very respectfully,  
Your obedient servant,  
J. H. [Name]

# The Velocipedist.

OFFICE OF  
THE AMERICAN AND EUROPEAN MAGAZINE CO.,  
{ CHAS. A. MILLER, PRES.  
MILTON INGERSOLL, TREAS. }  
116 NASSAU STREET,

170  
6523 89

9. PRICE TEN CENTS.

New York, Dec 17 1869

J. Wilson  
Superintendent  
Dear Sir:-

We have  
with inquiry with regard to  
the velociped and have been  
informed that but 3 Nos were  
published. If we should find  
any more we will send you  
such Nos as may obtain.

Yours Respectfully  
A. & E. Maynard & Co.

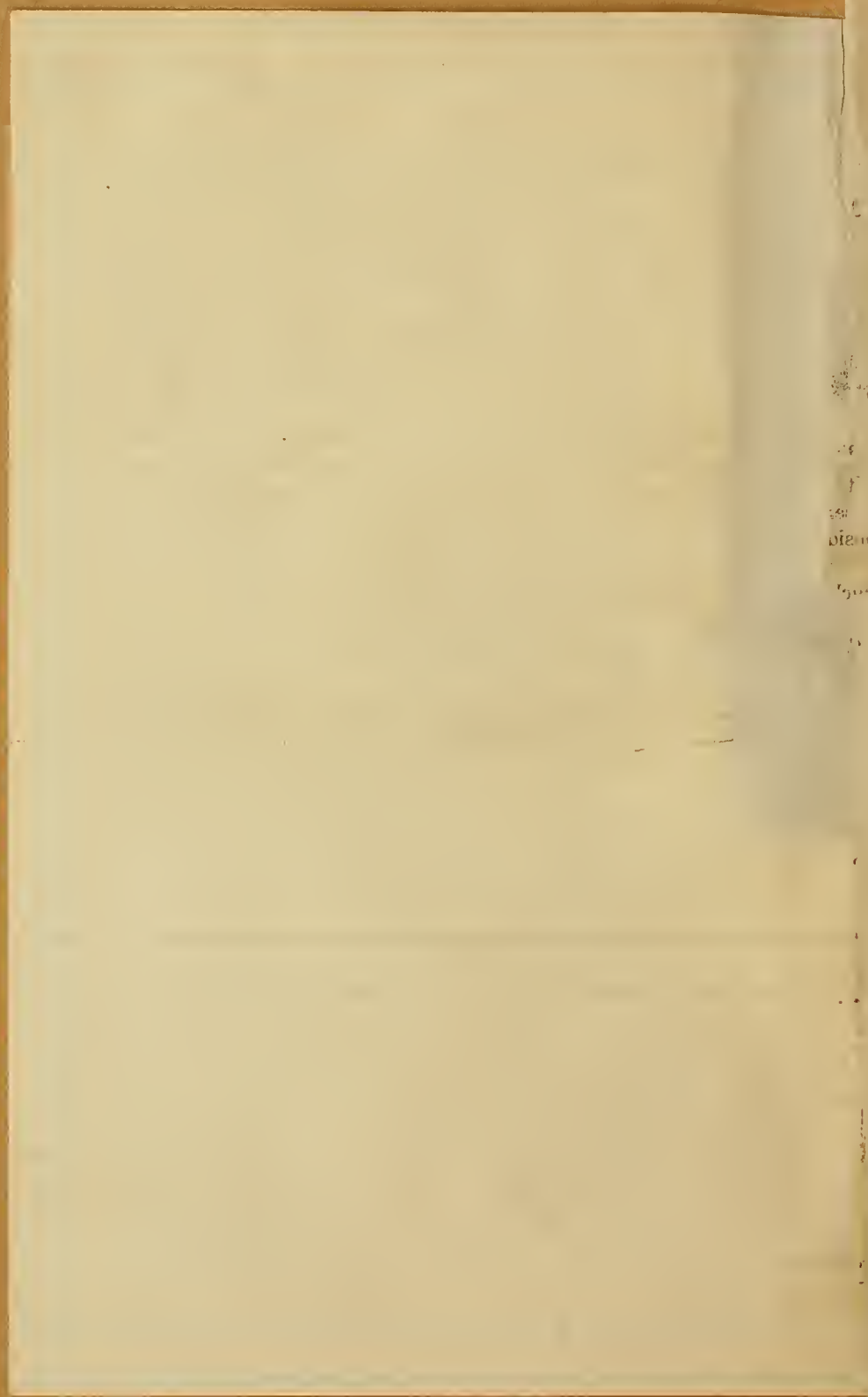
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# The Velocipedist.

70  
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VOL. 1.—NO. 1.

NEW YORK, FEBRUARY 1, 1869.

PRICE TEN CENTS.

## Our Paper.

**T**HE object this paper has in view is to record everything of interest in the Velocipede world.

The advantages the Velocipede offers as a rapid and convenient means of locomotion, are engaging the attention of leading literary and scientific men, both at home and abroad.

It is obviously impossible that all sources of information concerning this attractive novelty should be accessible to any considerable number of even the reading public.

We present to our readers in a condensed form everything which has permanent value and commanding interest concerning Velocipedes will be the object of the VELOCIPEDIST.

It will treat impartially of the strength, lightness, superiority, inferiority and general merits of the velocipedes of rival manufacturers, and give to the public the result of its investigations.

A space will be allotted to accurate and reliable accounts of velocipede races; also to the progress the Velocipede is making upon the dramatic stage.

Though we may not be enabled in this, our first issue, to supply all wished for information, we hope to be able in our future numbers to answer all questions, and make our paper a source of, and outlet for everything of importance relating to this new means of locomotion, exercise and amusement. To this end, therefore, we respectfully solicit correspondence from all parts of the country.

## History of the Velocipede.

**B**UT little can be found in the literature, or dictionaries and encyclopedias of ancient or modern times, with reference to that little, rapid and convenient mode of conveyance called the Velocipede, which promises to play such an important part in what is called the annihilation of space.

After spending some hours in fruitless and weary researches over musty journals, we finally came across a book called "*Dictionnaire de Conversation*," in which, under the word velocipede, we were referred to the word Draisienné; on turning over to which, we find a description of the three-wheeled, arm-movement velocipede, and it ascribes the credit of its invention to a Baron Drais de Saverbrun, about the commencement of the nineteenth century, for which reason it may be said to be one of the first inventions of the age, in more senses than one.

It then goes on to say that the Garden of Tivoli, which, it appears, was at that time the favored resort of the *crème de la crème* of Parisian society, was the place where this little instrument made its *début*. The person who prepared the article on the same subject for the American Encyclopedia, commences by giving the well-known derivation of the word from the Latin *velox*, swift, and *pes*, a foot, and defines it as a carriage by means of which the rider propels himself along the ground, and states that it was invented at Manheim. The Velocipede, as originally constructed, appears to have consisted of a bar about five feet long, supported at each end upon a single wheel, that designed for the front, being arranged so as to turn obliquely to the line of the carriage. The rider sat astride the bar, and propelled the machine by the action of his feet on the ground. This vehicle never came in general use, as the *petits crevés* and the *cocottes*, on whose verdict the success of any new toy depends, would not patronize it because the pleasure of riding it was overbalanced by the labor of propelling it. It was called the *célérier* or "make-speed," and disappeared from view as rapidly as its inventor expected it to roll into public favor, being unable to contend against the shafts of ridicule leveled mercilessly at it.

Delving French antiquarians have exhumed from the *Journal de Paris* of July 27, 1779, a description of a vehicle invented by Messieurs. Blanchard & Mesurier, the former the celebrated aeronaut, which was exhibited in the Place Louis XV., named to-day Place de la Concorde, in presence of many members of the French Academy, and a large concourse of ordinary spectators. At the head of the machine was the figure of an eagle, with outspread wings, to which was attached the apparatus with which the driver directed its movements. Behind it was seated an individual who propelled the machine. At a subsequent date, the inventor transported the vehicle to Versailles, and exhibited its capabilities in presence of Louis XVI, Marie Antoinette, and their idle court. At a later date, M. Dreuze made an improvement on the invention, which met with partial success, inasmuch as a certain number of his machines were constructed after his model and distributed among country postmen, who used them with advantage for some time, until a heavy fall of snow rendered them unserviceable, and led to their being ultimately abandoned, greatly to the gratification of that conservative class, who, detesting everything in the way of innovation, had prophesied their failure.

Since that time, up to within a very recent date, all experiments to render the machine subservient to practical purposes

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appear to have been unsatisfactory, and it has only been in general use as a toy, modified by having a third wheel. More attention has been paid to originating or perfecting the flying machine. M. Lallement made an improvement on the two-wheeled machine by affixing to the front wheel treadles which should be acted on by the feet, and the success attending his endeavors to ride it was beyond his most sanguine expectations.

After becoming a thorough master of his horse, Mr. Lallement appeared upon the broad paths of the Champs Elysees. His appearance created a *furor*. The gay frequenters of the Park wondered that the strange machine should run so swiftly, or, rather, that it should run at all upon two wheels in a line. He obtained a patent for this tandem velocipede, and sold it to Messrs. Michaux & Co., of Paris, who improved on it.

However excellent and well adapted Mr. Michaux's improved bicycle is for use in France, running over the carefully prepared French thoroughfares, it is not adapted to our rough roads. The peculiar features and improvements which have been made on the American machines are that the frame is tubular, thereby securing great strength and lightness. The axle of the hinder wheel is of peculiar construction, constituting in itself an oil-box, by being made tubular and closed at either end by a screw, on the removal of which it may be filled with lard oil; cotton lamp-wick having been placed loosely in the tubular axle, the oil is by this means fed to the bearing as fast as required, through small holes made for the purpose in the centre of the axle. The old method of oiling from the outside, allows impurities to be carried into the bearing, which difficulty is entirely obviated by this plan of supplying the oil at the centre of the bearing. The saddle is supported on a spring, giving an elastic seat, and is adjustable to suit the length of limb of different riders. The tiller or steering handle is so constructed with a spring that the hands are relieved from the jolting they would otherwise receive when running over ordinary roads, and its design is such that it obliges the rider to maintain an erect position, keeping the chest well expanded. The stirrups are so shaped as to permit the use of the fore part of the foot, and bring the ankle joint into play, thereby relieving the lower limbs from the disagreeable jolting they would otherwise experience, and making the propulsion much easier than when the shank of the foot is used, as is the case with French machines. The bearings are all of composition, and so attached that when worn they may be replaced by others.

### The Future of the Bicycle.

SPACE has been a sort of enemy to enterprise, and a great part of our energies has been devoted to what is called the annihilation of space, and to this end steamboats have been invented, railroads have been projected, which answer very well for the longer distances, where many miles have to be traversed, but for the shorter distances, up to the invention of the velocipede, we have had nothing adequate to our wants. Cars and stages are always disagreeably crowded, and filled with impure air from the breaths of some two score passengers, besides that you always have the agreeable reflection

that you may be seated next to a person in the catching stage of the measles or the small pox; or that he may be a thief or pick pocket, and find on getting out your pocket book and temper gone at the same time. Besides that, cars and stages never take you exactly where you want to go, generally several blocks away, often obliging you to undergo vexatious delays to take cross town lines, while you are shivering in the cold, or drenched by the rain.

Again, hacks are not only expensive, but extravagant, and if you keep a horse, the expenditure attendant is enormous. Besides a good horse should not be risked over a slippery pavement like Broadway, and a good-for-nothing horse is not worth his keep, and no pleasure to drive.

But the two-wheeled velocipede is the animal which is to supersede everything else. It costs but little to purchase and still less to keep. It does not, like one Zedechias mentioned by an old historian, eat cart-loads of hay, with carts, horses, and drivers as a relish, just to amuse Louis le Debonnaire, or any other sovereign. It does not, like Jeshurun, wax fat and kick. It is easy to handle. It never "rare's up." It won't bite. It needs no check rein or halter, or any unnatural restraint. It is light and little; let alone, it will lean lovingly against the nearest support. It never flies off at a tangent unless badly managed, and under no circumstances will it shy at anything. It is not ludicrous, like the young mule, nor does it, like the Morgan colt, cut up in a ridiculously corybantic manner, nor does it in other ways disgrace the memory of its inventor. In its movements it is all grace. Its one gait is so uniform and easy, and beautiful to look at, and simple to analyze, that it would be a shame to speak of a trot in the same breath. When its driver driveth furiously, even as did Jehu, the son of Nimshi, then there may be danger to him who obstructs the way, and will not make room for the flying steed. But otherwise not. When we have nationalized the stranger, do not let us forget his origin, but where many smooth roads meet, erect to the memory, and in honor of the inventor a brave monument like that which surmounts the grave of him who first gave us pickles, and taught the world how to cure and harrel the bony herring. Let it not be said that the maker of the first bicycle went unrewarded by the descendants of that posterity who forgot Ctesihus, the first organ huilder, or him who introduced the gridiron, nor yet those other anonymous benefactors to whom we owe the benefits and blessings derived from the use of door knobs and buttons.

Since the time of Bellerophon, the first equestrian, of Pelethronius, the inventor of the bridle and saddle, of Erichthonius, who drove the first team to wagon; since Thessaly and Epirus and Mycenae began to be known for their hooded stock; since the days when Proteus drove his two legged horses, and the Lapithæ spurred their hitted steeds over the plains of Thessaly; from the time since the first horse which Neptune called from the earth with a tap of his trident, there has been no racer or hack to match the Veloce, for elegance, grace, docility and speed. It may not be as intelligent as Bonner's Dexter, or as many of the carnivorous steeds whose appetite for human flesh brought Diomedes to grief. It may not possess that talent which elevated Caligula's favorite horse to the consulship, but with proper management and adequate encouragement, it may become quite as useful to



the world as the Thracian horse admired by Virgil, or the beast which sat for the Egyptian artist's model of pride, or that historic monster which concealed the enemies of Troy, or even as Charlemagne's cob, whose hoof reopened to the world the long hidden springs of Aachen, the Germanic Gettysburg.

### American Enterprise.

**W**E have always claimed, that America kept pace with the rest of the world in the matter of inventions, but from present appearances, our boast is likely to be contradicted by facts. The truth is, we are behind the times. Our much boasted American enterprise is a pleasing delusion. Even after a new improvement has been successfully demonstrated in England or France, we look on it with mistrust, and seem to dread its introduction as an infringement on the established order of things. This must be the conclusion of any one who takes a comprehensive and comparative view of velocipedestrianism in this country and France.

In Paris, and throughout the Empire velocipedes are used regularly as a means of locomotion, by messengers, pedlers, clerks and school boys. Students ride them, learned limbs of the law exercise their legs on them. Every ubiquitous advertisement bearer scuds through the streets on the new iron horse.

Government *employés*, and the compositors employed on different journals, ride them. The fashion writers and the fashion leaders rack their brains for the contrivance of velocipede costumes. There are velocipede clubs formed, velocipede championships contested for at velocipede Tournaments.

At night in every crowded thoroughfare, scores of the graceful vehicles with lighted lanterns swinging before them, may be seen deftly threading their way through the throng of carriages, some driving madly toward the outskirts, some with illuminated advertisements borne like banners above them, gliding swiftly and noiselessly up and down, and in the day time hundreds intersect the avenues of the Bois de Boulogne, whiz over the smooth pavements of the Boulevards, and the level ways of the Champs Elysées. They are queer looking affairs those veloces, or bicycles, as they are called in Paris, and when a score or more bowl along in the Sunday race at St. Cloud, Vincennes, and elsewhere, or when driven at break-neck speed on the narrow stone parapet at the east side of the Seine, and even down the hundred steps of the Trocadéro, their riders all the time indulging in gymnastic feats, that would seem to invite certain destruction; the scene is at once novel and inspiring.

### Velocipede Riding Schools.

**S**EVERAL velocipede schools have been established in New York, and several more are in the process of being organized.

HANLON BROTHERS.

Monday evening last will be memorable in the annals of velocipedestrianism, as on that evening the large hall in the building on the north east corner of 10th Street and Broadway, was dedicated to the goddess who presides over all inventions

of rapid means of conveyance. The enlivening strains of a band of music cheered and inspired all present. What might be called the inaugural ceremonies of the occasion were the endeavors made by apprentices to straddle the, to them indomitable steed, and the monotonous awkwardness of their attempts was only varied by an occasional unceremonious fall.

After the lapse of about half an hour thus occupied, Frederick Hanlon, a high-priest worthy of offering incense on the altars dedicated to the cause of velocipeding, appeared equipped in raiment suited to the occasion, and mounted on his favorite thoroughbred, of pure American origin. This distinguished acrobat seems to have transferred all his gymnastic and flying trapeze skill to the veloce, and has therefore justly earned the name of the Champion Velocipedist of the world. He seemed to manage his steed with the utmost ease. He cajoled it, and it went "like blazes," he sat upon it side-saddle fashion, and took off his coat, and put it on again. He stood upright on the machine on one leg, all this time going at the rate of 2.40.

The most astonishing feat that he performed was passing between two chairs, while at full speed, and taking one chair in each hand, made a complete circle of the room, depositing the chairs exactly where he had taken them from. He then went up an inclined plane, ten feet long, which had a rise of three feet in that distance. From this point the descent was still more hazardous, being down an inclined plane only five feet six inches long.

PEARSALL BROTHERS,

at the intersection of Twenty-second Street and Broadway have one of the most popular riding-schools in the city. The locality is particularly advantageous for fashionable denizens situated in the vicinity of the Fifth Avenue Hotel. The school is open at all hours from nine in the morning until nine in the evening. The upper floors are set apart for beginners, while the lower are for those who have learned to ride the wonderful animal, and is surrounded with a railing, outside of which spectators are permitted to see the performances of the horsemen. There is always a large concourse of spectators anxious to witness their performances, hardly believing that the animal on tandem wheels can be ridden, but like the Apostle Thomas they are convinced by sight.

Mr. Pearsall formerly occupied a prominent and lucrative position with Messrs. Gurney & Son, far famed for photographic art, but foreseeing the future popularity of the velocipede, abandoned photography for velocipeding, and his success has been great.

BARBER'S

on Broadway and 47th Street. This school is fast acquiring a great popularity, and is particularly convenient of access to persons living far up town. The hall is very large and commodious to practice in, and experts may be seen at all hours, attempting all kinds of breakneck feats.

BURNHAM'S.

The well-known gymnast, Mr. Burnham, has opened a velocipede riding school in Brooklyn, and great success has already attended his enterprise.



# THE VELOCIPEDIST,

Published by PICKERING & DAVIS, 144 Greene Street, N. Y. City.

EDITED BY

T. R. PICKERING and W. CHESTER KING,

Will be issued on the first of each month. Each number will contain eight pages, prepared with a view to give monthly whatever is of most interest, either in news, history, recreation or instruction concerning the Velocipede. Its publishers will enlist the best talent in the country in the preparation of its pages; and they design to make it a popular journal, interesting and useful to every one having any interest in the Velocipede.

Entered according to Act of Congress, in the year 1869, by PICKERING & DAVIS, in the Clerk's Office of the District Court for the Southern District of New York.

## TERMS, IN ADVANCE:

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Subscriptions to THE VELOCIPEDIST are invariably in advance. When a bill is sent with any number, it signifies that the subscription has expired, and a new payment must be made if a continuance is desired.

A limited number of advertisements, of such character as may be considered suitable for our columns, will be inserted at twenty-five cents per line. As our columns are very wide, and our circulation large, this charge will be found moderate.

ANSWERS TO CORRESPONDENTS.—Questions relative to velocipeding, or kindred subjects, appropriate for answer in this journal, are invited, and will receive careful attention.

## Dramatic Velocipeding.

THE velocipede has been successfully introduced by French dramatists into their plays, and it takes a prominent part in some of the more striking scenes.

Had the divine "Villians," as the French have dubbed the "noble bard," lived at the present day, he might have placed in the mouth of some hero desiring a speedy and safe means of locomotion, something indicative of the high estimate placed on the velocipede, after the style of "my kingdom for a horse." The dramatic situation in which Homer has placed Achilles, pursuing Hector around the walls of Troy would doubtless have been enhanced by the introduction of the velocipede, and an additional halo of romance would surround Ulysses could we imagine him velocipeding with Calypso in the deep seclusion of her wooded island home. The theatres here have caught the infection, and at the

### CROSBY OPERA HOUSE

in Chicago, the velocipede has been introduced, mounted by a young and fascinating lady, and her sylph-like evolutions have created such a sensation that there are always crowded audiences, instead of rows of empty seats and boxes.

### THE TAMMANY.

The enterprise of Messrs. Jarrett & Palmer has not suffered them to be behind the age, and a person engaged for the purpose, "turns and winds his fiery Pegasus," the velocipede, which modern Centaur is as wonderful to the awe-struck spectators as was the apparition of the Thessalonian horsemen to the country people of old, or that of the ancient Hippogriff, or of the original Centaurs as they fought on Othry's shaggy brow.

### THE GRAND OPERA.

It is rumored and believed that Tostée will, on her reappearance as the Grand Duchess come to camp mounted on a velocipede, and the fascinating and graceful Irma will give a new version of Blue Beard, and escape being poisoned by a timely flight on the velocipede.

### THE FRENCH THEATRE.

It is not believed that the affable and enterprising Mr. Grau will allow the rival Opera Bouffe Troupe to gallop away with all the laurels, leaving him in the lurch, and it is currently reported that he has undertaken himself personally the velocipede education of Mles. Rose Bell and Desclauzas, so we must prepare ourselves to see on the revival of Genevieve de Brabant, Rose Bell prancing and curvetting on the veloce, and Genevieve advising velocipede exercise to her noble spouse with a view of his more complete physical development, whereas, Drogan is supposed to be reaping the benefit of the advantages already attained from the frequent use of the machine.

### NIBLO'S.

At this temple of Vestris, in case Mles. Sangalis and Bonfanti are re-engaged, they will be sure to perform a *pas Diabolique*, while the veloce is at full speed.

### ACADEMY OF MUSIC.

At this place there is no room left for doubt but that we may hear Brignoli, that zebra of tenors, managing the bicycle with that same *grace* and elegance which characterises all his movements, and which movements have caused him to be called the "*tenor de grazia*" par excellence of this country, much more than from the *timbre* of his voice. He can hardly be accepted as a model, however, for it is said that he recently repulsed the advances of a lovely blonde, who became enamored of his stage appearance, as he could not reconcile by any arguments intelligible to himself the anomaly of her having the Grecian bend, and still being in straitened circumstances. This has evoked the hostility of the friends of the injured young lady, and they chew the "bitter cud of revenge," by declaring base the *tenor* of his ways.

### THE WORRELL SISTERS

May possibly take to the velocipede and add to their numerous accomplishments that of bicycle riding. As they are extremely lithic and graceful in all their movements, they could, with very little trouble learn to

"Witch the world with noble horsemanship."

### WALLACK'S.

It is said that the *engaging* Mr. Moss will not consider any application for the position of walking lady, unless she gives proof positive that she can cry "terms of manage" to her bounding steed. At the

### OLYMPIC

Miss Moore, the champion "*skatist*," who is now astonishing the inhabitants of Cleveland by her performances on the velocipede on their skating ponds and theatres, will give a like exhibition in case of her re-entering into a contract with Mr. Fox.



BRYANT'S MINSTRELS

Will of course follow in the wake of the other places of amusement.

TONY PASTOR'S

"The young man from the country," as Tony has been playfully surnamed, will adopt the institution, and at the Bowery, Kelly & Leon's Apollo Hall, and at all other places of amusement we may expect speedily to see this instrument underlined.

Velocipede Racing.

THE leaders of the European turf at the present day, instead of watching their horses run under the whip and spur of weazen-faced and slim-legged jockeys, indulge in velocipede races, which are less cruel and more exciting, and as early as next spring we expect to see our Jeromes and Belmonts follow their illustrious example.

In the suburbs of Paris, Velocipede races are especially interesting. The village in which the race is to take place is always in holiday guise, banners flaunting gaily, and eagles and flower wreaths may be seen in every direction, and the mayor in his red, white and blue scarf, the emblem of his office, usually favors the races with his presence. The racing ground is marked out with a large cluster of banners flying at the starting place.

The riders wear jockey-caps and silk jackets, and at the moment of starting they are drawn up abreast. The fair sex mount their chairs, and wave their little hands and flourish their pocket-handkerchiefs, and laugh, and almost scream with delight as at the signal their favorites start off. Spite of the exertions of the gendarmes the crowd closes in behind the charioteers who are soon lost to sight. After the lapse of a few minutes, however, distant shouts and cheers announce their return, and the crowd opens to allow of the passage of the victor, who, drenched in perspiration, and with his legs working up and down with equal regularity and greater speed than the piston of a steam engine, the safety-valve of which is fastened down, passes the winning post, amidst the applause and laughter of the crowd, who enjoy the sport more than they would the finest horse racing.

The average length of the courses are 1800 mètres, nearly a mile and a furlong. At Enghein this distance was traversed in 4 minutes and 25 seconds by a Velocipede with two wheels, and 6 minutes and 28 seconds by a three-wheeled Velocipede.

Greater speed was attained at St. Cloud, when the course of 2,400 mètres, almost equivalent to a mile and a half, was traversed in 4 minutes and 50 seconds; whereas the final race at Vincennes over a level course of 3,600 hundred mètres—20 yards short of two miles—took 9 minutes and 10 seconds to accomplish. But at these races prizes are not given for speed alone; they are also accorded to those who occupy the longest time in traversing a specified distance, a far more difficult proceeding than accomplishing a mile in a few minutes, because when going at a snail's pace, it is almost impossible to preserve the proper balance, and horse and rider are usually both capsized. In a contest of this character at Vincennes, over a course of

some 160 yards in length, out of six experienced amateurs who started, only one succeeded in reaching the goal.

There are match races for all distances from one mile to one hundred. A couple of amateurs, making a tour through a part of France, challenged each other as to which could perform the greatest distance within four and twenty hours. One went 87 miles, and then gave out, and the other 125 miles. Also a party of nine left Rouen in the morning and arrived in Paris in time for dinner the same evening, having traversed the distance of 85 miles at a rate of speed averaging between ten and eleven miles an hour. Adepts find no difficulty in accomplishing fifty miles within five hours, without alighting from their vehicles.

There are handicap races, weights for age races, and races at catch weights. Subjoined we give an account of pool selling, and summary of a race; also an account of the recent race at Bordeaux by young ladies, which has attracted so much attention throughout Europe.

POOL NO. 1.

Louis Desmoines.....	\$150
Jean Bartols.....	110
Joseph Roque.....	75
Brabant } The field.....	64
Fishe }	
Laurent }	
	\$399

SUMMARY.

ST. CLOUD RACE COURSE, DECEMBER 1, 1868.

Purse for Velocipedists who have never made better time than 4.20 in public heats, best three in five, catch weights.

Delamar names Brabant.....	2.1.1
Osfroi names Fishe.....	1.2.2
Mauprat names Laurent.....	3 dis.

Des Moines, Bartols, Roque drawn.

Time—4 : 35—4 : 20—4 : 40.

[LADIES.]

BORDEAUX, 7th November, 1868.

Editor of the Velocipedist :

DEAR SIR:—Having been present at the Velocipede races which took place on Sunday, the first of November, at the Park Bordolais, I herewith send you a full account of the races, hoping that you will insert the same in the first number of your paper.

RACE FOR LADIES, (SPEED.)—Three prizes. First best, gold watch; second best, gold medal; third prize, silver medal.

The equipment of the ladies left but little to be desired. Three of them were coquettishly rigged as pages; the fourth in a red riding dress. At the start, Mlle. Louise took the lead which she kept for a long time. At about fifty yards from the winning post, she was joined by Mlle. Julie, who continued alongside of her for a moment, and by an almost superhuman effort pushed herself half a length ahead.

Yours, Respectfully,

HENRI MELANCORT,  
Velocipedist.



## The Velocipede in a Medical Point of View.

**V**ELOCIPEDESTING is considered in many respects superior to skating, horseback-riding, cricket, base ball, or even rowing. While skating is good exercise for the legs, horseback-riding for the chest, cricket and base ball and rowing for legs and arms, the benefit derived from exercising on a Velocipede is not local. It causes a general development of the entire body. It is not, as may appear at first sight, fine exercise for the legs only; the arms are the first to feel the effects of the exercise, for when propelling a well designed Velocipede, the pressure of the feet on the stirrups must be met by a corresponding pressure of the hands on the tiller, necessary to prevent the front wheel from turning. This pressure of the tiller against the hands, when the rider is in an upright position, with elbows well back and hands well separated, is extremely developing to the chest and lungs; in fact, the relative position of saddle, stirrups and tiller are recommended by Dr. James R. Leaming, of this city, who devotes his time exclusively to the study of the more proper development of the chest and lungs. He considers a properly designed velocipede one of the best aids to this much desired improvement of the human body.

Besides the many and important hygienic advantages derived from this exercise, respiration is facilitated, and an erect position of the body and expanded chest result. The muscles of the back and shoulders are relieved from the injurious strain often imposed by habits of stooping.

Upon a properly and scientifically constructed machine, no position incompatible with the laws of health, or inconsistent with ease and elegance of motion can be maintained. The muscles of the arm and forearm are brought into healthful action, and those machines whose tiller or steering handles are curved, and brought well back, cause the rider to assume a proper and erect position with the arms and elbows parallel with the body. These are justly estimated, in a medical point of view, as well as assuring a graceful and elegant bearing with an easy and elastic carriage.

In the propulsion of the *veloce* the principle muscles brought into action, being the same as those used in walking, an increased development of the same must result. This point—the application of the power—merits the careful criticism of the medical profession, and especial attention of the velocipedist. Reference is made to an improved stirrup or crank pin found upon the "American" machine manufactured in this city, in which the ball of the foot, instead of the shank, is made the medium for communication of the power. On the French machine so extensively copied and patterned in this country, the unfortunate use of the delicate and tender shank is encouraged instead of the strong and elastic ball of the foot. The shank of the foot was never intended to exert force or receive pressure, and we cannot but consider its use in this connection as not only unnatural, but ungraceful and improper. Under certain conditions positive injury results to the structural arrangement of this sensitive portion of the foot, from the undue pressure and labor imposed. Too much protection cannot be afforded the complex nerve filaments and capillary blood vessels composing this del-

icate structure. If room for doubt exists in the mind of any one, and a comparative trial of the shank *versus* the ball of the foot, as used in propulsion be desired, we would simply recommend the test with uncovered and unprotected feet.

The ankle, one of the most wonderful and intricate articulations of the skeleton, is brought into exercise by this improved method of propulsion and stirrup.

By using the ball of the foot, the cartilages and ligaments of the joints become so strengthened that the frequent and painful accident of sprained ankle is obviated, and dislocation of the same, a thing most rare.

Indeed, so many and important results are to be derived from this improved stirrup that its advantages over the French models must be obvious at first sight. It recommends itself as one of the most important improvements on the velocipede.

With fourteen years experience as a practitioner of the time-honored allopathic school, and with an unwavering steadfast adherence to her teachings and practice, and with genuine affection to our alma mater, we at last yield to the claims of the new and popular

### VELOCIPATHY,

and declare openly our conviction as regards this preparation of iron, (the *veloce*) the most excellent tonic and appetizer of our modern Pharmacopœa.

We consider its application especially indicated, and shall persevere in prescribing full doses with all due respect to  $\text{R}$  (Jupiter help us) to each and every sufferer and convalescent from dyspepsia, hypochondria and melancholia in our practice, alike to the plethoric disciple of the Bantling system, in full doses, as well as to the anemic and chlorotic fair, in small.

With due regard and admiration for the skill and eminent success of the Metropolitan Board of Health; their untiring energy and profound wisdom, as displayed in staying the ravages of pestilence that threatened our city the past summer, we would respectfully recommend to that honored body for future consideration, the velocipede as a hygienic expedient in "flying from infection," contagion being considered by the velocipedist impossible. S.

STATEN ISLAND, January 25th, 1869.

## Henry Ward Beecher on the Velocipede.

**A** LECTURE was delivered by Henry Ward Beecher, in Plymouth Church, to a crowded audience, on the evening of the 27th inst., in which he expressed his opinions concerning the velocipede, from which we make the following extracts, which may be interesting to our readers:

The lecturer commenced by a lengthened dissertation on the counteracting influences of society, and adverted to the fickle changes which characterized its organization, showing the consequences of extremes.

He proposed to unite mirth and morality, and who would forbid the banns. Amusement was the prerogative of those men whose business was not amusement. Life could not be economized without wholesome enjoyment, for real amusement economized time and promoted industry. He showed the pernicious result of entirely occupying the mind with business without



participating occasionally in some rational amusement. The little dances in friendly circles, closing early, were to be commended not only for harmlessness, but for their positive usefulness. He advocated as well as defended them, but the night routs and balls were to be condemned, for they sacrificed, the end which amusement seeks. The indelicacies and extravagances of those fashionable dissipations, which found men happy and left them wretched, which found men pure, and left them vitiated filled the mind with disgust; for instance, a school boy after exhausting studies, should not play chess, for the brain was again brought into active requisition. Out door amusements would be a relief. The engineer, the merchant, the lawyer goes home, and finds unspeakable delight in the frolics of little children, yet such frolics would be but a poor relief to a nurse of a foundling hospital. For his own part he would like to run an express engine for an hour or two as a recreation. Now, it would occur, what were the amusements best calculated to promote wholesome enjoyment. Respecting the theatre, was it in any sense an instructor? was it an educator of taste? was it an important element of public amusement. He wished not to attack or defend the theatre in moral respects \* \* \* \* \*

But there were other kinds of amusements to which he wished to draw attention—namely, those which excited the mind, raised the animal spirits, and gave free play to the muscles. One of the great questions of the day, was in relation to the coming man, and how he was to come. He thought he was coming on a velocipede—(laughter)—a new machine that was bound to play a prominent part in the category of amusements, a toy to some, an instrument of great use to others. He had purchased two for his own boys, and there was every probability of his riding on one himself. He was not too old to learn, but he hoped that it would not be said that the velocipede was his hobby. His auditors were not too old to learn, and he would not be at all surprised to see in a short time hence a thousand velocipedists wheeling their machines to Plymouth Church. The lecturer next referred to the game of billiards, which he highly commended, but considered that considerable danger was attached to it owing to the evil communications of billiard saloons. He recommended the use of billiard tables in all associations organized for social enjoyment. Yachting was admirable, but owing to its peculiar nature commended itself to only a few, while the oar was democratic, and productive of good health and pleasure. Referring to walking, he thought American men did not walk half enough, and few knew the exhilarating effects of a good walk. The horse was a noble instrument of amusement, and he commended trials of speed and endurance, for it was easy for every animal to do that for which God specially made it. The road was truly the domain of the true horse. He was, however, opposed to the turf, not because it wasted time, or tried the utmost speed of fast horses, but simply because of its gambling, for the bet was the marrow of the race. Moreover, all attempts at reformation were hopeless, and those pleading the reformation were only playing a sharper game. The reverend gentleman concluded by hoping that all Young Men's Associations—hitherto nothing more than mere churches—would be thrown open for the wholesome amusement of youth, and he felt satisfied that the result would be most beneficial. Throughout the lecturer was frequently interrupted with applause.

## A Bicycle Sensation.

INTERESTING NEWS ABOUT THE VELOCIPEDE—THERE IS AN AMERICAN PATENT FOR IT.

**M**UCH excitement has been created during the past week among the velocipede manufacturers throughout the country, most of whom have received the following notice:

"You are hereby notified that letters patent, No. 59,915, granted Nov. 20, 1866, secures a velocipede with the two wheels, treadles, and guiding-arms, and that the velocipede you are manufacturing is an infringement upon the said patent. The present is to require you to cease the further manufacture of said velocipede, and to settle with me for all past infringements of the rights under said patent.

(Signed)

"CALVIN WITTY."

Upon searching the Patent Records, we find the following:

"Patent No. 59,915. PIERRE LALLEMENT, Paris, France, assignor to himself and JAMES CARROLL, New Haven, Conn. Velocipede. Nov. 20, 1866. The fore wheel is axled in the jaws of a depending bar, which is pivoted in the frame and turned by a horizontal lever bar. This wheel is revolved by a treadle-crank. Claim: The combination and arrangement of the two wheels, provided with the treadles and the guiding arms, so as to operate substantially as and for the purpose herein set forth."

Mr. WITTY claims to have purchased the patent above described, and states that he is prepared to sustain it. Should he be able to make his claim valid in law, he is a lucky man; but we imagine that he will find serious difficulties in his way.

We learn that some of the Newark firms engaged in making velocipedes, and one or two of the New York firms, have concluded to suspend operations until the validity and ownership of the claim are established, or the contrary. Other makers declare their readiness and ability to contest the patent; while Messrs. PICKERING & DAVIS, of this city, have already made arrangements to continue the manufacture under this patent, if sustained, and we understand that some other prominent makers also intend a similar arrangement.

VELOCIPEDE PHOTOGRAPHER.  
ROCKWOOD,  
PORTRAIT, LANDSCAPE AND MECHANICAL  
PHOTOGRAPHER.  
839 Broadway, New York.  
FIVE MEDALS FROM THE AMERICAN INSTITUTE.  
Porcelain Miniatures,  
Photographs,  
and Ferrotypes.  
INSTANTANEOUS PHOTOGRAPHS OF VELOCIPEDES.

CHICAGO AGENCY  
FOR PICKERING'S VELOCIPEDES.

**D. BRAINARD,**

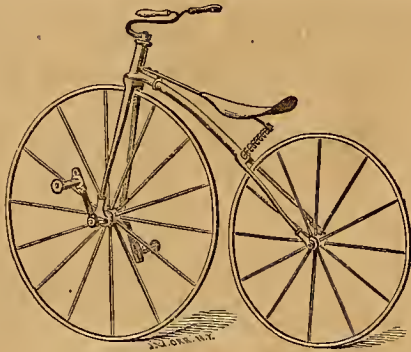
DEALER IN FIRST CLASS

CARRIAGES, LIGHT BUGGIES AND SLEIGHS.

REPOSITORY, 187 STATE STREET.

CHICAGO, ILL.

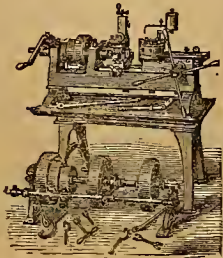




**PICKERING'S  
AMERICAN VELOCIPED,**

MANUFACTURED BY  
**PICKERING & DAVIS,**  
144 Greene Street, New York.

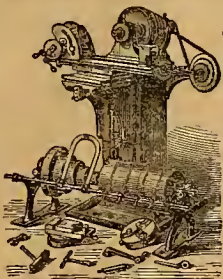
**REVOLVING  
HEAD-SCREW MACHINE.**



This Machine is suitable for making, from bar iron, all kinds of screws and studs ordinarily used in a machine shop. One man with this machine, will produce as many screws as from three to five men can make on as many engine lathes, and they will be more uniform in size. Nuts can be drilled, tapped, and the sides faced up, and many parts of sewing machines, cotton machinery, gas and steam fittings made on this machine, with a great saving of time and labor. Size of hole through spindle 1 1/4 inches.

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**UNIVERSAL  
Milling Machine.**



This machine has all the movements of a plain milling machine, and the following in addition:—the carriage moves and is fed automatically, not only at right angles to the spindle, but at any angle, and can be stopped at required point. On the carriage, centers are arranged in which rimers, dills, and mills can be cut, either straight or spiral. Spur and beveled gears can also be cut. The head which holds one center can be raised to any angle, and conical blanks placed on an arbor in it, cut straight or spiraling. Either right or left hand spirals can be cut.

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**PATENT**



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PATENTED 1868.

**PARIS EXPOSITION.**



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HERRING'S**

**PATENT CHAMPION SAFES,**

AWARDED THE PRIZE MEDALS AT WORLD'S FAIR, LONDON; WORLD'S FAIR, NEW YORK; EXPOSITION UNIVERSELLE, PARIS, AND WINNER OF THE WAGER OF 30,000 Francs (\$6,000 IN GOLD).

At the recent International Contest in the Paris Exhibition. The public are invited to call and examine the report of the Jury on the merits of the great contest.

**The Mason & Hamlin IMPROVED VOX HUMANA**

Is a new invention, now ready in several styles of the MASON & HAMLIN ORGANS, to which the manufacturers invite attention, believing that it is likely to prove **The most Popular Improvement ever made in instruments of this class.**

It is now several years since the invention and application to such instruments of the VOX HUMANA, which was first applied by its inventor to organs of Mason & Hamlin, who were the first to place it to the public. In its then improved form, especially considering its liability to wear, they were unwilling to adopt it. Since that time, continuous experiments for its improvement have been made in the factory of the Hamlin Organ Company, and elsewhere, and at last been eminently successful. The IMPROVED VOX HUMANA, combining several

Improvements with the AUTOMATIC BELLOWS SWELL, USED ONLY IN THESE ORGANS. It wonderfully increases the capacity and beauty of the instrument, imparting delicious qualities of tone, and producing new and beautiful effects; especially adding to its vastness of expression, and increasing somewhat the range of notes. The challenges of several orchestral instruments are imitated; and altogether, as frequently testified by Organists. "The effect is fascinating."

It is simple in construction, free from liability to get out of order, and requires no additional skill for its use, being operated by the ordinary action of the bellows, requiring no separate pedal.

*See reduced prices!*

*A Mason & Hamlin Organ for \$50!*

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# The Velocipedist.

VOL. 1.—NO. 2.

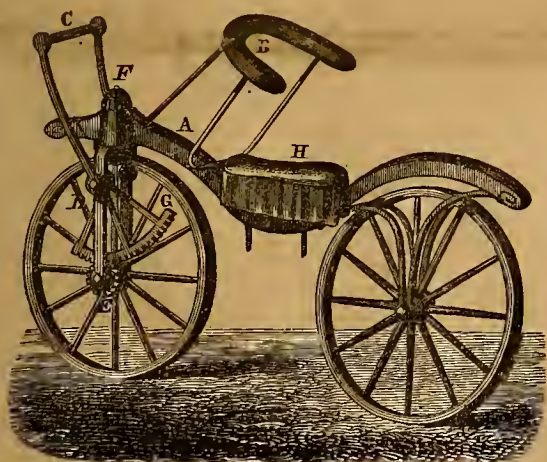
NEW YORK, MARCH, 1869.

PRICE TEN CENTS.

## History of the Velocipede.

**I**N our last (which was our first) we gave a general outline of the History of the Velocipede, culled from several reliable authorities. But as we have received numerous inquiries in reference to a more detailed account, we present this month items of additional interest, together with engravings, for most of which we are indebted to the *Scientific American*, of this city, while to that go-ahead little journal, *The Sun*, whose manager is one of the best velocipede experts this city can boast, we are also indebted for many "sunbeams."

A velocipede invented by Baron Drais, and improved by Lewis Gompertz, of Surrey, in England, with an engraving and description of the same, extracted from the 39th volume of the *Repertory of Arts*, published in 1831, is herewith presented to our readers. It will be seen that it has many features in common with the ones now in vogue, but the method of propelling it is quite different.



The object of the improvement of Gompertz was to bring the arms of the rider into action, in assistance to his legs. It consisted in the application of a handle, C, which is to be worked backwards and forwards, to which is attached a circular rack, D G, which works in a pinion, E, with ratch wheel on the front wheel of the velocipede, and which, on being pulled by the rider with both hands, sends the machine forward, and when thrust from him does not send it back again, on account of the ratch which allows the pinion to turn in that direction free of the wheel. H is the saddle, and the rest, B, is so made that the breast of the rider bears against it, while the sides come around him at some distance below the arms, and is stuffed. The rider could, with this machine, either propel it entirely without the feet, or be could use the feet while the arms were free. The beam, A, was made of beech wood, and a pivot at, F, allowed the front wheel to be turned to the right or left at the will of the rider. This must have been, although somewhat clumsily shaped, a quite efficient machine, good for the times—forty-eight years ago.

Very much has been said, and many brains have been at work, devising one wheeled veloces. We present an engraving of an English invention. We

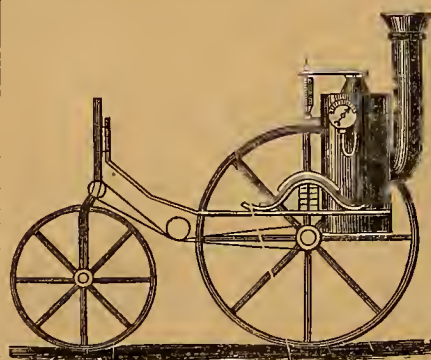


think it would be as easy to keep upright upon such a wheel as it is to sit on a chair balanced upon two legs, resting upon the rather uncertain substratum of a slack rope.

The engraving needs little explanation. The feet are placed on short stilts connected with the cranks, one on either side of the rim, while the rider sits upon a steel spring saddle over the centre of the whole wheel. The inventor modestly limits the diameter of the wheel to twelve feet, and the number of revolutions at fifty per

minute. Twenty-five miles per hour is the speed expected to be reached.

We also give an engraving of a steam velocipede, and their attachments to the two driving wheels are not shown. They are placed vertically in front of the boiler, between it and the seat, and connect with cranks on the shaft of the driving wheels.



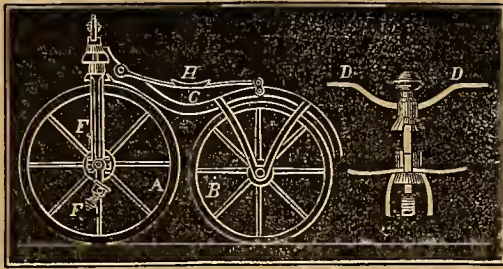
The engraving shows the position of the boiler relatively to the other parts of the machine. The engine is a direct-acting compound engine of 2 cylinders, each cylinder  $2\frac{1}{2}$  inches diameter, and 5 inches stroke. The steering gear consists of an endless chain over a grooved wheel on the engine shaft, and passing over a

responding wheel fixed between the forked shaft just over the front wheel. The latter grooved wheel is a wide one, and over it passes another chain. This latter chain works round the boss of the front wheel. This arrangement gives power to the front wheel, so that in turning a corner, this wheel takes a wider sweep than the two driving-wheels, which go first. In traveling on a straight road (backwards) the machine is turned to either side by turning the steering wheel to the opposite side. The boiler is a vertical one, with four tubes  $1\frac{1}{2}$  in. internal diameter, hanging down by the side of the fire-box. The fire-grate is cast with four holes in it to receive the bottom ends of the tubes, so as to hold them firmly. Height of boiler, 2ft. 6in.; height of fire-box, 15in.; diameter of fire-box, 11in.; diameter of boiler, 14in. The fire-box and tubes are copper, pressure 200lbs.; but 25 lbs of steam will be equal to a velocipede propelled by the feet. Great speed is expected from this velocipede.

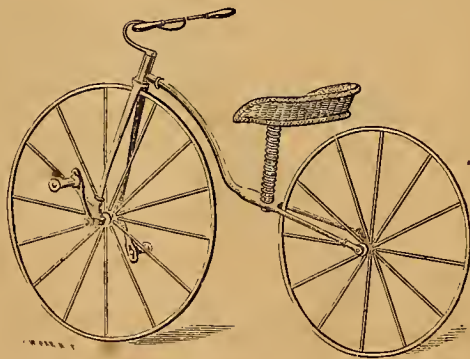
We must of course present an engraving, taken from the Patent Office Reports, showing the Lallement improvement of 1866. In this velocipede the cranks, F, are points of great interest, as the claim is for the combination of these treadle cranks with the two wheels A and B, reach C guiding



arms D, and the fork in which the front wheel is hung. We attribute the



unpopularity of the old dandy-horse to its lack of these cranks, while the great success of the modern veloce is due to the crank application. In this veloce it will be noticed that the reach, C, extends over the hind wheel, and a V brace on each side of the wheel connects the axle to the reach. With this style of reach or frame it was found very difficult to construct a veloce sufficiently steady to run with any degree of satisfaction. In 1867 the Hanlon Bros. devised an improved style of reach, consisting of a bifurcated bar, or fork, in the jaws of which the hind wheel is allowed to revolve, while the single end of this fork forms part of the swivel over the front wheel. Not yet satisfied with this veloce, on account of the difficulty they found in using the same machine for their in-door performances and out-door exhibitions, they had the saddle arranged so as to be enabled to vary its position nearer to or farther from the front wheel, and at the same time had slots made in the cranks, so that the treadles might be adjusted to various lengths. These alterations were found to be of such benefit that application for a patent covering these improvements was made by them and granted by the Patent Office. We know of no velocipedes now being made in this country which do not include in their construction all these late improvements, and the Hanlon's are now notifying manufacturers of the existence of their claims, for which, it is to be hoped, they will not charge as much as Mr. Witty does for his, as the additional royalty of ten dollars would exercise a corresponding increase in the prices of velocipedes which would be very unpopular. In fact many manufacturers consider the royalty charged by Mr. Witty too high, and some of them say that they do not feel like paying it until the question of its validity will have been settled legally.



### Velocipedes for Ladies.

**T**HE question of the day has finally been decided. American ladies are to velocipede. Up to this time it was a matter of doubt as to whether the ladies would take to the velocipede or not, as many had supposed that the use of the bicycle was of course out of the question unless each fair rider followed Jessica's example, and obscured herself in the lovely garnish of a boy. But while the young men, and some that, alas! are young no longer, are dashing about on velocipedes, the active young women look on with envy and emulation. They do not see why they should be denied the exercise and amusement which the bicycle so abundantly furnishes. Many tricycles have been designed for their especial use, but with those they are not satisfied, and this style of veloce will not come into general use. The ladies want a little of the risk and dash which attends the riding of the two-wheeled veloce, and will hardly be content with a machine that cannot possibly upset or run into somebody.

The idea is sometimes conceived, from seeing experts ride side-saddle fashion and drive the machine with one foot, that ladies might begin by learning that mode of velocipeditation, but it is a mistake. It would be well-nigh impossible to acquire the art in that way, though it is easy enough after one has learned. What is needed is a two-wheeled veloce properly adapted to the use of ladies, and we present an engraving of one now at the Hanlon Bro's Hall, Broadway, which has been closely examined by many experts and pronounced quite satisfactory. It will be seen that the reach or frame, instead of forming a nearly straight line from the front swivel to the hind axle, follows the curve of the front wheel until it reaches a line nearly as low as the hind axle, when it runs horizontally to that point of the hind wheel. The two wheels being separated three or four inches, allow of an upright rod being secured to the reach; around this is a spiral spring, on which a comfortable cane-seated willow-backed chair is placed. This machine, with a moderate sized wheel (say thirty to thirty-three inches), will permit a lady to drive with a great deal of comfort and all the advantages of the two-wheel veloce, without its objectionable features. For instance, in mounting, a lady would have to step over the reach at a point only twelve inches from the floor—the height of an ordinary step in a flight of stairs. And, now, as to the dress. What is wanted in this respect is a dress that shall be suitable for either riding or walking. This, we think, has also been achieved, and that by a lady, as was also the veloce we have illustrated. Let us try to describe the dress for a *velocipedestrienne*. Let the outer dress skirt be made so as to button its entire length in front—the back part should be made to button from the bottom to a point about three-eighths of a yard up the skirt. This arrangement does not detract at all from the appearance of an ordinary walking costume. When the wearer wishes to prepare for a drive, she simply loosens two or three of the lower buttons at the front and back, and bringing together the two ends of each side, separately, buttons them in this way around each ankle. This gives a full skirt around each ankle, and, when mounted, the dress falls gracefully at each side of the front wheel. A club of six young ladies have taken this veloce and costume under their special care, and declare that if it is not sufficiently perfect, they will soon make it so, as they are bound to be prepared for the Park the coming Summer; they practice regularly every morning, and are even now good riders. What they want is more machines, which are being made, and Spring time, which is coming.

### Interesting to Purchasers.

WE clip the following from the *Sun*, which, by the way, throws many "rays of light" on the subject of velocipeding just now. Its manager is well posted, and knows whereof he affirms:

"The complaint of the high price of velocipedes is not well founded. The profits of the makers are not extravagant, and as long as materials and labor are as dear as now the cost cannot be much reduced.

There is no other kind of vehicle which receives severer usage than the velocipede. The weight of the rider and the concussions of the road are not only borne by two wheels only, but the necessity of giving the fore wheel a sidewise motion renders it indispensable to connect the two by a frame whose peculiar form and character make it exceedingly liable to be deranged and broken. This frame and its appendages must be of wrought iron, steel, and brass, and all the work upon it must be of the very best quality, or else the machine will soon get out of order and become useless. The fittings of the two wheels, their axles and their journals, must also be of first-rate workmanship. The same is true of the wheels themselves. No wood that is not perfectly seasoned should be used for them; and the hubs, spokes, and fellos should be built with the utmost care and thoroughness. Otherwise they will soon become wabbling and unsteady, so that speed and comfort will be out of the question.

"No doubt it is now possible to buy cheap velocipedes, and they may be made cheaper yet perhaps, but the best are none too good. For instance, we know of makers whose wheels cost, unfinished, only three dollars a pair, while others pay for theirs four dollars apiece; but for use the dear ones are worth more than the difference. The price of a first-rate machine cannot fall much below a hundred dollars until there is a general decline in the price of all sorts of commodities."



## Correspondence.

(From our Special Correspondent.)

CHICAGO, February 25, 1869.

To the Editor of the *Velocipedist*, N. Y.

DEAR SIR:—The velocipede fever in Chicago as well as elsewhere, is attaining a remarkable height. It forms no small part of the conversation of our young and muscular men, who look upon the new invention as another source of excitement; while very many of our staid business citizens, "with no dem'd nonsense about them," as Mr. Sparkler would say, are seriously investigating its merits and initiating themselves into a mastery of this new method of travelling between their homes and their offices in quick time, and at no expense after the animal is purchased. Two riding schools have already been established for instruction, and their books show a list of some one hundred pupils. The first was opened by Messrs. Duryea and Pearsall, in Garrett Block, No. 79 State Street, in a large hall—which, however, is intended only to be used until a better one can be found—and attracts many visitors in addition to the regular pupils. Pearsall Brothers, of New York, the originators of velocipede riding schools, are connected with this firm. The gentlemen here are agents for the different varieties of the machine.

The other school is that of Mr. Miles, in Zonave Hall, corner of State and Adams Streets. He is also very successful in his enterprise, the hall being frequented day and evening. The charge for tuition at each school is \$15 for two weeks or less, including use of machine. A much less time, however, is generally sufficient to make a person proficient in riding, three or four lessons often sufficing to give the necessary confidence, so that the beginner can go on with his practice without aid.

The schools are open from 9 A. M. to 9 P. M., and are very entertaining places of resort, the varied tumblings, collisions, and other involuntary exercises of the learner being very amusing to the spectator. Nobody gets hurt, however, and although it may be a little embarrassing to a modest man to make his first essay before an unsympathizing crowd, he soon gets over that in the exhilaration of the exercise. There are some six or eight machines in use at each hall, which are as many as can be well used at a time, but as the schools are open all day a large number of pupils can find opportunity to practice as much as they desire.

Mr. Brainard, of 187 State street, the agent for the celebrated "Pickering" velocipede, has disposed of quite a number of them, and states that the demand is far in advance of the supply. He has calls for them from places as far distant as Omaha.

Of the utility of the velocipede as a means of rapid conveyance, there seems to be no doubt. It has passed the period of being considered a mere toy, and although when the novelty wears off, some may not be as enthusiastic as now, it will still continue to be used, and in an increasing degree, for street locomotion.

The fair sex have the mania, but in their case, like consumption, it is incurable. There are a thousand reasons why it is a misfortune to be a woman, but just now, the chief of all of them is, she can't straddle a velocipede. Like shaving, the machine is an exclusively masculine appurtenance.

One difficulty with the velocipede is, that a good many young men, owing to the thinness of their legs, cannot impel them. A young man out near me, has overcome this difficulty by hiring a colored man to push him. By this means he saves his legs, and makes pretty good time.

I tried one the other day. It is a balky kind of steed. To get on is not difficult. To stay on is a labor of genius. I stayed on about three-fifths of one second. It first got me off by lying down on one side. The next time it unhorsed me by lying down on the other. Then it ran away, and threw me through a picket-fence, carrying off four pickets in the operation. Then it ran away again, and shied me off into the gutter. Next, it stuck fast in a crack in the side-walk, pitching me over its head. Then it backed violently down a small hill, throwing me over its tail.

The following are among the results: two tired feet, two tired arms, triumphant faith, many sore trials, many sore muscles, plenty of ideas, a hundred unexpected and incalculable twists, two falls, and a determination and expectation to master the gig in two more days.

I am so confident of it that I hereby challenge any velocipedist in Chicago to a steeple-chase from the court-house, through the tunnel, around on Madison Street Bridge, and down the side-walk to the post-office—each con-

testant to ride his own velocipede, and the winner to be entitled to a leather medal, which shall be presented to him on some benefit night, on the stage of Aiken's new theatre.

Experience enables me to offer the following rules for the riding and managing of the velocipede:

A velocipede can't be made fat by feeding it with oats or cut straw.

The natural gait of a velocipede is a roll, and it can't be broke to trot or canter.

Riding a velocipede bare-backed and circus fashion, that is, standing on one foot and sticking the other straight out, can't be done with safety.

Spurs or riding whips are unnecessary.

A velocipede about eight hands high, sound in wind and limb, and well broken under the saddle, is the most desirable.

EARNEST TRAVERS DE VERE.

## The Velocipede in a Medical Point of View.

(By a leading Medical Practitioner.)

The great cry of late years has been physical degeneration. We would ask, in what part of man's structure does it occur? Not in beauty of form; not in personal prowess; not in the mean duration of life; not in civilization; but in its vices, as alcohol, opium, tobacco, and in conditions depending upon that state.

So far as our observation goes, the condition of civilization does not appear to weaken bodily vigor, provided the locomotive system is kept in activity: that is, if the masses had the necessary amount of exercise in the open air, with a perfect exercise of every muscle in the body.

A neglect of the powers with which our creator has endowed us, is punished by their withdrawal. Let the intellect remain idle year by year, it will become sluggish and wanting in power. Tie up an arm for months and it withers away. Let the muscles of our clerks, or shop men, or indolent young ladies remain idle, they will degenerate and take on atrophy.

All parts of the human organism, not sufficiently worked, are liable to degenerate; if there is no demand made upon any tissue, there is no supply; the nerve force which should guide and govern is let sleep; no new store is laid in or taken up, and the whole muscular system degenerates into inelastic fibre of low vitality. Muscles affected with atrophy are soft, friable, and undergo premature decay; whereas, a moderate amount of exercise, a natural use of every part of the body, leaves our frames well proportioned.

Atrophy, from *non use* of certain muscles of the body, is the great cause of physical degeneration, its peculiar and typical appearance is indubitable, and stamps upon its possessor the impress of sure destruction.

Everything that prolongs human life, ameliorates human suffering, elevates and develops the human frame, is an element of progress, an element that all true men admire and cherish.

Every conceivable form of amusement and exercise have been tried to aid the rising generation in overcoming this process of destruction; some are good, others bad, as an example, the use of base ball predisposes to disease of the heart.

The exercise derived by the new American velocipede is free from every kind of objection—being a natural exercise of every muscle of the body, and, therefore, an invaluable means of promoting health. \* \* \* It is constructed purely on physiological principles; has two wheels, one before the other—the seat between. The instrument is brass and iron, strongly made but light. Pedals receive the feet, one on each side, and by these the motion is chiefly communicated. The movement of the feet is precisely the same as in walking. A handle in front serves to aid the rider in turning.

We look upon this mode of exercise with this physiologically constructed machine, as one of the most brilliant discoveries of the nineteenth century; the grand desideratum that will emancipate our youth from muscular lethargy and atrophy that is so common.

THE VELOCIPED IN JAPAN.—A correspondent of the *Scientific American* writing from Yokohama, Japan says: "a gentlemen, well known in this settlement, lately took a trip to Yeddo, on a velocipede; and returned in safety, meeting with no annoyance on the way. Rumor says that many persons have sent home for these locomotives, and that some are on their way out."



# THE VELOCIPEDIST,

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EDITED BY

T. R. PICKERING and W. CHESTER KING,

Will be issued on the first of each month. Each number will contain eight pages, prepared with a view to give monthly whatever is of most interest, either in news, history, recreation or instruction concerning the Velocipede. Its publishers will enlist the best talent in the country in the preparation of its pages; and they design to make it a popular journal, interesting and useful to every one having any interest in the Velocipede.

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A limited number of advertisements, of such character as may be considered suitable for our columns, will be inserted at twenty-five cents per line. As our columns are very wide, and our circulation large, this charge will be found moderate.

ANSWERS TO CORRESPONDENTS.—Questions relative to velocipeding, or kindred subjects, appropriate for answer in this journal, are invited, and will receive careful attention.

## Racing.

Although many races have taken place throughout the country, of all of which we would like to give our readers full and detailed particulars, still our limited space obliges us to forego this pleasure; we, however, subjoin accounts and summaries of two:

VELOCIPEDE RACE AT NEW BEDFORD.—The proprietors of the Temperance Hall Rink offered a silver cup to the person who should make a quarter of a mile in the shortest time. The distance was measured by a rope nailed down on the floor in a circle, and the racers had to make a certain number of turns outside of it. The spectators were very numerous, including many ladies. The time made by the contestants was as follows:—William Wood, 1 minute 40 seconds; George Covell, 1.56; A. Craige, Jr., 1.42; Daniel V. Kearn, 1.53; John Macauley, ruled out for running across the rope; Willie Parlow, 1.43½; William W. Allen, 1.40; William G. Lamb, 1.48. There being a tie between William Wood and William W. Allen, they got the word to go again, when the time was 1.39 for Wood, and 1.37 for Allen, and the cup was awarded to the latter.

THE FIRST VELOCIPED-RACE IN NEW JERSEY.—The first of a series of velocipede-races took place in the Grand street Velocipede Hall, in Jersey City, recently. The proprietors, Richmond & Co., offered a silver cup to such one of their pupils as should beat his competitors in a race on the bicycle around the hall eight times, a distance of a quarter of a mile. Early in the evening the hall, which was formerly a Catholic chapel, was crowded with spectators, and at about half-past 8, the judges, Messrs. T. W. Burger, M. Higginbotham, and Recorder Martindale, took their places on the platform (once the chancel). The Recorder recited the conditions of the race to the boys, and everything was ready, when in turn the following named velocipedists made the time set opposite their names respectively:

E. Jones. . . . .	1:32½	R. Rogers. . . . .	1:25½
E. Horton. . . . .	1:25	R. Cooper, withdrawn.	
George Peters. . . . .	1:49½	John Black. . . . .	1:38
Frank Knower. . . . .	1:47	F. Ockernaussen. . . . .	2:04½
E. S. Seymour. . . . .	1:36½	Chas. E. Fisher. . . . .	1:32
Geo. Anstin. . . . .	1:39		

At this point the judges told Horton that they believed that they had made a mistake, and that he had gone only seven times around. Horton tried again, and made 1:30½; whereupon the cup was awarded to Rogers. The entertainment was concluded with an exhibition of skating on rollers, by the accomplished skater, John Englis.

GRAND VELOCIPED RACE IN BROOKLYN.—The managers of the Prospect Park Association have made arrangements to signalize their first Spring meeting for 1869 with a grand velocipede-tournament, at which prizes amounting to \$1,500 will be given for the best time to the winners in a series of races on velocipedes. A code of rules will be drawn up governing the entries, by which the different contestants will be handicapped according to the weight of riders and machines, diameter of driving-wheels, extent of treadles, etc. There will be first, second and third prizes for speed, and first and second prizes for length of time, or slow riding. The list of entries is open to all riders, and it is expected that the display of skill will surpass anything yet seen in this country.

As an immense amount of practice is necessary to train for mile-heats on velocipedes, those who intend to enter should commence training as soon as possible. The roads leading to the grounds of the Association, on the way to Bath, will soon be in condition, and the course itself will no doubt be open to riders connected with the association, or to those about to enter the lists. The prizes will no doubt attract the best riders of the country; and it is anticipated that the time of the fastest trotting-horses will be made. The excitement attendant upon this grand velocipede-race will be immense, and it is anticipated that 20,000 people will visit the grounds on the occasion.

## Schools.

THE Pearsall Riding Academy, Broadway and 22d Street, which has the credit of being the pioneer school in this country, has become so over-crowded that the Brothers have found it necessary to open other rooms at the junction of Broadway, 7th Avenue and 47th Street. In addition to their schools in this city they have also branch schools, one in Detroit and one in Chicago, both of which are in full operation. Their books show a list of over 400 members, and they have turned out a large number of *go it gracefuls* and several who now belong to the *fancy few*. Their evening entertainments are very interesting, and their rooms generally crowded. An interesting feature in their Broadway room is an artificial hill, twenty feet from base to summit, with a rise of one foot in three; its ascent is easily accomplished by many of the experts. The Brothers have also opened, under their Broadway school, a store for the sale of velocipedes, where persons may select from the various styles and qualities a *household pet* to suit their taste and purse.

— The opening of a new school at Hartford, Conn., was celebrated on the evening of the 24th, by an exhibition in the new Opera House, of which, by the way, the city may be proud. The exhibition opened with a contest between amateurs for a gold medal, to be worn by the winner six months, at the end of which time it is to be open for competition. There were several entries by "local celebrities," and F. R. Olmsted was awarded the prize, having made the circuit of the hall fifteen times in 1:58, Master Collins doing it in 1:56; but speed and grace governing the award, the difference in time was allowed in favor of Olmsted.

The Hanlon Bro's Quartette Club, consisting of Messrs. Brady, Foote, and the Pickering Bro's, of New York, showed what experts can do, by various turnings and twistings, side-saddle movements, and so forth, making the entertainment one of many attractions. The only accident which occurred was made by a slip of "Hen" Bullock, whose bicycle velocipeded him over the platform into the parquette, but he came up all right, and the crowd rather enjoyed the incident. The exhibition was got up under the direction of Timothy Drake and E. W. Bliss, who opened a school in the basement of the Opera House the next afternoon.

— There is a school for teaching ladies the velocipede in this city, but it is kept very private.



## Advice to Velocipedists.

**A**S we expect the day is not far distant when velocipedes will be as numerous in the Park  
 " — as Soland Geese  
 In the islands of the Orcaes."

And, as much tribulation is likely to follow the first attempts at controlling and directing the machine, it behooves the would-be expert to ponder upon the Etiquette Code, which follows:

Advice, it is said, comes most naturally from those who have followed it, most easily from those who have not.

The advice in this case comes both naturally and easily. Remember what is most needed is confidence, that quality which, like a blush, is least seen in those who have most occasion for it. But, on the other hand, don't be rash, for confidence is like all those other ardent spirits of which a little more than a little is by much too much, and if allowed to override your judgment may lead you into trouble.

It is no disgrace to upset a veeloce. " *On peut être honête homme et faire mal des vers,*" says Moliere. Should your bones happen in any of your falls to come in too sudden contact with the ground, rub the bruised part with the skin of a seal calf, Cæsar's preventive against lightning. When taking your first lessons, always take one of these with you, or else provide yourself with a bottle of liniment, which is equally as efficacious, and not as expensive as the other remedy. When you have learned to ride, follow the example of the earlier meerscham smokers, and let your acquaintances know that you have accomplished the end of your existence.

Unless you are perfectly at home in the saddle, don't attempt to raise your hat in saluting the fair friends you may meet, but give them the dignified yet graceful nod of the man upon whose shoulders rest the responsibilities of an empire. If you have not graduated with all the honors, do not watch an awkward rider, for if you do, you will unconsciously imitate his manner of straddling the beam, of crooking your back, and dodging invisible and imaginary day bats. When you alight at Delmonico's or elsewhere, and employ a ragged little boy to hold your steed, make a study of that boy's countenance, take a mental photograph of that boy, for you may need it in recovering your movable property. When you reward him for his services give him cash, and not compliments, for with a slight difference in the form of address he might say to you, as poverty-stricken Sorbiere said to Pope Clement under similar circumstances, "Holy Father, you give ruffles to a man who is in want of a shirt." If you can be accommodated with a friend's veeloce, don't buy. Valerius used to say that he learned more from borrowed books than from his own, because not having them with him always, he read them more attentively. 'Tis ever thus with pleasures that cost nothing. Borrowing may dull the edge of husbandry, but it sharpens one's talent for bicycle driving, and makes the enjoyment of the sport as keen as Tom Hood's sense of the ludicrous.

## Velocipedisms.

— A Springfield clergyman has become a velocipedist.

— There was a considerable rage for velocipedes in England thirty years ago, and among those who distinguished themselves as velocipedists was Michael Faraday, the chemist, who frequently drove his machine through the suburbs of London.

— In the streets of Boston they drive their velocipedes so fast that, as the *Sunday Times* says, every collision results in the total disappearance of both riders and machines. No fragments are ever found.

— It is proposed by Mr. Pickering, the velocipede maker, to obviate railway accidents by sending a man on a velocipede ahead of every train to give warning of any danger that he may discover on the track.—*N. Y. Sun.*

— Velocipedes, we are assured by the *Shanghai News Letter*, have ceased to be a novelty in the streets of that city, and even the untaught Chinese ponies have become so used to them that they are no longer frightened.

— One firm in Cincinnati is said to be making 1,600 velocipedes. They sell for \$35 dollars apiece, and are dear at that.

— Rumor whispers that the talented and accomplished "King of Scales," Eugene Trastour, is going to devote his time exclusively to the publication of velocipede music.

— A mischievous girl living in Thirty-fourth street, being bothered by a number of lovers, has incited them to a public velocipede race—the winner to win her.

— Velocipedists are classified according to their skill—the "timid toddlers," the "wary wabblers," the "go-it-gracefuls," and the "fancy few."

— Velocipedists have encroached so greatly upon the privileges of pedestrians in Lyons, France, that the Mayor has issued a proclamation compelling the former to attach lanterns to their machines at night, and to keep the middle of the street.

— Velocipede candy is now sold. The manufacturer finds it necessary to give notice that it is not worked by the feet.

— The *Revolution*, in a very able article, advocates the use of the bicycle for ladies.

— The shipment of velocipedes from this country, to England has commenced; the Inman steamer of Saturday last took a "Pickering" machine, which is to be followed by others as soon as completed.

— An expert suggests, in the *Evening Post*, that—"Before purchasing any machine, but particularly the cheaper ones, examine them closely yourself, or if not a judge of good mechanical workmanship, ask a friend to do it for you. Many defects are concealed by the coatings of paint, particularly in the castings and forgings; and a machine that is weak in any point is a dangerous one to use in fast riding. Be sure that every bolt is properly secured by nuts that cannot be shaken off; they should be riveted on to the bolt, for they will soon work loose if not so fastened. The crank should never be keyed on to the shaft, but fastened on to a square head."

Very good advice, except the "square-headed" crank. We have tried several methods, and find that when proper care is exercised, a crank which is *shrunken* on to its shaft, will never trouble its owner.

— On Saturday night Burnham's Velocipede Academy, in Brooklyn, was crowded with a highly respectable assemblage of spectators, among whom were a number of ladies, the occasion being a benefit to Mr. Burnham's popular assistant. A very attractive programme was prepared, and as it was a volunteer affair, quite a number of amateur experts took part in the display, the exhibition of graceful and skillful riding equalling the best displays of the kind we have yet had in this country. The programme was commenced with the entree of thirteen riders on the principal machines of the metropolitan makers, including Wood's, Monod's, Pickering's, and one of Witty's latest machines. This was followed by some fancy riding, in which Mr. Carlton—the best amateur rider in Burnham's school—specially distinguished himself by his graceful and skillful movements on the machine. Next came eleven machines one after another, young Dunkee—a modest boy of Burnham's class—acting as leader. After which Messrs. Monod and Mercer exhibited some fancy riding, including most of the movements seen at our New York academies. This was followed by an exhibition of the "Dexter" machine, and some splendid riding by Messrs. Pickering, Foote and Professor Brady, in which the elder Pickering bore off the palm. This was succeeded by a display of riding with arms folded, in which Messrs. Carlton and Southwick took the lead. The feature of the evening, however, was the daring feats of balancing, performed by Messrs. Robert Witty and Havel, in which all kinds of almost impossible feats were performed by the two riders, while both were on one machine, and one, too, which had been in daily use for months. The whole entertainment was an eminent success, and a display of graceful and daring riding, very creditable to the participants. New York will have to look to her laurels in velocipede riding, for the Brooklyn velocipedists are after her best riders with a sharp stick. The next entertainment in Brooklyn will be the ladies' reception at Burnham's, which is to be a private invitation affair, given by the subscribers at Burnham's school to their lady friends.—*Herald*

COMPANY K, 37th Regt. N. G. S. of N. Y., Capt. Richard H. Pascall, will hold its third annual reception at the armory, Broadway, 6th Avenue and 35th Street, on the evening of the 4th of March. On this occasion the members will for the first time wear the newly adopted uniform. Several members of this company are expert velocipedists, and contemplate company movements on the bicycle at an early date.



MISCELLANEOUS.—The bicycle votaries are allowed the same privileges in the Prospect Park, Brooklyn, as equestrians are, and ultimately they will, no doubt, be admitted to the extensive drives of the Park. The use of Washington Park, bounded by De Kalb and Myrtle avenues, and Cumberland, Canton, and Raymond streets, is also placed at their disposal. On the corner of the Park fronting Myrtle avenue and Canton street, there is a wide, level plaza paved with the concrete surface, which is especially adapted for velocipede-riding. Besides which, there will be the wide walks around the Park, all of which will be at the command of velocipedists as soon as finished. The central location of Washington Park will lead to its being the fashionable resort of bicycle riders, and some fine riding will be seen on the plaza as soon as the snow is off.

As Bedford avenue, in Brooklyn, for over a mile in length, is going to be paved with the Scrimshaw concrete pavement, which gives a capital surface for velocipede-riding, that avenue, this Summer, will be a great resort for bicycles. The course will be from the junction of the avenue at Fourth street, Williamsburgh, to Fulton avenue, and within a block of the velocipede-depot, on the Capitoline grounds. A smooth-paved roadway is to be prepared along Clove road, which begins at the terminus of Bedford avenue, and thus will lead to the rear entrances of Prospect Park. Clinton street, Brooklyn, is paved with the Nicholson block from its junction with Fulton to Union street; and Union street is to be similarly paved all the way to the Park. This course is already a great resort for velocipedists every fine afternoon and evening.

The Central Park Commissioners only allow velocipedes on the walks and bridle paths, and, if anything, they are more in the way here than on the driving roads. In the Parisian parks the bicycle riders are obliged to keep to the drives. It is very evident that our Park Commissioners are behind the age in regard to velocipedes. They had better wake up at once, or otherwise the army of velocipedists will get up an indignation-meeting on the subject.

"THE VELOCIPEDEST."—The *Sun's* occupation is gone. The velocipedists have now a paper of their own, title, subject matter, advertisements and all, "THE VELOCIPEDEST" is its title, and its pages are eight, and its paper is tinted. It looks well. So far as we have dipped into it, it reads well, telling all about bicycles, tricycles, and every other kind of cycles. "The object this paper has in view is to record everything of interest in the velocipede world." So say the editors, who are T. R. Pickering and W. Chester King. THE VELOCIPEDEST is to be published monthly—terms, one dollar per annum. New York city is the base of publication. Long may it "rip."—*Newark Evening Courier*.

CHICAGO is fast in more respects than one, and is of course not behind in velocipeding. It is, in fact, one step ahead of time himself, if we may believe what one of its journals says:

"The grand feature of this Chicago velocipede is, that it is worked by spring power, and that the springs can be perpetually wound up by simply using the treadles alternately. *It only takes one-fourth the power to wind the springs that the springs exert in unwinding.* By pressing upon the treadle with the foot the ratchet is turned, on which is placed the spring, which of course is thereby wound."

Now, if power equal to 40 lbs. will propel this western improvement, a pressure equal to 10 lbs. only is required of the rider. Now, we would recommend this inventor to just increase the power of his present spring one-fourth above what it now has; by doing this he will be enabled to let the spring itself give the 10 lbs. initial pressure, and the three-fourths which comes from the peculiar construction of this peculiar spring itself will propel the velocipede without any exertion whatever from the rider. Having done this, let him then dispense with the cranks, and he will have achieved what millions of money has never yet been enabled to produce, viz: a mechanism which shall contain within itself its motive power—or, in other words, perpetual motion.

VELOCIPEDE RECEPTION AND HOP.—Though the velocipede has not yet engendered in our city the active febrile symptoms marking its introduction into the gay French capital, it is steadily and surely becoming here an institution. It is only a question of time, only a question of public familiarity with this curious modern bicycle possessing so many intrinsic elements of popularity, ease and safety of locomotion, combined with a dash of venturesomeness

and exciting movement so specially captivating and in such marked unison with the go-ahead spirit of the age generally and of our metropolitan city particularly. An opportunity to see the practice of this fascinating art as well as healthful exercise in perfection was given Friday evening, February 12, at the Hanlon Brother's Velocipede Hall, Nos. 786 and 788 Broadway. The occasion was a reception and hop given by the members of the school to their friends. First, there was a large attendance—a most pleasant preliminary feature. For something over an hour the capacious hall resounded with the roll of velocipedes, often a dozen or more being ridden simultaneously. Everybody knows all about the bewildering mazes of the dance and sinuosities of skating. The movements of these velocipedes under the guidance of their expert riders, turning corners with the rapidity almost of thought, and in their interlacing courses describing every imaginable curve known in mathematics, were tenfold more astonishing. Mr. Frederick Hanlon, the champion rider, went through some of his astonishing feats, now whirling along at lightning speed, now with the feet alone going a ten mile gait, now dashing up an inclined plane of forty-five deg., and then going down with the utmost ease a declining plane of twenty-five deg., now vaulting on and off his velocipede, and now catching chairs thrown at him and holding them in his hands, still riding on. Professor Abner S. Brady evinced a like degree of skill, riding his velocipede with every assurance and grace imaginable. He accomplished a twelve mile hour gait around the short curves. Messrs. William and Edward Hanlon, Mr. T. R. Pickering and others also gave pleasing exhibition of their astonishing skill. It was a most successful as well as eminently satisfactory exhibition of the capacities of the velocipede as a medium of locomotion and healthful amusement after a short period of instruction and practice under the tuition of experienced masters.

To the velocipedal evolutions succeeded the graceful and, to the large number of ladies in attendance particularly, more pleasing features of the hop. It is unnecessary to describe the latter. Graffula's Seventh regiment band furnished the music. The dancing commenced at nine o'clock and continued several hours.

### Velocipede Rhymes.

THE Boston *Transcript* having called for "a rhyme for Velocipede," received quite a number of responses. We select the following:—

#### NO. ONE.

I suggest that "centipede" rhymes with "Velocipede."

#### NO. TWO.

Who'd think of keeping a horse to feed,  
When one can ride a Velocipede?

#### NO. THREE.

Swiftly across the mossy mead  
He drives his light Velocipede.

#### NO. FOUR.

I've lost my horse; a loss indeed!  
So send me a Velocipede.  
If my address you chance to need—  
Direct it to Miss Dolly Read.

#### NO. FIVE.

Common, pedal locomotion,  
In former times a Boston notion,  
Is given up, for want o' speed,  
And people ride Velocipede.  
If you want some exercise,  
I'm sure your doctor will advise,  
And say 'twill meet your greatest need,  
A Tremont street Velocipede.

#### NO. SIX.

Bicyclus mounts astride his swift Velocipede,  
And deftly guides onward with no loss o' speed;  
He quickly outstrips old Gilpin on his glossy steed—  
Cries loudly to the passers-by—"The boss I lead!"  
Hies briskly to the Highlands, on whose mossy mead  
Celtic goats, and browsing kine, and the "bossy" feed;



Returning, meets old Gil., and shouts—"Old Fossil, heed!  
Ere quite in twain hisected is ye sancy steed!"

\* \* \* \* \*

Old Gil. the equine wreck surveys, and says, "Don't think the loss I heed.  
Though 't grieves me sore to see my horse undone by a Velocipede!"

## NO. SEVEN.

Riding behind my swift-paced horse,  
I tore along the Brighton course,  
When after me I heard a man  
Approaching quick as deer e'er ran,  
And 'fore I touched my horse up, he'd  
Passed by on his Velocipede.

Q'noth I, my horse I'll sell this day;  
To travel that's a hetter way.  
Though men may gibe, and children scoff,  
Though women smile, and fools may laugh,  
I'll ne'er a bit their gossip heed,  
I'll purchase a Velocipede.

## NO. EIGHT.

I live some ten miles out of town—  
Too far, in fact, to foot it down;  
And every time the horse I feed,  
I sigh for a Velocipede.

## NO. NINE.

Is personal safety guaranteed  
While sitting astride a Velocipede?

## NO. TEN.

She saw him *en-velocipede*  
A-kiting up the road,  
And pitty-pat and patty-pit  
He little heartlet good,  
And soft she spherhered to herself,  
"Though fast his paces be,  
He cannot dust so quick hnt what  
My heart keeps up with he.

O, *vive la belle velocipede!*  
Which digs along the street;  
But that which I do chiefly *vive*  
Is he who does the feat.  
I cannot help a loving him,  
Nor he help loving me,  
Velocipedestration is  
A thing that *has to be*.

Mrs. H. C.

For the VELOCIPEDIST.  
THE GREAT FURORE.

It's difficult, in truth, to say  
What next will come upon Broadway,  
To make us stare in blank dismay.  
Velocipedes are now the rage;  
We can dispense with car or stage,  
And he ourselves both man and page.  
Just picture to yourself a race,  
At little less than lightning pace—  
And further still, a steeple chase—  
And all upon Velocipedes,  
The surest and the best of steeds  
That human hand or body needs.  
You can't, I'll venture to proclaim,  
Have horses gentler, or more tame,  
And never those of greater fame.  
The article itself is small—  
Not over five foot, head and all—  
And quite obedient to your call.  
The food is but a bagatelle,  
The shoes and doctor's bills as well;  
No better horses are to sell.  
All hail to the Velocipede;  
The horse it snre will supersede  
In cheapness, heauty, and in speed.

G. S.

N. Y., Feb. 22, 1869.

For the VELOCIPEDIST.  
SONG OF THE VELOCE.

With cheeks so rosy and red,  
With eyes so bright and blue,  
A manly form, in manly dress,  
Was riding our Broadway through.

Wheel, wheel, wheel,  
On his graceful iron cage;  
And as he rode he merry sang,  
"Veloces are all the rage."

Ride, ride, ride,  
With the early morning dew;  
And ride, ride, ride,  
When business hours are through.  
It's Oh! to have a Veloce,  
The wonder of the age,  
When man has never a seat to himself  
In either ear or stage.

Ride, ride, ride,  
Till the brain exhilarates;  
And ride, ride, ride,  
As though followed by the Fates.  
Street, and gutter, and lane—  
And lane, and gutter, and street—  
Till, past all others, you ride alone,  
The speed is Oh! so fleet.

O men with money to spare,  
O men with health and life,  
You'd hetter get a Velocipede  
Before you get a wife.

Ride, ride, ride,  
And double quick you may;  
And as you fly you're followed by  
The eyes of all Broadway.

Ride, ride, ride,  
From early morn till night;  
And ride, ride, ride,  
Till you ride away the light.  
Street, and gutter, and lane—  
And lane, and gutter, and street—  
And as you plough, you graceful bow  
To those you choose to greet.

Ride, ride, ride,  
In the cold and chilly air;  
And ride, ride, ride,  
When the weather is warm and fair.  
In dusty city and town—  
In country village and mead—  
You'd better take some sound advice,  
And get a Velocipede.

With cheeks so rosy and red,  
With eyes so bright and blue,  
A manly form, in manly dress,  
Was riding our Broadway through.  
Wheel, wheel, wheel,  
O'er gravel, and earth, and moss;  
And as the air kissed temple and hair,  
He sang, without a thought of care,  
The Song of the Great Veloce.

N. Y., Feb. 22, 1869.

M.

## ADVERTISEMENTS.

VELOCIPEDÉ PHOTOGRAPHER.  
ROCKWOOD,  
PORTRAIT, LANDSCAPE AND MECHANICAL  
PHOTOGRAPHER.  
839 Broadway, New York.  
FIVE MEDALS FROM THE AMERICAN INSTITUTE.

Porcelain Miniatures,  
Photographs,  
and Ferrotypes.  
INSTANTANEOUS PHOTOGRAPHS OF VELOCIPÉDES.

CHICAGO AGENCY  
FOR PICKERING'S VELOCIPÉDES.

D. BRAINARD,  
DEALER IN FIRST CLASS

CARRIAGES, LIGHT BUGGIES AND SLEIGHS.  
REPOSITORY, 187 STATE STREET.  
CHICAGO, ILL.

# VELOCIPED WHEELS, order of S. N. BROWN & CO., of Dayton, Ohio.



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**PICKERING & DAVIS,**  
144 Greene Street, New York.

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MANUFACTURED BY  
**PICKERING & DAVIS,**  
144 GREENE ST., NEW YORK.

This Regulator is offered entirely on its own merits. Its price is lower than any other good governor. Having no joints, it is extremely sensitive. Its durability is beyond question. Its economy in fuel has been fully proved; and it has received the highest prize whenever exhibited in competition with any other Governor, including at the Paris Exposition, 1867.

Agent for the Pacific States,  
**DAVID STODDART,**  
San Francisco, Cal.

## ANDREWS' PATENT ENGINES, BOILERS, PUMPS AND HOISTERS.

**OSCILLATING ENGINES**, run at great speed. Sizes,  $\frac{1}{2}$  to 250 Horse-Power.

**SMOKE BURNING & SUPER-HEATING BOILERS** are Economical and Safe.

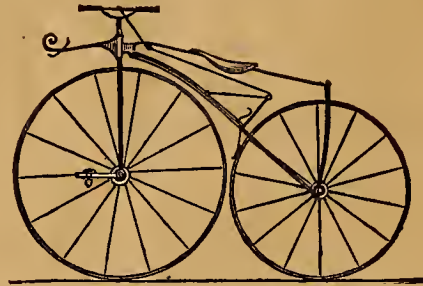
**CENTRIFUGAL PUMPS**, pass Sand, Coal, Corn, Gravel, &c., without injury. Capacity, 90 to 40,000 gallons per minute.

**FRICTION-GROVED HOISTING MACHINES**, run without noise; speed changed or reversed instantaneously.

**ALL COMPACT, LIGHT AND DURABLE.**

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No. 414 Water Street.



## VELOCIPEDS. WOOD BROTHERS,

596 Broadway, New York,

MANUFACTURERS OF

## FINE PLEASURE CARRIAGES

Are now prepared to receive orders for the celebrated

## PARISIAN VELOCIPEDS,

of their own manufacture, which for durability and beauty of finish are not equaled.

### KAVANACH & DECKER,

## BILLIARD TABLE MANUFACTURERS

Corner of Centre and Canal Streets,

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Tables furnished with the celebrated CARGOT CUSHION, patented December, 1866.



TOWN and CITY COMMITTEES on LAMPS and GAS, Railroad, Gas and Ferry Companies, Railroad Supply Houses, owners of Market Houses, Large Storehouses, Depots, Skating Rinks, Manufactories, Hotels, Restaurants, and all others interested in LARGE LAMPS, will find that

MINER, STREET, AND DEPOT LAMPS give a much better light, are cleaner, more durable, and more economical every way than any lamp now in use. Testimonials of the best kind will be furnished in abundance. Send stamp for descriptive pamphlet and price list to

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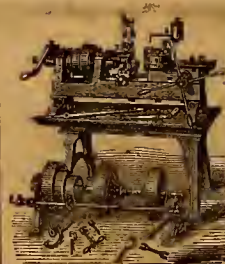
400 West Fifteenth Street,

Salesroom,

44 Murray Street,

NEW YORK.

## REVOLVING HEAD-SCREW MACHINE.



This Machine is suitable for making, from bar iron, all kinds of screws and studs ordinarily used in a machine shop. One man with this machine, will produce as many screws as from three to five men can make on as many engine lathes, and they will be more uniform in size. Nuts can be drilled, tapped, and the sides faced up, and many parts of sewing machines, cotton machinery, gas and steam fittings made on this machine, with a great saving of time and labor. Size of hole through spindle  $1\frac{1}{4}$  inches.

**BROWN & SHARPE MFG CO.,**  
Providence, R. I.



# The Velocipedist.

VOL. 1.—NO. 3.

NEW YORK, APRIL, 1869.

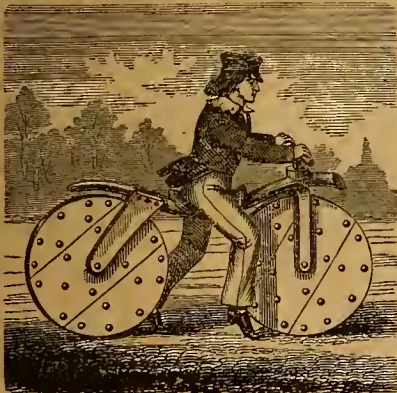
PRICE TEN CENTS.

## History of the Velocipede.

**T**HAT there is nothing new under the Sun has been demonstrated in regard even to the velocipede, the very name of which, little more than a year ago, was unknown to nine out of every ten persons who spoke the English language. A recent writer in the *Galaxy*, not content with tracing the velocipede back to the fifteenth and sixteenth centuries, even goes so far as to intimate that the figures bestriding a "stick" on wheels, which we sometimes see in Egyptian reliefs, show that, if the ancients had not a velocipede, they had something very like it.

We have, in previous numbers of THE VELOCIPEDIST, sketched at some length, somewhat of the history of the velocipede; but, as additional facts bearing on this subject have recently come to our knowledge, we proceed to lay them before our readers. At a time when the velocipede has become an institution amongst us, it cannot but be interesting to compare previous crude inventions in this line with those modern ones which have resulted in the beautiful bicycle now in such general use.

To the *Scientific American* we are indebted for the two following cuts and communication:



"In a small New England village, about the year 1823, a cute Yankee boy "might have been seen" (as G. P. R. James used to say), in fact, was seen tearing round on a VELOCIPED of his own construction, to the astonishment of the villagers and his own great delectation. The 'machine' was of rather a rude construction, as shown in the above cut, the wheels being of boards nailed together crisscross, and the frame of such 'stuff' as a farmer's woodpile could furnish;

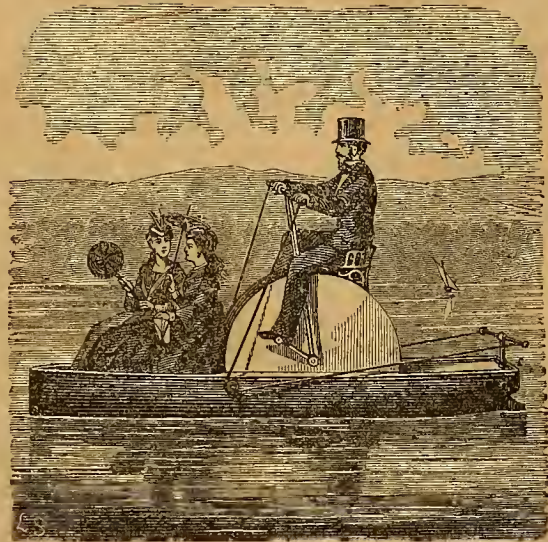
but it would 'go like fun.' In principle, and even in form, it was identical with the present bicycle, the cranks being omitted, and on which some one, more witty than wise, claims a patent. There were the two wheels, tandem; the forward one 'axled in the jaws of a depending bar, pivoted in the frame, and turned by a horizontal lever bar;' and it is presumed to have been constructed after a 'description' in some 'printed publication,' boys in those days not being thought adequate to the *invention* of anything! It was propelled by the *toes* (not the flat foot) lightly touching the ground; and, though not as 'fast' as the crank-y concerns of the present hour, did very well for a little village and a country boy.

"That village was Norfolk, Litchfield county, Conn.; and the boy (an old boy now), your correspondent and admiring reader."

Stockbridge, Mass.

I. I. PEASE.

The following, as will be seen, is a Water Veloce, and is intended to be propelled with the feet, by means of cranks, which turn a paddle wheel in the middle of the boat. The steering is effected by cords attached to the tiller, and passing from the steering bar, under pulleys at the side of the boat, below



and in front of the operator, and thence back to the tiller. The affair was, after all, a clumsy contrivance, and did not meet with public favor. Boston has whatever there is of honor in this invention.

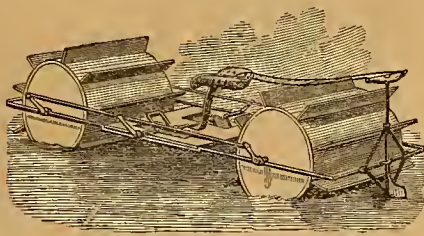
Manufacturers of Velocipedes have found it necessary to devote much time of late to the investigation of the claims of numerous patentees. Witty and Hanlon having been attended to, makers were on the point of going to work again, when lo! a notice is served on them from an unexpected quarter, and they are requested to step up to a new captain's office and settle there. Mr. STEPHEN WM. SMITH, assignee of Mr. P. W. MCKENZIE, who in 1862 patented a cantering horse, claims that this covers the entire velocipede trade.

This cantering horse runs on three wheels, two in front and one behind. The upper part of the front legs are hinged at the body, while the feet are connected to the axle of the two front wheels, which axle is "cranked," so that the rider, sitting astride the horse, with feet on stationary rests, and holding on with his hands to a steering handle which passes through the neck or head of the horse, and is also connected with the steering or hind wheel, which is properly set between the hind legs of the horse. When thus seated the weight of the rider on the horse would naturally push down the cranks to their lower center. When, by standing on the foot rests, and thus relieving the horse of his weight, and at the same time pulling upwards by means of the handle the cranks are again brought up; and thus the wheels are rotated and the rider velocipeded forward. This forms the ground for a new claim to the favors of "Royalty." Manufacturers, however, can recognize but one legitimate Prince of "Cranks," and it is most assuredly their rights to require of these claimants that one or the other of them shall well and truly establish his right and title to the princely income, which the makers will then most willingly allow themselves to be taxed with.

Makers of Velocipedes will have to enter the ring themselves as patentees or inventors. With this idea, therefore, and also as an interesting fact in the history of Velocipedes, an illustration is here given of a Veloce, which we designed and had made in the year 1850, and consisting of two wheels and



*driving cranks.* The model, which was made by a MR. GREGORY, who had at that time a shop on the southeast corner of 22d street and 8th avenue, corresponds with the accompanying engraving:—



As shown here the two wheels were provided with driving cranks, the power being applied to a central shaft between the wheels by a coiled spring that had been taken from an alarm clock for the purpose. The central shaft was provided with a crank at each end, and these again were connected to the cranks of the driving wheels as on a locomotive. The cranks of each side being set at right angles to the cranks of the other side, it will be seen that the coiled spring would produce the required rotary motion of the wheels. The wheels of the model were made of tin, about 6 inches in diameter, and 8 inches broad, in the form of drums.

This model would run very quickly over a smooth floor until the spring had unwound itself. Afterwards, we had narrow strips or buckets placed on the periphery of each drum similar to the paddles of a steamboat, and the wheels or drums being water-tight made a fine Water Veloce. It used to very quickly unwind the thread from a spool, which was allowed to revolve on a piece of stout wire, held between the fingers.

— It is very probable that we shall soon know which of the two principal claimants has the right to demand and receive royalty for the use of cranks on a two-wheel velocipede. Some Spicy and Witty correspondence has lately passed between Messrs. Smith and Witty, and we now understand that Mr. Smith has made application to the Court for an injunction to restrain Mr. Witty from infringing his rights.

We may also here state that our own application for a Patent on our tubular frame, with the brass and gun metal sockets and bearings, peculiar self-oiling arrangement, and the polygonal or three or more sided stirrup, which is now so generally preferred, has been allowed by the Commissioner of Patents. It bears date March 30, and is numbered 88,507. This, we think, is about the last item of general interest in the velocipede line.

—The Boston *Advertiser* says:

“The velocipede is the greatest humbug of the season. For practical use on the roads in and about Boston the two-wheeled machine, as made at present, is ridiculous. There are two reasons for this:

“First, The motive power is applied in a way contrary to reason and mechanics. The power is used on the principle of a lever, the hub of the driving-wheel being the fulcrum, the treadle one end of the lever and the point of the tire touching the ground the other. But instead of applying the power at the long end of the lever, as reason and practice say it should be, it is applied at the short end, so that, unless the ground be as smooth and level as a floor, so much force is required that what is meant for pleasure becomes work or impossible.”

We would recommend the writer of the above to apply immediately to some railroad company or locomotive shop for the position of locomotive constructor or superintendent, as all locomotives now in use apply the power (steam) “at the short end of the lever.” If this is contrary to reason and mechanics, then have we spent twenty years in the study and application of mechanics vainly. Let the Boston *Advertiser* try again.

—The Pittsburg daily *Dispatch* of March 26, speaking of the wonderful feats of Prof. Brady of the Hanlon’s school, says that gentleman made “an entire circuit of the room while standing on his head in the saddle.” How about that head feat, Professor? Please let us know when you are going to repeat it.

—In a velocipede race at Indianapolis, a mile was made in three minutes and six seconds.

BLACKSTONE ON VELOCIPEDESTING.—As many of our velocipedestrians are somewhat solicitous about the interference of the police authorities in the matter of propelling their velocipedes on the side walks, we are glad to be able to drop them a crumb of comfort, albeit reserving to ourselves the right to proclaim sidewalk velocipedes a nuisance should they become so. Already a judicial decision has been rendered in favor of velocipede riders, as will be seen by the following from the *Toronto Leader*, of Thursday:

Yesterday an information was laid by the police before Mr. McNab, against Mr. John Dixon, for running a velocipede on the sidewalks, thereby obstructing the thoroughfare, and endangering the life and limbs of pedestrians. His worship was indisposed to grant the summons at present. He said the machine was a novel one, which the public was desirous of seeing, and so far, no evil consequences had resulted from its being run. He referred to the fact that in this city wheelbarrows, band-carts, and baby-wagons, frequently obstruct the sidewalks, and are not banished therefrom. He also noticed that the newspaper carts were often driven at a much swifter speed than a trotting pace to the post-office, he presumed to save the mails, and no inconvenience appeared to have been felt on that score. He was disposed, therefore, to give the velocipedians a little more swing, and so long as they conduct themselves within the limits of discretion, he did not think himself called upon to interfere.

### Velocipeding in Pittsburgh.

THE Smoky City Skating Rink was formally opened as a Velocipedrome on the evening of the 26th. The floor is about 140x85, well laid, but rather soft. White pine flooring we consider rather too soft for either durability or satisfactory riding—as in short turning the tires, especially of new machines, cut into the planks, and in consequence require considerable more power to propel the wheels. The usual opening exercises were gone through with, until about 9, when the Pickering Bro’s, and two young ladies, all from the Hanlon Bro’s New York School, went through some quartette movements, which gave very great satisfaction; it is now fully demonstrated that ladies may ride the bicycle with ease—and grace—and propriety. Machines are adapted for them, and a very slight alteration of an ordinary walking costume enabled them to either ride or walk without a change. The first appearance of ladies on Velocipedes seemed to take the Pittsburghers by surprise; they hardly knew how to receive them, but a few minute’s riding decided that it was a success, the riding was frequently applauded, and Mr. W. S. Clow, the gentlemanly proprietor and tutor, was requested by many to open at once a class for ladies, which he will do so soon as machines can be procured.

Mr. Clow, having heard of the “Bridges” erected in some of the New York Schools determined to be a little ahead in that line, and consequently had one made for his Rink, which we think is the greatest obstruction yet surmounted by a Velocipede; it is five feet high at center, the inclined sides being but twelve feet long by four wide, giving a rise of *one foot in two*; this was a dangerous looking affair, having no railing at the sides, and being placed near the middle of the floor, required a steady hand, head, and feet; it was, however, successfully crossed several times; the younger Pickering letting go the handles just before reaching the top, yielded his machine over, and down and around the room entirely by his feet—two only of the scholars cared to attempt this feat, the first getting sufficient speed on his machine to carry it and him about half-way up the incline, from which point he very graciously *backed down*, the floor receiving him and his Veloce considerably *mixed*. A younger member, whose name has escaped us, and in whose make-up the word fail seems to have had no part, then tried his try, and passing the upper point came down the incline safely until he reached the floor, when he and his Veloce suddenly came to the ground; a second and third attempt proved more successful, and he now wants the bridge longer and higher. The usual game of tag finished the entertainment much to the amusement of the audience, who went home fully convinced of the success of the new sensation.

—“Velocipede” lays three languages under contribution for its composition. The German furnishes “viel,” much; the English “hoss,” well known in its meaning; and the French “pied,” foot; from all of which it appears that velocipede is merely “much-hoss-afoot.”



—The Empire City Velocipedrome was successfully dedicated to the new Art on the evening of Wednesday, the 31st. So far, we consider this the finest and best adapted room yet devoted to Velocing. The floor is well laid, and is of the proper material; it is also large enough to satisfy the ambition of the F. F. V's., who have heretofore been limited as to space for their indoor exercises; it is also handsomely illuminated and well provided with all the necessaries calculated to render it comfortable. Shortly after eight o'clock the large concern became crowded with visitors, of whom the fair sex formed no inconsiderable portion, and when the lively strains of many popular airs burst forth, the scene became exceedingly animating and agreeable. The myriads of jets shed forth a brilliant light, and when the proceedings of the evening were formally commenced the occasion was replete with excitement and pleasurable anticipation. It was intended that the great concourse of spectators should have an opportunity of witnessing, in some degree, the perfection to which the art of riding the velocipede has been brought, and well and satisfactorily was the programme carried out. The machines of several manufacturers were brought into requisition, and judging by the favorable comments passed respecting their mode of construction generally, they seemed to realize the brightest expectations formed of them. But it was not so much the velocipedes as the riders that attracted attention. Never did gallant cavalcade of bold dragoons step forth in such martial array as the grand procession of over a hundred velocipedists. The following was the order of exercises:—Trial of Machines:—Mercer & Monod's, Pickering's, Wood's, Demorest's, Witty's, and Merrill's. It is needless to say that those mounted perfectly understood their business, and at intervals, not only delighted, but astounded the spectators by their difficult evolutions. The appearance and graceful riding of two young ladies, mounted on the new Veloce specially adapted for them, gave great satisfaction, and it is to be hoped that a good room will soon be secured for the special use of ladies in this city. Complete mastery was evidenced throughout, and not the slightest mishap occurred to mar the general harmony which prevailed. At times the daring feats of the experts elicited great admiration, which vented itself in well-merited applause. The proprietors of the establishment, Messrs. Kelly & Taxter, had reason to be satisfied with the result of their complete arrangements, for the inauguration was thoroughly successful.

—The Jersey City Skating Rink is now a Velocipede and Parlor Skating School, under the management of Frank Rivers. It will succeed. The opening took place on the evening of the 29th. P. T. Barnum delivered the address, which was "Witty" enough, though occasionally "cranky"; he was continually putting in new "spokes," to prevent the "fellows" from getting "tired." He said that while many did not know where to put their velocipedes, and while some put theirs in their parlors, some in the yard, some in the halls, and some stabled them, he would recommend his friends in the country who owned velocipedes, to "Barn-um." He thought the ladies were sure to like the two-wheel Veloce, as the "fellows" always hugged them very tight.

The usual *Velocipedestrianistical* exercises followed the conclusion of this speech. Carleton rode his new Wood machine with his usual grace. The Pickering Bros. had two machines so very new that they (the machines) were not even painted. Mercer and Monod were on hand, and much good riding was the consequence. The Pickering and Monod game of Tag was called for, after which the Brooklyn Velocigymnasts went through their usual interesting performances. We also noticed Mr. Calvin Witty in the saddle. He is quite an expert on the *Lallant Treadle Cranks*.

—There will be some fast riding at Pearsall's new Appollo Gymnacyclidium, Broadway and Twenty-eighth street, on Thursday evening, the 15th inst., as on that occasion they offer a very valuable prize of a \$250 Pickering Velocipede to the rider who shall make the best time; half mile run ten times around the hall. This, with the usual fine riding, will make up a pleasant entertainment for the evening.

—Three Englishmen have made the trip from London to Brighton (fifty miles) on velocipedes.

VELOCIPEDES IN THE STREETS.—Man's own feet or crutches and a wheeled vehicle with a horse in front—these, it seems, must be the Alpha and Omega of locomotion in the city streets. A wheeled vehicle without a horse is a thing so preposterous to the eyes of aldermen, that it must be forbidden altogether. Such is the experience of several cities, and our city promises to follow suit. Now, though the horse is favored by popular prejudice, a man may move his wagon with a mule, or a jackass, or a goat, or a dog; but he is not permitted to move it without one of those in front, or he will be fined twenty-five dollars. We recommend the sports to tie their tan terriers in front of the machine with a piece of pink ribbon, and go it on the same dodge adopted for the dummies, where an old blind horse trots in front of the locomotive within city limits. Although the aldermanic abdomen is a guarantee against any experiment of the Fathers on the velocipede, cannot some juvenile of aldermanic lineage convince the old fellows how ridiculous they are in endeavoring to prohibit what only needs regulation?—*Herald*.

—*Cammeyer's Union Grounds, Velocipede Track* has at last been opened to meet the requirements of the votaries of the new and elegant semi-equestrian pastime for those ladies, gentlemen and children who have been drawn into the vortex or prevailing mania for velocipeding. The *Herald* has been called on to coin a new word for this location, the result of which is—Amphicyclotheatron—(unabridged). The attendance of both ladies and gentlemen was quite numerous, both in the afternoon and evening, notwithstanding the cold, blustering wind, and over thirty experts, more or less known as among the prominent velocipedists of the country (including two ladies), kept the wheels of the various machines of different makers in motion in the liveliest manner. A band of music both afternoon and evening added to the pleasure and excitement of the scene, and at night there was a display of fireworks. The following gentlemen and lads figured in the various trials of speed and exhibitions of skill: Messrs. John and Robert Witty, Thomas Howell, a five-year old Witty, whom all the ladies said was a perfect love of a little fellow, and the gentlemen swore was a regular brick. The Tilden Brothers and Tilton Brothers, from ten to sixteen years old, gave a fine display in several acts, in which they rode the machine in twos, threes and fours, at a time (*a la circus*), which we think would look very well in a circus. Mr. Abner Brady and the Pickering Brothers were also on hand, and some speed was obtained.

—Pearsall's new School, Appollo Hall, Broadway and Twenty-eighth Street, was the scene of the most interesting "opening" or "commencement" yet witnessed in this country on Monday evening, the 5th. A most fashionable audience was gathered to witness the best display yet made of Velocipedes. The contrast between this gathering and the attendance at the Twenty-second street hall the night the PEARSALLS inaugurated the first Velocipede school, was striking. A very attractive programme was prepared, and carried out fully and satisfactorily. A feature of the exhibition was the introduction of lady amateurs. A sister of the Pearsalls, riding the Lawson Ladies' Machine, and the Pickering sisters, riding the Pickering Ladies' Machine. The ladies rode with a degree of modest grace charmingly attractive, and their skill was envied by the fair sex present. An unusual number of fine machines were exhibited—two of Pickering's, at \$200 each, one of Wood's, at \$500, a fine Demorest and a new Dexter, not forgetting the Laubach *Keystone* machine, in which the Pearsalls seem specially interested.

—Race for a Silver Cup on Cammeyer's track, Brooklyn, E. D.; half-mile heats; three times around the track, on 33 inch machines; seven entries; first run by Alden and Godwin, Jr.: time, Godwin, 2.13; second run by Comstock and Tuttle: time, Comstock, 2.10; third run by Lethbridge, Copeland, and Morrell: time, Morrell, 2.05, Morrell taking the Cup.

Cammeyer seemed to be in his elements as he stood on the track with jack-knife and stick in hand, starting the boys, and whittling at the same time. He proposes to have next a race on 37 inch machines, to be followed by one on 40 inch machines.

—The velocipede people down East are getting aristocratic. They now call a velocipede school an "Academy."



# THE VELOCIPEDIST,

Published by PICKERING & DAVIS, 144 Greene Street, N. Y. City.

EDITED BY

T. R. PICKERING,

Will be issued on the first of each month. Each number will contain eight pages, prepared with a view to give monthly whatever is of most interest, either in news, history, recreation or instruction concerning the Velocipede. Its publishers will enlist the best talent in the country in the preparation of its pages; and they design to make it a popular journal, interesting and useful to every one having any interest in the Velocipede.

Entered according to Act of Congress, in the year 1869, by PICKERING & DAVIS, in the Clerk's Office of the District Court of the U. S. for the Southern District of New York.

## TERMS, IN ADVANCE:

One copy, one year, . . . . .	\$1 00
Five copies, one year, . . . . .	4 00
Ten copies, one year, . . . . .	7 00

The trade supplied by the American News Company, 119 and 121 Nassau Street.

Subscriptions to THE VELOCIPEDIST are invariably in advance. When a bill is sent with any number, it signifies that the subscription has expired, and a new payment must be made if a continuance is desired.

A limited number of advertisements, of such character as may be considered suitable for our columns, will be inserted at twenty-five cents per line. As our columns are very wide, and our circulation large, this charge will be found moderate.

ANSWERS TO CORRESPONDENTS.—Questions relative to velocipeding, or kindred subjects, appropriate for answer in this journal, are invited, and will receive careful attention.

Sole Agents for Great Britain and Ireland,

**SAMUEL & PEACE,**

The Albany, Old Hall Street,  
LIVERPOOL,

To whom all English correspondence may be addressed.

## American Velocipedes in England.

The following is an extract from a letter recently received in this city from England:

"Your Velocipede that we have just received by steamer City of New York, is certainly, in our opinion, and in that of all who have viewed it, very superior in every respect to anything hitherto seen or manufactured on this side of the Atlantic.

"We sent it up to the Gymnasium, where it was ridden at the daily exhibition of the Club, and contrasted very favorably with all other makes—the motion being casier, the appearance more graceful, and the finish very superior to any—but, having no brake attached, was a great disadvantage; so that, in future shipments, you will please not omit to supply us with that addition."

## The Monocycle.

**W**E have had so many inquiries in regard to the Monocycle, or one-wheel Velocipede, that we have determined to get up one, which shall be clear of many of the objections which are urged against those we have so far seen. We shall have it completed in time to give an engraving of it in our next number. We think that we can dispense entirely with the use of not only the steering arms, but even the cranks, although it is worked by the feet; and we consider that the same machine will be adapted for either boys or men, short or tall persons—and even ladies. It may be easily mastered (we think), and in case the rider falls, the machine will not fall on him; in fact, it will not be capable of falling on its side; and further, it will not infringe any known patent. Still further, it is *not a wheelbarrow*.

## Velocipedisms.

—The *Herald* is responsible for the following: At Jacksonville, Ill., recently, a Mr. Dunlap, while exercising at Professor Grover's hall, accidentally rode down an inclined plane to a level with the window sill, passed through the open window, and leaped an alley ten feet wide. He alighted with his Veloce on the roof of a drug store, a story lower, and the machine rode down the roof and over the eaves, landing on the roof of Ayres' Bank. At this stage of the proceeding, Mr. Dunlap fell off the Veloce, and was saved from a terrible death thereby. A large crowd witnessed the perilous ride from the windows.

—JOSH BILLINGS says, on the subject, thusly:

"It don't take much stuff to build a filospede. I am bold tew say that a man could make one ov 'em out of a cingle old plank, and then hev enough stuff left over to splinter broken limbs, or make, perhaps, a corfin.

"A filospede can't stand alone, and that single fact iz enuff to condemn the think in mi eye. I don't want to have anything to do with any helpless critter that can't stand alone, onless, I might add, it is a party woman going for to faint.

"I don't think it will ever get intew general use among farmers, az it haz no conveniences for a hay riggin, nor even a place to strap a trunk; and as tew going to church on it, the family would have tew go one at a time, and the rest walk. So of course the thing is killed in that direction."

—"Kriugle," in the *Schenectady Star*, thns gives his views of the Velose: "The filospede at first sight looks very much as tho it wuzzent all thare, and I told Kusick wen I fusa saw it that ef he'd go and get the box and the rest of the wheels I'd perceed tew business; but the durned thing, standin' thar agiu a post, looked like a livery rig that had been druv straddle of a rail fence five miles tew town by some adventurous sport."

—Mr. Cuyler, the Engineer in charge of Prospect Park in Brooklyn, announces, officially, that the velocipede riders have been and are permitted to make use of the walks of the Park, and are also allowed to use the tarred area or plaza and walks at Fort Green. The question of the general use of the Park by velocipede riders has not, as yet, been officially acted upon.

From the above it will be seen that velocipedists can avail themselves of all the privileges in Prospect Park granted to equestrians, for they can use all the bridle paths and plazas in the Park.

—The Brooklyn *Union* of March 4th says that "Palm Johnson, the noted Brooklyn skater, returned from Paris last week, and he informs us that not only have we better velocipedes here than they have in Paris, and greater facilities for practice under cover, but that the most expert riders now in Paris are Americans. He says that the Parisians would be astonished to see the beautiful machines our makers turn out."

—Professor Brady, late of the Seventh Regiment Gymnasium, is the champion acrobatic. He can urge the bicycle at full speed along any sort of course, from Nicholson pavement to a tightrope. Brady challenges to race all comers with his head in a sack, his feet in flour barrels, and his hands tied behind his back.

—The down town exercise halls are in full run "from early morn till dewy eve." Chase's establishment, Vesey street, Perego's, Nassau street, and Pangborn's, Fulton street, are admirably managed.

—How to ride a velocipede—straddle a saddle, then paddle and skedaddle.

—A number of prominent velocipedists of this city held a meeting at Apollo Hall, for the purpose of organizing a club, to be called the American Velocipede Club, on the evening of the 22d ult. Mr. Harry Alden presided, and Messrs. F. Carpenter, O. Lefferts, and B. Matthews, were appointed a committee to draw up constitution.

—An elderly gentleman has invented a one-wheeled velocipede, which is quite a novelty. It does away with seat, pedals, breaks, and all. There is a crank attached to the axle on each side of the wheel. You sit between the spokes, and turn the crank with your hands. The rider goes round with the wheel, turning a somerset at each revolution. The sensation is therefore peculiar, and the ride is much more exciting than on the ordinary velocipede. The objections to this style is, they can never be used by ladies.



A newspaper man, and a real good one too, is the champion fallist in the velocipede school. He is evidently a goist of another school. Mustang limiment for one.

In Pittsburg, the velocipede is called the lightning-catcher. In St. Paul they style it the "Go Devil." In New York, "The New Sensation." In Boston, "The Firey, Untamed Steed." In Baltimore, "The Wooden Dexter." In Chicago, "The Wooden Devil."

Velocipedestrianisticalistinarianologist is the latest addition to the language.

One of the most prominent localities for velocipede exercise this spring will be Tompkin's Square, which presents a fine level and clear space near a mile in circumference. It is shortly to be graveled and rolled, as soon as the frost is out of the ground. Many of the members of the City Government have become velocipedists, and they intend that our city-riders shall have a space to roam about in on their bicycle steeds.

Rev. Arthur Edwards, Assistant Editor of the *Northwestern Christian Advocate*, said to be a most expert velocipedestrian, has had rubber tires put upon the wheels of his "Pickering," and finds it practicable by their use to ride over ice and snow without slipping. He believes that their use would be advantageons in summer as well as in winter, as the rubber would relieve the jar from roughness of roads.

A large number of Yonkers ladies are looking for the "coming man."

A Providence merchant went out velocipede riding a few days ago. Desirous to show his skill in turning a corner, he put on too much speed, turned the guide post the wrong way, went into a shop window, cut his nose, frightened the customers, was arrested, taken away from his bicycle, paid \$125 damages, recovered his steed, and rode home a sadder if not a wiser man.

Much sport has been created in Holyoke, Mass., by the exhibition of an old-fashioned spinning wheel as a velocipede. So few of the present generation were familiar with the ancient machine that the hoax was very successful.

A correspondent desires to know about which there is the most lying—velocipede races or appointments to office.

Mr. Foot, of Hanlons' school, is a fast and fancy rider, and masters one of Pickering's largest machines.

**A VELOCIPEDE IN STATE STREET.**—This morning persons who passed through State street were treated to a novel exhibition to many, that of a young gentleman (Mr. Alonzo S. Briggs, of New York) performing numerous evolutions on the velocipede, running on the pavements. The machine was manufactured by Messrs. Pickering & Davis, of No. 144 Green street, New York, who claim that it possesses many advantages over others. It is made of hollow pipe and gun metal, with a spiral spring and saddle, and passes over the pavements with perfect ease. The same gentleman has made trips to Newton and Brighton, giving some of the horses on the road a close race, and proposes to make a trip to Gloucester with his iron horse. The machine has been running six months, and is as perfect now as when first put in operation.—*Boston Telegraph*.

Velocipede butter is common in Minnesota—worked by Norwegians with their feet.

**TOLLS FOR VELOCIPEDES.**—At the Southampton Petty Sessions, on Tuesday, Edward Andrews, Collector of Tolls, was summoned for taking toll of Mr. Page. Mr. Guy appeared for complainant, and stated that all Mr. Jones wished for was not to be charged every time he passed over the bridge. Mr. Jones, in this instance, was charged twopence for the Velocipede, as a wheelbarrow, which it could not be, and therefore he did not know what the defence would be. Mr. Starks, from the office of Mr. Page, Clerk of the Northam Bridge Company, applied for an adjournment in order for Mr. Page to be present, but defendant said he was quite willing to abide by the decision of the bench that day. The defence set up by Andrews was that he charged for trucks and perambulators, and that he had a perfect right to charge for the Velocipede under the same clause. The bench, after some consideration, said the case would be adjourned until Wednesday next. It would be considered closed, and the adjournment was only in order that the magistrates might consult Mr. Eldridge, and give their decision.—*English Paper*.

The Hanlons have thirty-three machines constantly running at their "Velocipedrome," corner of Broadway and Tenth street.

Sarah Jane Bates writes to the Binghamton *Republican* that her husband goes out days and rides a Velocipede, and then keeps up the propelling motion with his feet all night. She don't like it.

Nearly every County Agricultural Society in Ohio offers a premium on Velocipede riding.

A young lady in this city wants to "trade a sewing-machine for a Velocipede." She thinks she could "get along" if she had a spinning wheel.

The latest style of collar is called the "Velocipede." The points are so long that they jab holes through the pantaloons at the knees. When washed and hung on the clothes line, one of them looks like a pair of drawers. One reason they are named after the Velocipede is because they are "turn-overs."

—Two editors in Chicago undertook to produce a velocipede on a new and improved pattern. One was to furnish the money, and the other the inventive skill. A large three-wheeled affair was secretly constructed in a basement, and when finished it was found to be several inches wider than the doorway. The two editors are consulting whether to tear down the house or the velocipede.

—A Troy military company talk of making a parade on velocipedes the coming season.

**OF WHAT GENUS AND SPECIES?**—There is an old story of a toll-keeper who had to assess, by his schedule, the rates for a gypsy caravan of street showmen; and who saw clearly that "asses is 'osses and goats is sheep, and monkeys and women are men; but that 'ere," said he, pointing to a bear in a garbage cart, drawn by two dogs in harness; "what is that?" The same question has arisen concerning a velocipede at a toll-bridge in England. The collector, after mature deliberation, decided that the word "wheelbarrow" was the only one in his list which could be so construed as to embrace the animal ridden, and charged it two pence accordingly. The rider appealed to a magistrate, who, for aught we know, is still considering the question. The natural history of the velocipede must, therefore, be considered as unsettled until the decision comes. But since an unruly one kicked a clergyman to death in Paris, just after Lamartine's funeral, it may be thought desirable to lay, at least, quite as heavy a tax upon all such violent and dangerous animals as upon horses.

One of the most interesting features of that thoroughly wide-awake and excellent journal, the *Evening Telegram*, is its choice velocipede items.

The *Velocipede Manual* is a very neatly got up publication, for the instruction of beginners, and contains much that is interesting even to experts. Its cost is 15 cents. The American News Company are the agents.

A series of contests for speed took place at the Pittsburgh City Hall on the evening of the 25th—distance, half mile, nine entries. 1st prize, solid gold Veloce, for watch-chain; won by Mr. Logan; time, 2:08. 2d prize, a Gold Pen and Case; won by Mr. Herron; time, 2:09. 3d prize, a Season Ticket; won by J. C. Conroy; time, 2:11. Slow riding followed by fancy and trick riding, concluded the entertainment, and Messrs. Sherwin, Whipple & Co., managers, deserve credit.

—Anna Dickinson was recently obliged to charter a locomotive to take her from Des Moines to Mount Pleasant, where she had made an engagement to lecture in the evening. Cause—being ten minutes too late to take the train. Anna should buy a velocipede.

**A VELOCIPEDEST ARRESTED.**—Mr. Austin T. Ashmead has the honor to be the first one prosecuted under the order published by the chief-of-police, prohibiting velocipedists from riding on the sidewalks. The complaint was made by the city attorney, Wm. Hammersly, and brought before the Court this morning. But in the absence of Mr. Hammersly, the case was postponed until Thursday. Hon. W. W. Eaton appears for Mr. Ashmead. As there is no law against velocipedes, there is considerable interest manifested in the result of the case, a number of prominent velocipede-riders being in the court-room.—*Hartford Com.*



## The Velocipede Clock.

CONSIDERABLE difficulty occurs in Riding Schools, where machines are let by the hour, and where the number of riders is large, to allow each one his full allowance of time without overrunning it. The usual method is to put the rider's name on a slate, with the time at which he takes the velocipede; by referring to the clock he is called in by name when his time is up. This plan has been much simplified. The velocipedes in a school are all numbered; a clock face is then prepared by having the glass removed, and a number of holes made in the face just outside the circle of figures, or minute dots. When a rider takes a Veloce, its number is noticed, and a small wooden pin, numbered to correspond with the machine taken, is placed in the hole nearest at the time to the point of the minute-hand. It is evident that in just one hour the hand will have made a circuit of the face, and will then point at the numbered pin—when that number will be called and the machine returned, or retaken. One clock prepared in this manner, by having a hole at each of the minute dots, will answer for a school of sixty machines. It is also evident that if a machine is wanted for thirty or fifteen minutes, the numbered pin should be placed thirty or fifteen minutes ahead of the minute hand at the time the velocipede is engaged. JOE G. PANGBURN, of this city, we believe, is the inventor of this *time-ly* arrangement.

## Mrs. Caudle on the Velocipede.

*From the Utica Herald.*

CAUDLE, I would like to know what makes your face so red! You look as if you had been intoxicated for a week. I do declare this is too bad. Was there ever a woman in this world so—

Mr. C. exclaims—"Now, my dear, don't take on so. You know a new vehicle of locomotion has been introduced in town. It is called the velocipede. I rode one of these at the hall to-night before coming home, and it is hot work, especially for beginners. Been drinking! No, I haven't drauk anything for six months!"

Mrs. C.—"There, Caudle, just, *just* look at that! Torn the best pair of pants you had in the house! Now, how did that come about?"

Mr. C.—"Well, you see, I rode the velocipede this forenoon, and another machine ran into mine, and before I knew it my pants were torn."

Mrs. C.—"Ripped your coat, too, haven't you? You didn't want me to see that tear! And here's your best beaver smashed up! Perhaps you'll say the velocipede did that? It did, did it? But, Mr. Caudle, what's the matter with your hands? Why they are all blistered up."

Mr. C.—"Three days riding the velocipede is enough to blister anybody's hands; but it's nothing when you get used to it. Happens to all beginners."

Mrs. C.—"What is the matter now, Caudle? You limp as if you had been horribly injured!"

Mr. C.—"A slight bruise, only a slight bruise; keep me in the house only a day or two. You see, Jack, and he weighs three hundred and fifty pounds, accidentally drove his velocipede over my foot, and yet one must endure these little things in order to become an adept in riding the velocipede."

Mrs. C.—"Now I would like to know where you've been all this blessed evening, Caudle! Here it is fifteen minutes of midnight and you just coming home to your lawfully wedded wife. No! You needn't say that you have been to the lodge, because I know it isn't lodge night."

Mr. C.—"No, my dear, I haven't been to the lodge. You see, in order to become an adept"—

Mrs. C.—"Now, Caudle, I know what you were going to say. You were going to tell me that you must desert me every night for six weeks while you learn to ride a velocipede. If wives had their way they'd burn every velocipede in town! And what *was* the matter with you last night? I couldn't get a wink of sleep. Your legs kept going up and down all night like pump handles. Velocipede motion, was it. Put your feet in the stirrups and turn and that throws your knees up and down, does it? Now don't tell me it's nothing when I get used to it, because *that's* something I *won't* get used to! It is bad enough to sleep with a man when he is quiet, but to have the bed clothes flopping up and down all night as regularly as that clock ticks, is a little too much, velocipede or no velocipede. If you ride the velocipede another day, Caudle, I'll leave the house!" And with this conclusion the lady ceased, finding her worthy spouse was already fast asleep.

## Mr. Wilkins on Velocipedes.

*From the Philadelphia Evening Bulletin.*

BUT, Wilkins, I—

"I tell you, Mrs. Wilkins, I'm not going to have it; you may as well make up your mind to that at once. No woman shall ever go prancing around this community on a velocipede while she's a wife of mine if I can help it; so you can just take that old pair of wheels you brought home and gladden the heart of some kindling wood man with them, for ride on them you don't; if you do I'm a Dutchman; there!"

"Mr. Wilkins, you know I—"

"No, I don't know anything of the kind. Do you think I'm going to let such a looking woman as you dress up in Bloomers and mount a high hat and go around trying to show off *that* figure?"

"Mr. Wilkins!"

"Go staggering around the thoroughfares of this town, looking like an old beer cask propped upon two legs, and showing those ankles, which are so thick that you couldn't get one of them through the eqnator?"

"Wilkins, I'll scratch—"

"Well, I should think not. And, besides, I don't know whereabouts on this terrestrial globe you expect to find any wheels strong enough to bear you. You'd smash a pair of cast-iron car-wheels into smithereens the minute you sat down on them, you would. The best thing you can do is to walk, and on the ground, too, where the crust of the earth isn't thin; or else sit in front of a fire, and melt down your avoirdupois."

"Mr. Wilkins, your perfectly scandalous."

"But I'm not going to put up with it. I don't intend to have you flopping around town on a velocipede, and very likely falling off and breaking your bones, and then have a lot of doctors coming to my house and making *post mortem* examinations, and sawing you up, and discovering things with hard Latin names in your lungs, and in your liver, and your physique generally. Well, I should think not! It's bad enough to have to submit to you now, without having your gore spilt around over the carpet, and a parcel of saw-bones blaspheming at your anatomy. I—"

"Wilkins, ain't you ashamed to talk so?"

"I want you to understand that if you ride that velocipede I will sue for a divorce. I don't believe in a woman exercising her muscles on any such contrivance. You'd a good deal better get a scrubbing-brush and go down and tackle the front door steps with some sand and a chunk of soap. That's the kind of exercise you want, in my opinion."

"Mr. Wilkins, if you'll only listen—"

"Or else practice carrying a coal-scuttle up and down stairs every five minutes all day. But as for the mother of a family, and a flabby old girl of your years, undertaking to ride a velocipede, why, it's simply ridiculous."

"Mr. Wilkins, I—"

"The next thing I know, I suppose you will be parading yourself in the papers as 'Madame Wilkins, the Champion Velocipedist,' and running mile heats on the Nicolson pavement for hundred-dollar purses, best two out of three. A beautiful spectacle won't it be? And then I suppose you will want me to bet on you, and back you up; but not one cent of my cash do you get. Not a single, solitary red. Do you suppose that I am going to throw away my hard-earned money on such a fanatic as you? Well, I should think not. I would not put up a dollar on you if I was worth untold billions. I'm not proud of you; I want you to distinctly understand that."

"Mr. Wilkins, that's all nonsense."

"And a pretty example you are setting to your children. Here only yesterday, Holfernes Montgomery made a velocipede out of two flour barrels, and when he and Bucephalus Alexander tried to mount it, it broke down and hit Mary Jane on the leg, and lamed her for life, while Holfernes Montgomery fell over the cat, which yowled and spitted around, and scratched Holfernes Montgomery over the frontispiece, so that his beauty is destroyed, and he looks more like you than ever. I say that it is perfectly outrageous, and I'm not going to stand it."

"Mr. Wilkins! Oh, if you will listen, I'll tell you something."

"Oh! I don't want to hear it. We'll discontinue the conversation. I'm tired of hearing you cackle."



"Well, that velocipede came home——"

"Never mind now. I want to go to sleep. Just give your tongue a chance to rest, will you?"

"Was for you. I heard you say you wanted one, so I bought it out of the market money I saved. But you treat me like such a brute, that I—I—I—"

"For me, did you say, Sarah? Well, then, never mind now. Don't cry, Sarah, I say. Never mind; I won't do it again. Sarah! Sarah! Don't cry. Sa—rah! Oh, well then, cry; who cares? You're the most aggravating woman that ever lived. I'll get on that velocipede to-morrow morning, and abandon you as sure as my name is Wilkins. If I don't, hang me!"

### Brick Pomeroy on a Velocipede.

**A**S a horsebackist, we have been called a success. Once we rode a mile. On another occasion we rode a brindle cow home from the fair, not to add to our comfort, but to pay the aforesaid bovine for not drawing the premium. On another occasion we undertook to ride a speckled steer, but for some reason or other, his fins department had a sudden inclination to elevate itself into the air, and we dismounted over his head, simply because the mane of the beast did not amount to much for hanging on purposes. On another occasion we rode a saw-mill saw for half an hour, but we never tried it again.

But we did try the velocipede. We got astride of it, and started. Immediately after a gentleman was discovered lying on the ground, to the merriment of lookers on. Once more we mounted the breach, if by these words a cast-iron pad may be called, and undertook to propel the invention. Just when a gentleman struck his head with extreme violence against the curbstone. More merriment. Another attempt, and just then a gentleman was discovered sprawling upon the ground with his left ear full of mud. More merriment, but not on the part of the victim. Pretty soon we got well under way, by the aid of two men to push and a small boy to steer, while we were getting used to the contrivance. But at such an hour as we knew not of our assistants departed from us. We made two lunges ahead, and while endeavoring to turn out for a young lady, cramped the wrong way, collided, took her on the invention in front of us, and we both went off together, to the damage of a \$10 hat and a \$23 Grecian bend. The glory of that hat and that bend departed with much quickness, never more to return. As for the lady, we pray the Lord to pardon her for the feelings she entertains towards us, for really we could not help it.

Well, we tried it again. Undertook to cross the street, and accidentally ran our contrivance plump against the hind end of a charcoal wagon. We got off, while the industrious velocipede took a scoot to the left, landing in the gutter. Such a nice place to put your feet! Good deal like sitting on a grindstone turning it with your toes. Aside from the delightful sensation experienced, it strains the muscles and is more wearing upon garments. Riding a two-story Indian hog just turned loose to fat on beech nuts would be sweet cream in comparison with this invention. Sliding down hill on a hand-saw, tooth side up, would be two degrees more comfortable than experimenting on one of these contrivances—but then it is fashionable! If any of our readers have a suit of clothes they wish to spoil, seven or eight pairs of legs they would lame for seven weeks, a high finished and moral back they don't care for, fifteen or sixteen yards of court plaster; a dozen or more new hats, several pairs of boots, and the Lord only knows how many coat tails to spoil, let him buy a velocipede and commence practice at once. To purchase one of the confounded things requires but a small fortune; say twice as much as is necessary to purchase a handcart, which is by far the most comfortable to ride on; while a few dollars extra would last about four hours for insurance against accidents. Go and try it. Buy one. Rush around with it. But first, employ a physician by the month to doctor you for all bruises, contusions, sprains, rheumatism, compound, vulgar, and improper fractions, and every ailment under the sun, when you may be happy yet. We have tried it—it is nice. The next day the velocipede went off as smoothly as usual, but as to its rider, that's altogether another matter. We have not been able to walk up and down stairs without the aid of a cane for a week. Have hardly spoken a good natured word for a fortnight. Our best pants are at the tailor's, and not less than ninety-three bottles of liniment stand grinning at

us from every room we occupy during the day. If there is some fellow you have a spite against, coax him to try a velocipede; when, in all probability, he will bring an action against you for wilful intent to murder, or, at least, assault and battery, and make his action stick. Yours on two wheels.

BRICK POMEROY.

### Shinks on the Velocipede.

**I**VE pin reatin' in dem noosehabers, gonsiterple oov lade,  
Apout de leedle dwo vheel shay, de gall felocibade,  
It coes mitout a horse, dem oaksen or das shdeam,  
Und neets but von tam shackass to make oop de whole team.  
Dere isb no reins nor prtle, no gollar und no sattle,  
De shack himself hobs on und rites, but has to rite astrattle.  
Dere's many a veller hove dried dem, vrom loaver oop to breacher,  
De high and low, de rich and boor. Hans Schmidt und Heinrich Ward  
Beecher.

Und in de zitty oov New York, dere's Raymond, Creeley und Pennett  
Have oviden hiert a felocibade dat gots von cent a minnit.  
Now do you tinks it sdrange, ven zooch pik meu hove dried dem  
Dat Shinks, de Gab'n oove horse marines, should ginder vant to ride  
'em?

So ven dey come to Dreadway Hall, apout six veeks ako,  
I vent to see dem oberate. Mein Gott, 'twas pully show,  
Pymepy I cot von for mineself und ven I dried to ride it,  
It would not co, de tam ting vell, und trowed me down beside it.

Und ven I's vlat ubon mine pack, in de mittle oov de rinks,  
De beobles vat vas looging on, dey laugh like de tuyel at Shinks.  
I hurt mineself all mity pad, but dries to ride once more,  
Und hresently I vinds mineself zhoost vere I vas pefore.  
Dis dime I makes mine mind ride up. 'Tis no blace for Christian man  
Astrattle of dem felocibades. Dey make you shvear—"py tam"—  
I proke mine pack und plead mine nose, I vent home to mine vrow, sirs,  
Und shall not dry to rite again undil she mends mine drowers.

Zhoost put an atbeist on dem tings;—in less dime dan von hour—  
I'll pet you klass of lager, he'll acknowledge Zuberior Bower.  
I don't gare tam vot volks may say apout dere oheration,  
Dey never vill pe used at doll in funeral ceperation,  
Und ven de day oov Zhudgement comes, ofer Jordan or beyond de Styx,  
'Twill make no tifference if you can rite felocibade—or *nix*.  
De modern breachers hove blowed for hours apout dese new machines,  
Und dis is vot you get voom Shinks, de Gab'n oov horse marines.

## THE FIRST GRAND NATIONAL VELOCIPEDE EXHIBITION

Ever witnessed in the United States will take place  
Early in May next,

AT THE

### JERSEY CITY VELOCIPEDE,

The Exhibition will comprise not only an attractive display of the most skillful Velocipede riding by the best trained experts of the country, together with a series of exciting Velocipede races, but the whole building will be transformed into a Grand Exhibition Hall, for the special display of the finest modeled bicycles in America. Valuable prizes will be given for the best display of riding to the winners of races, and as premiums for the best Velocipedes exhibited.

Full details of rules, regulations, list of prizes, &c., will be given in future advertisements. Parties desirous of entering Machines for exhibition, or of entering as contestants in the trial of skill will send for Circulars and Rules, &c., to

FRANK RIVERS & CO.,

Jersey City Velocipedrome,  
Jersey City, N. J.

VELOCIPEDE PHOTOGRAPHER,  
ROCKWOOD,

839 Broadway, New York.

CHICAGO AGENCY  
FOR PICKERING'S VELOCIPEDES.

D. BRAINARD,  
REPOSITORY, 187 STATE STREET, CHICAGO, ILL.



# VELOCIPEDE WHEELS, order of S. N. BROWN & CO., of Dayton, Ohio.



## PICKERING'S AMERICAN VELOCIPED, MANUFACTURED BY PICKERING & DAVIS, 144 Greene Street, New York.

The reach or frame of this Velocipede is tubular, thereby securing great strength and lightness. The bearings are all of composition or gun-metal, and so attached that when too much worn they can be replaced by others, which are in the same shape as the parts of sewing machines and fire arms. The wheels are bushed with composition or gun-metal; and the axle is of tubular construction, constituting in itself an oil-box by means of which the axle is tubular and closed at either end by a screw, on the removal of which, it may be filled with lard oil; cotton lamp-wick having been placed loosely in the tubular axle, the oil is by this means fed to the bearing as fast as required, through small holes made for the purpose in the centre of the axle. The old method of oiling from the outside, allows impurities to be carried into the bearing, which difficulty is entirely obviated by our plan of supplying the oil at the centre of the bearing.

An important feature is the arrangement of the tiller or steering-handle, which is brought well back and sufficiently high to oblige the rider to maintain an erect position, with his arms well back and hands well separated, thus keeping the chest expanded and allowing free play of the lungs. As considerable exertion of the arms is required to counteract the effect of the alternate pressure of the feet upon either crank of the driving wheel, the exercise is extremely developing to the arms and chest.

The stirrups deserve notice, as they differ essentially from those of other Velocipedes, which permit only the shank of the boot to set on them and have their single flat side kept in position by a weight cast on the bottom. The stirrups of this Velocipede have their exteriors three-sided, with circular flanges at each end, as they are fitted to turn on the crank-pins, the pressure of the foot will always bring one of the three flat sides into proper position. These flat sides are roughened to prevent the foot from slipping, and are so shaped as to permit the use of the fore-part of the foot and bring the ankle-joint into play, thereby relieving the knee considerably, and making the propulsion much easier than when the shank of the foot is used exclusively.

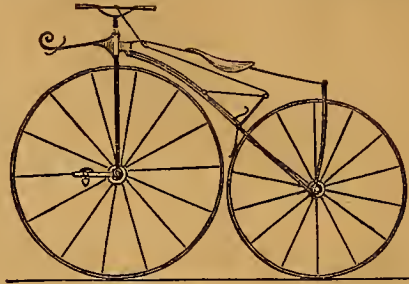
This method of using the fore-part of the foot relieves the lower limbs from the disagreeable and injurious jolting which is always experienced when compelled to use the shank of the foot.

The saddle used on our Machines is supported on a spring, giving an elastic seat, and is adjustable to suit the length of limb of different riders: its design has received the approbation of leading medical men and army officers as being that best adapted to comfort without injury.

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