

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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VOLUME I]

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CURRENTE CALAMO

The fortunate five sailed last Saturday.

The Newport Meet occurs on Monday. Don't forget it.

The coolest place of an afternoon or evening is on the wheel, where you are just active enough to be comfortable, and make just breeze enough to fan yourself.

The *American Bicyclist* was late, too; but orders can all be filled now.

There is such a thing as a "Special" Columbia, whatever doubts there may have been about it during the last two months; and you will see it at Newport.

Those who have noticed our premium list before, will find some novelties in it as revised on another page.

The club spirit has advanced south of Mason and Dixie's line; the first reported being at Louisville, Kentucky.

Topeka, Kansas, is to be put on the black list; its City Council having passed an ordinance prohibiting the use of the bicycle on any of the streets or sidewalks in the city. One wheelman continued to exercise his inalienable rights, by riding to business on his own choice of vehicles, and was arrested, and will make a test case of it. We hope he will "have courage to do right."

A motion has been made in the Springfield (Mass.) City Council to have an ordinance regulating the use of bicycles, and the *Springfield Republican*, of the 21 inst., has a very well balanced editorial upon the matter. It intimates, however, that the "city government might well follow the English law, commanding that every bicycle should have some alarm or bell attached to it and operated by the motion of the machine." This leads to the suggestion that it is by no means a universal English law to require bells, although some municipalities do. The bells required are not necessarily operated by the motion of the machine. A constantly ringing bell on a bicycle would be a nuisance to both the rider and those near him, and would cause more unrest to horses in the streets than the absence of

any sound. It is doubtless a wise suggestion that every wheelman should carry a bell, to be sounded at will of the rider, with which to inform every person not taking notice of his approach. The bell does horses no good, but the way to quiet them is to speak to them; and a wheelman will find that the sound of his voice, when meeting a passing horse, will pacify him even when greatly disquieted.

Kankakee, Ill., has now an equestrian club. The people have been spurred up to it by the success of the bicycle club, and we now shall see which can gain the most health and happiness. An eventful run by two wheelmen from Kankakee to Momence is very graphically described in the *Kankakee Gazette* of 13 May.

The approach of the continuous warm weather, and the attractions of June, make people think and plan for summer vacations. Now is the time when the bicycle should be carefully inquired for. It will be desired by many to take a brief vacation, and by others to take a vacation piece-meal, that is, two or three days, or a week at a time; or some special opportunities may offer to take a trip with a party, and make a tour by which the most discoveries can be made, and the most pleasure obtained in a given length of time, without any effort to travel a long distance, or take it fashionably. To all these, and many more, the bicycle will furnish the best opportunity. One party, to be composed partly of equestrians, but mostly of wheelmen, will make a vacation trip of three weeks, taking in Portland and the White Mountains of New Hampshire, and a part of Vermont and the Connecticut Valley. This tour has been regularly made out for an estimated progress of 20 miles or so per day, and will probably be one of the pleasantest affairs of the summer. The projectors are not without experience. They took just such a trip last summer, with great enjoyment, except that the wheelmen were able to continue to the end, while the horses had to be sent home after two weeks' use, to be laid up in the hospital for repairs. Of course these riders must foot it or follow their horses. If any one wants to know how he can have a good time with a bicycle in a mountainous region, or wants to take his horse along to see the fun, he may inquire of Mr. Wm. E. Gilman or Dr. Wm. C. Cutler, of Chelsea.

We are looking every week for the entertaining and omniscient editor of the *College Chronicle*, in the *N.Y. World*, on Mondays, to give us another article on bicycling at the colleges. He has a happy faculty of finding out all that is going on at the leading institutions of learning and athletics, and having told us during the spring something about every other phase of college life, is it not about time for him to tell us what the wheelmen are doing?

Several of the turnpikes and avenues in N.J. have given instruction to toll-gate-keepers to prevent bicyclers from passing through, giving for their reason that bicycles frighten horses. We understand that persuasion is first to be tried, and then, if that fails, a wheelman who knows what he is about will stand up in his boots and see whether he has any rights.

A bicycle trip from San Francisco to Santa Cruz, a distance of 92 5-6 miles, by several wheelmen of the former city, is pleasantly written up in the *Pacific Life* for 8th May, inst.

Indiana is to have a bicycle tournament at Indianapolis on the 5th June next; at least one has been arranged for by the bicyclers of Indianapolis and Lafayette, at which there will be a one-mile and five-mile race, and a 100-yards slow race, with three handsome prizes offered in each race. Fourteen entries have already been made, and some excellent work may be expected.

The author of "Is life worth living?" should have owned a bicycle. Had he been so favored, he would have taken a more cheerful view of life.

The Montreal Bicycle Club now numbers 21 members, and from the circulars announcing its proposed doings, it must be a wide-awake and successful club.

A petition signed by upwards of 100 citizens was presented to the board of Park Commissioners in Chicago, by Messrs. Larned & Larned of that city, and the whole matter forcibly and ably submitted. The board appointed a committee to

consider the matter, and to draw up a report. Their report has been made and will probably not be acted upon until the meeting of the first Tuesday in June.

There are several wheelmen in Portland, Me., and brother Charles H. Lamson, who may be found at his store, opposite the Falmouth Hotel, should be called on, we are sure, by every excursioner to that city. The manner in which he tickles the editorial ribs by correspondence indicates that he would be a jolly man to meet.

TOURS AND EXCURSIONS

A NEW YORKER IN THE CONNECTICUT VALLEY.

II. SOUTH FROM SPRINGFIELD.

Starting down the south slope of the church hill in West Springfield, a smooth track is found for perhaps a sixth of a mile, when the sidewalk should be taken (*r.*), and followed a quarter mile to the brick post-office on the corner, where a road is to be crossed, though the brick walk on the lower side may, with care, be regained without dismount, and traversed to the next corner, perhaps a quarter-mile further on, when the road is to be taken and a turn made to the east (*l.*), soon after which the brick walk may be regained and followed about a quarter-mile to its eastern end, whence there is a smooth track to the bridge across the Connecticut (or the bridge may be reached by taking the roadway south of the Common, a couple of rods after taking the first turn east from the brick walk). A beautiful view up and down the river is to be had while crossing the bridge, which is wide enough to make a turn upon; then comes a straight road for an eighth of a mile, followed by a turn to the right, and a sharp ascent to cross the railroad bridge. If this is gained without dismount, the rider may continue along a concrete sidewalk (*l.*) for an eighth of a mile, until he reaches the macadam of Main street, which extends in a pretty direct line south for a mile or more, and has a railroad track in its centre all the way. Turning then to the right, the rider follows a somewhat irregular course with a general southern direction, until at the end of a mile he is opposite the entrance to the Agawam bridge (*r.*), and at the end of another half-mile he is at the brick-yard. This point is just four miles from the start on the church hill, and, by very good luck, may be reached without dismount. A stoppage is apt to be caused, as already mentioned, by the high railroad bridge near Round Hill, and after this the worst places are in South Main street and near the entrance to Agawam bridge. During these last two miles the sidewalks may occasionally be used to advantage, though the choice of places where they may be taken and left without dismounts requires good judgment and knowledge of the ground. There are several miles of macadamized streets within the city limits of Springfield; but as they are always kept muddy in summer by frequent visits of the watering-cart I found little pleasure in exploring them with my wheel.

The border-line of the town of Longmeadow is crossed a little below the brick-yard, and then there is a hill to climb, and perhaps about a mile of walking before a mount can be made. The border of Enfield, the first town in Connecticut, is reached about three miles below, and probably five-sixths of this distance is fair riding, though there are several big hollows to descend and climb out of. The going continues much the same for two and a half miles more, until a paint shop is reached (*r.*), where a sidewalk begins, on which excellent speed may be made for a trifle more than a mile, when a turn must be made to the right, and a downward slope followed for half a mile westward, to reach Enfield bridge. The canal tow-path, under the west end of this bridge, is accessible by a trap-door, too small for the passage of a four-foot wheel, so a detour has to be made of a mile and a quarter (west, south, and east) before the path can be reached. This path is somewhat overgrown with grass, and is marked by a single pair of carriage-tracks and the rut made by the horses' hoofs between them; but its material is hard, red clay, and, rather to my surprise, I was enabled to ride along it without dismount until I reached the end at Windsor locks, three and three-quarter miles below.

Having got dinner at this place, I tried wheeling in the open space between the two tracks of the railroad for about a mile, in the course of which I walked two-thirds the way; then four miles of highway, "alternately afoot and wheel-back," brought me to the brook below the church at Windsor. From there to the court-house in Hartford, five and three-quarter miles, I found good riding nearly all the way. The whole distance from the church hill in W. S. was, by the cyclometer, exactly 29 miles, and I was just nine hours on the road, including a two hours' stop at dinner-time and several lesser "waits." After circling three miles more over some of the smooth streets of Hartford, I took train for home. Had I ventured by wheeling, I should have followed the canal bank to its northern limit (say two miles above the point where I struck it on my way down), and then crossed by ferry-boat to Thompsonville, which is a manufacturing village in the town of Enfield, though lying off from the main road.

Another afternoon's excursion towards the south may be thus described: starting from the West Springfield Common, either when he has just left the bridge, or when he has come down from the hill, the rider takes the brick sidewalk at the head of Shad Lane (L.) and goes to near the end of it, three-quarters of a mile, when, with care, he can take the road again without stopping, pass under the railroad, and turn (r.) due west. (This point is less than a quarter-mile from the old bridge, which crosses the river at Bridge street, Springfield, and which a wheelman may ride through without trouble, though it is dark and gloomy in comparison with the new bridge above and below.) A mile and a half of fair riding on the sidewalks will bring him to the south end of the covered bridge over Agawam river; then a little hill (L.) is to be mounted, followed by a half-mile ride; and then come three miles, in which there is apt to be more walking than riding (though the weather has a great effect upon the roads here), and Porter's Distillery is reached. This is not many rods from the border of Suffield, the first town in Connecticut, and the mouth of the canal before mentioned cannot be more than three miles below; perhaps it is no more than two. Tourists coming north from Hartford might therefore do well, on reaching the end of the canal (assuming that the tow-path prove rideable to the end), to keep right along up the west bank of the river, instead of crossing to Thompsonville, and trying the roads of Enfield and Longmeadow, which have been already described as being by no means perfect. At Porter's Distillery, instead of turning about and taking the road through Agawam by which he came down, the rider takes the road north-easterly, which soon runs along the river bank. This furnishes tolerably good riding most of the way for two and three-quarter miles, when the new Agawam bridge is reached and crossed, and the ride is continued to and through Main street, Springfield, before described, until terminated at the west end of the North bridge, where it began. Length of the whole excursion, twelve miles. KOL KRON.

Washington Sq., N. Y.

THE EUROPEAN PARTY, consisting of Frank W. Weston ("Jack Easy"), J. S. Dean, and T. N. Hastings, all of the Boston Bi. C., Dr. J. F. Adams, of the Worcester Bi. C., and G. C. Thomas, of Harrisville, Penn., sailed for Liverpool on the "City of Richmond," from New York, on the 22d inst. Their route in England, on wheel, will be reported in these columns from time to time, and their absence from home will be two months. An interesting aspect of this tour was happily referred to editorially in the *Boston Sunday Herald* of 23 May, as follows:—

"THE PARTY OF AMERICANS who left New York yesterday, for a run on bicycles through 'Merrie England,' will no doubt meet with a hearty welcome. They are not professional sporting men, but gentlemen who take this trip as a means of recreation and international acquaintanceship, but not of international conquest. Hence there will be no feeling of hostility or even that indifference which has been shown toward American athletes on previous occasions, notably the visit of the base-ball clubs, five or six years ago. Mutual greetings recently exchanged between the Pickwick Bicycle Club of London (oldest in England) and the Boston Bicycle Club (oldest in America)

show that warm friendships are likely to grow out of this event, more especially as the majority of the party now on the way across the water are members of the Boston organization. It is rather to be regretted, on the ground of national pride, that an American-manufactured bicycle, now almost ready for delivery, and claimed to be the wheel *par excellence*, could not have been out of the shops in time to go on this journey, and show Englishmen our ability in what has been considered England's special province of manufacturing skill."

This cordial telegram was received by Mr. Weston on board the City of Richmond, just before the start: "The Providence boys send their congratulations and best wishes to yourself and party. *Bon voyage*, going; *bon voyage*, returning; *bon voyage* all the time! Your friends, Howard and Carpenter."

A WHITE MOUNTAIN EXCURSION, which will be all the surer of success for the similar experience of some of the party through the same region last year, is partially laid out in the following programme handed us the other day. It will be participated in by several gentlemen from Chelsea and Boston and vicinity, who will proceed to Portland, Maine, by steamer, and then taking the road, direct their tour about as follows:—

First day.—Portland to So. Casco, 24 miles.

Second day.—So. Casco to Allen's, No. Waterford, 24 miles.

Third day.—Allen's to Mountain in Newberry, 20 miles.

Fourth day.—From Newberry Mt., through Newberry Corner, up Bear River (nooning at Screw Auger Falls), through Bear-river Notch to a convenient camp in Cambridge, 15 miles.

Fifth day.—Cambridge over Upton Hill (magnificent views of Umbagog Lake and mountains in Maine), down through the swamp and mud, by the Lake and up Errol Hill till in sight of Errol Ridge, to camp by the trough where Swan formerly lived, 15 miles.

Sixth day.—Errol hill, over the bridge, up Clear stream to Dixville Notch (five or six hours for observations), then on two miles, turn to right up the hill to camp at Ira Young's, — 15 miles.

Seventh day.—From Ira Young's turn to right at Kiddersville (half mile beyond Young's), thence along up the incline, passing Oscar Fletcher's house (2½ miles), up to the last house, where entertainment for man and beast may be had if required; thence through the gate to Little Diamond shore (80 rods), to camp several days to fish, etc.

The rest of the route will be as follows, making camps at from 15 to 20 miles, and stopping at each as long as the party chooses: From Diamond down to Kiddersville, and down the Mohawk valley to Colebrook (10 or 12 miles), and down the Connecticut on the New Hampshire side to Lemington bridge, (5 miles), cross over to Vermont side and down the Connecticut to North Stratford bridge and Grand Trunk depot (think there is depot both sides of river). The railroad crosses here, and the distance from Diamond is about 28 miles, down the valleys all the way. Camp in this vicinity up the hill beyond the village. From North Stratford or Brunswick, Vt., be sure to keep on the Vermont side, on account of the views all the way to Lancaster bridge (about 20 miles), to camp. From Lancaster you can go over to Jefferson, to Glen or Crawford Notches; but if bound for Franconia Notch, keep on to South Lancaster bridge, cross, go down to Whitefield road through Whitefield to Bethlehem, — 20 miles.

The party is to start about the first of July, at a date to be fixed hereafter, and be gone three weeks. A few will be on horse, more on bicycle, two in a buggy; and there will be a commissary wagon along, with full camping out necessaries. It will be a select and very enjoyable party, to which a few more are invited; and inquiries by wheelmen may be made of Mr. William E. Gilman (Chelsea Bi. C.), Chelsea, Mass., and by horsemen of Dr. William C. Cutler, Chelsea, Mass.

BREAKFAST RUNS are coming into deserved favor. The Providence Bi. C. not long ago inaugurated the method of having an early meet, a run to Pawtucket and back, and a breakfast. On Saturday, the 22 inst., the Massachusetts Bi. C. called a meet at Trinity square at 5 o'clock, a.m., and ten of the members enjoyed the early freshness for a 23-mile spin through Cambridge, Arlington, and other towns, and a good square breakfast at Belmont, returning to Boston in time for business.

They were joined by Mr. Wood, of Newport, R.I., who has been prospecting the roads about Boston for a week. Secretary Slocum and his appetite were in good condition at Vossler's about dinner time, — and we felt mean all day that we had not accepted President Parsons' invitation and the delightful opportunity.

THE CLUBS REVIEWED

XXI. BROOKLYN BICYCLE CLUB.

Late in the fall of 1878, the first rider was seen guiding the wheel along the smooth asphalt avenues of the City of Churches, and early the succeeding spring a marked impetus was given the fascinating pastime by the appearance, almost simultaneously, of five new riders. On the 21st June, 1879, the occasion of one of those pleasant Saturday-afternoon meets of this happy six, which are looked back to with so much pleasure, the formation of a club was spoken of; and the six pioneers being unanimously in favor of immediately organizing, adjourned to one of the many picturesque summer-houses, bordering the lake in Prospect Park, instead of continuing a contemplated run, and there decided to form a club, which should be known as the Brooklyn Bicycle Club.

At a subsequent meeting, held at the residence of one of the riders, it was resolved that the uniform should consist of navy-blue jacket, knickerbockers, stockings, and polo cap; that the badge, to be worn on the front of the latter, should be the letters B.B.C. of gold, in monogram, surrounded by a silver wreath, and that the club colors be cherry and black.

The following officers were also elected to hold office until the ensuing spring: Captain, Charles Koop; Lieutenant Robert A. Maxwell; and T. Hood Muir, Secretary and Treasurer.

During the past season the club have given more attention to road-riding than racing; it may be remarked, however, that MM. Koop, Muir, Maxwell, and Daniels hold medals for records on the path. Numerous club runs have been made over the best roads of New Jersey, West Chester County, N.Y., and Long Island; the latest, at the same time the longest, excursion being New York to Tarrytown, and return, on Good Friday last.

Rules have been adopted, framed after those of the Boston Bicycle Club.

The entrance fee has been fixed at three dollars, and the annual dues at four dollars.

For the present the club has no permanent headquarters.

The officers elected at the first annual April meeting, which was held at the residence of Captain Koop, on the 6th inst., are as follows:—

OFFICERS, 1880.

<i>President</i>	EDWIN J. ADAMS.
<i>Captain</i>	CHARLES KOOP.
<i>Lieutenant</i>	ROBERT A. MAXWELL.
<i>Secretary and Treasurer</i>	T. HOOD MUIR.

COMMITTEE.

Edwin J. Adams.	T. Hood Muir,
Charles Koop,	William Warden, Jr.
	William F. Gullen.

MEMBERSHIP, MAY, 1880.

Adams, Edwin J.	178 Columbus Heights.
*Barker, William W.	457 Sixth street. S.B.
Burke, James	275 Union street.
*Daniels, J. W.	139 Eleventh street, S.B.
*Gullen, William F.	163 Joralemon street.
Hill, Hugh	533 Washington ave.
*Hunt, George W.	13 South Oxford street.
*Koop, Charles	144 Montague street.
Koop, Herman H., Jun.	144 Montague street.
Maxwell, Laselle	489 Washington ave.
*Maxwell, Robert A.	179 Tenth street, S.B.
Moffat, R. B.	14 Schermerhorn street.
*Muir, T. Hood.	193 23d st., S.B. & 30 Broadway, N.Y.
Reeve, Marcus H.	15 Pierpont street.

Smith, F. L.	41 Herkimer street.
Warden, William, Jun.	883 Lincoln place.
Wrigley, Maxwell	19 Lefferts place.

*Original members.

A CLERGYMAN'S EXPLANATION.

[One of the most respected and active of Massachusetts clergymen has handed us "copy" for the following article, which for its manly tone and its vigorous defence of his position we commend to clergy and laity alike. The author is known and honored by many wheelmen who have pressed the rapid pedal by his side, and discussed of higher pursuits while not disdaining physical convenience and recuperation. — ED.]

EVERY MINISTER has a satisfactory understanding of the feeling which is commonly called *Mondayish*. But he is surely unfortunate who thinks it an infliction for which there is no other alternative but simple endurance until Tuesday morning. Mere exercise is not sufficient to counteract it. In common with most others, the writer has tried to do this by means of garden work, and many forms of light or hard exercise in or about the house. Try as hard as he would, there would always be more or less drudgery in such exercise. Experience has convinced him that a delightful recuperative is within the reach of nearly all ministers. Those who ride horseback constantly have need to read farther. They are in the secret. But ministerial horseback-riders are the few, and will always be the few. But science has given us a horse having neither teeth with which to gnaw cribs in pieces, nor hind legs with which to endanger the brains of the groom or blacksmith; nor a stomach whose persistent calls for hay and oats make serious raids on his owner's purse; nor ears which betray him into frantic rearings and plunges; nor any of the organs of the animate which occasion mischief and expense to the owner or driver. This horse is the bicycle. His saddle and bridle are fixtures; he is, what may be said of few flesh and blood creatures, a first-rate saddle-horse. The difference between the exhilarating feelings produced by riding the *iron* horse and the living creature is very slight. The axiom that "horseback riding is chief of invigorating exercises" will remain true if we include under the genus horse the species bicycle. "It runs, it leaps, it rears, it writhes, and shies, and kicks; it is in infinite, restless motion, like a bundle of sensitive nerves." What more could be asked of any horse? This is in fact the effect upon the writer. He starts out on Monday morning with sluggish circulation, heavy feeling in the head, and numerous ill-defined discomforts of mind and body. The fresh wind which his rapid motion occasions cools his head; the restless movements of the machine give the blood a lively start, and sends it vigorously to the logy extremities; the movement of the legs needful to propel the machine draws to them the blood which, in surplus quantities, has been lazing and unwelcomely lounging in the nooks and corners of the brain. The circulation returns to its normal equilibrium. There is a delightful feeling of renewal, precisely like that which comes from a gallop on a spirited horse, except that in this case the legs have more of that motion which the whole body craves, but does not completely obtain in horseback-riding. It is truly *delightful*; and how could it be otherwise? combining as it does the three essentials of invigorating recreation, *air, motion, and effort*? Must we be called enthusiastic if we assert that these three essentials for the recuperation of nervously tired, sedentary men are made available to perfection for the rider of the bicycle? The facts of the case support us in the assertion that horseback-riding, which is universally admitted to be a most excellent means of recreation for the minister, has an all-sufficient substitute in the bicycle.

The *advantages* of the bicycle, as to original cost, maintenance, and the like, are plain to everybody. They do not need to be reënforced here.

The disadvantages are rather imaginary, or at least too greatly magnified. Some of them press for consideration.

It is not adapted to assist in ministerial work. But why? Does any one suppose that dismounting is impossible, or equivalent to a fall? On the contrary, nothing is easier than to ride within an inch of the spot upon which one wishes to dismount.

The bicycle has the utmost advantage over the horse, as to the mount, the dismount, the securing of the steed while making calls, the passage through narrow places and intricate by-ways. You cannot leap a stone wall, or ride over ploughed ground with a bicycle; but as the minister is not supposed to trespass, the bicycle is not thereby proved impractical for him. Wherever he can walk or ride with comfort, there he can use his bicycle. Those who have used it making calls have found it perfectly practical. Their testimony may reasonably be considered final as far as regards localities where the roads are equal to the average of New England roads.

It is undignified to ride the bicycle. Yes, it is; if the rider is going to run into the trees and sprawl at full length in the muddy gutter, or run down the defenceless foot-passenger. Riders do not do these things. Learners should be allowed to monopolize such privileges, if they must. But a reasonable man no more needs to make a spectacle of himself, by soiling his clothes and displaying his ignorance of bicycle-riding, than if he rode a gentle horse. The dignity of the horse-back rider is not a particle above that of the bicycle-rider, and the danger to it need not be no greater in the one case than in the other. We submit that this objection is unreasonably magnified.

It countenances a common, not to say a vulgar, sport. There is a great mistake just here. As a fact the majority of bicycle-riders are grown men, and a large fraction of them heads of families, in the honorable professions, and in business life. But even were they largely boys and sporting men, it would be no more reasonable to say that bicycle-riding countenances vulgar sport than that horse-back riding countenances racing and pool-selling. It is, furthermore, an exceedingly gratifying fact that, with very few exceptions, bicycles are owned and ridden by those who are far removed from sympathy with so-called sporting men or their habits.

It is an innovation. There is force in this objection for some localities. And surely the minister ought to walk circumspectly lest he cause any to offend. But neither ought he to regard his proper use of a choice means of invigoration anything short of a dutiful service to his parishioners. The sound body is the secret of continuous mental vigor and spiritual strength. If this be denied him in the old and universally approved method, ought he not to seek it in the new, even though it be the new? It is, besides, questionable whether conservatism in respect to innovations is even largely imbued with a deep morality. It would seem to be more fitting that men of faith should be enthusiastic believers in the progress of discovery in the applied sciences, as a mighty confirmation of the immanence and providence of God. It would seem to be an axiom that whatever blessed man in the physical realm would confirm his divine origin and spiritual nature. So that to object to any invention, on the mere ground that it is a new thing, is hardly consistent with the reasonably called necessary belief that "*invention* is of God, but *evil use* is of man."

A sincere desire to be of benefit to ministerial brethren and other professional men, whose nervous forces are exhausted in a similar manner, has led to this explanation and defence. We do not claim perfection of result, for no one who seeks invigoration from the bicycle since snow, deep mud, loose sand, rivers and mountains, are real obstacles to its efficient use; but we expect no contradiction from any except those who do not know, when we say that for dispelling dulness, nervous depression and sluggish circulation, for restoring a happy glow to the body and freshness to the mind, the bicycle surpasses any device of man, or *any creature*, except a horse of at least six-fold its cost.

SPRING SHOOTS FROM PHILADELPHIA.

8 MAY, 1880.

Editor Bicycling World:—Spring has so far advanced on her way that any shoots which started with the violets and crocuses must by this time have largely developed, and in fact the tree of bicycling in this vicinity is rapidly growing, stretching out her branches in every direction, all with a vigor and strength that betoken life to its very heart. There are now four organized clubs in this city: the Philadelphia, with a membership of 30; the Germantown, 33; the Centaur, 10; and the Pegasus, 7; while

the unattached swell the number of riders to about 600, though only one-third of these own machines. Some of the roads around the city are in excellent condition, and though we groan over the wretched cobbles, and are heartily glad when we leave the jolting Belgian blocks, yet by going a few miles north, south, east, or west, we can find very fair roadways. The concessions granted to us last fall by the Park Commissioners we still enjoy, and trust they will be increased when we have further proved what harmless, inoffensive beings we are. The Jersey roads, with their long level stretches of hard gravel, have proved an especial boon to us; but I learn that the directors of the Camden and Haddenfield Turnpike Company have, within a week, directed their gates to be shut at our approach, and all bicyclers prevented from passing through. As the turnpike is a highway, and our machines are vehicles, of course such action will not be upheld in the eye of the law; and though they *may* have a right to charge us toll, and may make reasonable regulations in reference to our travelling, they cannot totally prevent our riding on them.

We contemplate immediate action of some kind, though we have not yet decided upon the ways or means; if the WORLD has any suggestions to offer they will be most welcome.

The clubs have all awakened to increased activity, and this season will make a marked difference in the number of riders and in the interest taken by outsiders in the cause. The Philadelphia Club, at their annual meeting, reelected their old officers, with the addition of a bugler and another club committee man; they also made some changes in their uniform, viz., blue helmet, blue coat, and gray cloth knee-breeches. The Germantown Club is now the largest in the city, and is very active, most of the members living where they can start from their homes on macadamized streets or gravelled roads; they have arranged for a game of hare and hounds on bicycles, for the 15th inst., of which you will probably hear anon. The Centaur Club have just reason to be proud of their club drills, and the fancy riding of some of their members is truly marvellous. The Pegasus Club, having but lately appeared on the scene of action, is not so well known.

The two riding-schools, at Horticultural Hall and the Chestnut st. rink, are both well patronized, and have done much to bring the machine into greater favor and more frequent use. At the latter place there was an exhibition on the evening of the 5th inst, with an attendance of three or four hundred, and some fine displays of skill. The tilting the ring, and riding a four-inch plank sixty feet long, were exceedingly interesting, and the fancy riding by C. Cope and D. Mears was really wonderful. It would swell this letter to a tiresome size to recount the things that were done, and I will trust to your hearing of the performances from an abler pen.

We have been delighted with the increased size of THE BICYCLING WORLD, and I for one look forward most eagerly to every successive number; in fact the cause could not do without it, and I sincerely hope the editors will be encouraged to persevere in their most satisfactory labors. The paper is now a necessary addition to our literature, and I should rather do without *Scribner* (though not if it had many such articles as "The wheel around the Hub") than without this "fresh, full record, herald and epitome of all that relates to bicycling," etc. MERCURY.

WHEELING BY LAND AND WATER.

PORTSMOUTH, N. H., 10 MAY, 1880.

Editor of Bicycling World:—Your correspondent from here stated in a recent number that a club would be formed as soon as there were riders enough to more than fill the offices, the modesty of some of the riders preventing their acceptance of any position above that of high private. The increase of riders the past month warranted the calling of a meeting on the 8th inst., and the organization of the Rockingham Bicycle Club.

The majority of the roads about the city are hard gravel, with easy grades, and the runs to Rye, Hampton, and other beaches are excellent. The beautiful and ever-changing scenery along the eleven miles road to Dover, as it follows the course of the Piscataqua river and its branches, is spoken of by all the

bicyclers, including a number of long-distance riders from Massachusetts, as among the finest they have ever seen.

In three directions from the city antiquated toll-gates force strange riders to dismount. For months your correspondent, being the only rider here, passed free, while the toll-gatherer was considering the strange machine and trying to place it in the correct class of vehicles, enumerated at great length, as the law directs, on the signboards which adorn the toll-house. At last the decision was rendered: "The bicycle is a wheelbarrow; no charge for the barrow, three cents for the wheeler."

The bicyclers here have watched with great interest the building of a fleet of marine bicycles by the inventor, Major Urch, who is one of our most ingenious mechanics, as is evident from a visit to his rattan manufactory, and inspection of his extensive salt-water aquaria, which are filled with all the different varieties of sea-fish caught on the coast. The tanks are supplied with flowing water by a novel tide-wheel of his own invention. Mr. Urch launched a rough trial-boat in the winter and made a very successful trial-trip, during which he propelled his novel craft faster than the best wherries on the river, and also passed around the hardest points on the Piscataqua, which has the strongest current of any river on the coast. Even the well-known "Pull and be d—d" (or as our boating rector calls it, "Pull and be swared") "Point," was successfully passed. The boat is a combination of the catamaran, bicycle, and a propeller. The catamaran is twenty-four feet long and its two cigar-shaped floats, each seven inches wide, are placed about four feet apart. Above and between them, resting on a centre framework, are the backbone, pedals, and seat of a bicycle. From the hub a number of cog-wheels connect the shaft with the propeller blades situated near the stern and between the catamaran boats. The propeller can be raised while passing through eel-grass and making a shore landing. New and novel rudders are connected with a steering wheel in front of the rider, and so arranged that the craft will run backwards as well as forwards. An awning protects the bicycle sailor from the sun. The floats being built with air-tight compartments the inventor expects to make pleasure-trips to the Shoals and along the coast. Boatmen and bicyclers who have examined the marine bicycle pronounce it a success. Members of the Rockingham Club will exhibit to visiting bicyclers a wheel on the water, where, if a "header" could be taken, the landing would be soft and damp, and where the course is level and free from dust, stones, and small boys with their universal cries of "Say, mister, yer wheel's going round," or, "Ring yer bell, mister!"

Your correspondent, after thirteen months' use of the wheel, during which his cyclometer has registered 1,900 miles, gratefully records, with hundreds of others, in favor of the silent steed, for the pleasure he has received and the health, muscle, and lungs it has given him. Always an advocate for out-door exercise and the necessity of regular gymnastics to keep the brain in proper working tone, by giving the body and limbs something to do, especially of those whose profession, like his own, exercises only the mind, and after years of boating and other out-door exercises, he never added so many pounds (not fat, but solid muscle) to his weight in the same time as bicycling has done the past year. The exercise has never grown monotonous, for as the ability to guide and the strength to propel increase, so do the variety and length of the runs. Its practicability is more and more apparent each month it is used, your correspondent seldom missing, in summer or winter, making two or three trips daily between his residence and office in one-third the time it takes to walk. The icy sidewalks have been run over the past winter without a fall. One of our members, an insurance agent, used his wheel in all his trips soliciting and making surveys of his risks, diminishing his stable bill to an amount that will soon equal the cost of his bicycle.

TELZAH.

CLUB DOINGS

CHELSEA BI. C.—At a meeting of Chelsea bicyclers held in Chelsea, Mass., Friday evening, 21 May, a club was organized and named the "Chelsea Bicycle Club," and the following were elected officers: President, William E. Gilman; Captain, Fred.

N. Bosson; Secretary, Wendell P. Yerrington. The officers, with Horace J. Phipps, will constitute the Executive Committee.

ELGIN BI. C.—This club has adopted a double visor blue cap, blue shirt, and breeches trimmed with gold-colored cord, and gray stockings, as club costume. This club, although the least of all at the start, has increased more than threefold.

LENOX BI. C.—This club, the members of which, now fourteen, reside in the vicinity of Lenox Hill, New York City, was formed 1 April, 1880. Officers: President, J. Stearns, Jr.; Captain, F. F. Ames; Lieutenant, L. Stearns; Secretary and Treasurer, E. Y. Weber (46 East 68th street), New York, N.Y. The uniform is dark-blue.

LOUISVILLE BI. C.—A club of 17 members was organized in Louisville, Kentucky, on the 30 March. The officers are as follows: President, F. Lamot; Secretary and Treasurer, B. S. Caye; Captain, O. W. Thomas, jr.; Sub-Captain, W. B. Sale. The costume consists of dark-blue serge knickerbockers and jacket, navy-blue stockings, and helmet hat.

MONTREAL BI. C.—The second annual meeting of this Club was held in Montreal Gymnasium, on Monday, the 3d May, and the following officers were then elected for the ensuing year: Captain, C. J. Sidey; Sub-Captain, H. M. Blackburn; Secretary and Treasurer, Horace S. Tibbs; Committee, the officers and A. T. Lane and G. M. Smith; all re-elected. The members assemble for parade and instruction on the Montreal La Crosse grounds, on Tuesday, Thursday, and Saturday mornings, from 6 to 8 a.m. The club now numbers twenty-one members, and there is a strong expectation that a trip to Boston may be made during the season. There are eight names to be added to the membership list published in our last issue, namely: Fred Bush, J. R. Bethune, I. T. Sola, Horace Joseph, Chas. McLean, D. M. McGowie, Fred Richards, F. G. Stantial.

PITTSFIELD BI. C.—This club was formed during the first week in May, at Pittsfield, Mass., with a membership of ten. Officers for 1880 are as follows: President, J. T. Power; Vice-President, T. Harris Pomeroy; Captain, Theo. Harold; First Lieutenant, T. H. Russell; Second Lieutenant, Harry Brown; Secretary and Treasurer, L. L. Atwood. The club sends two delegates to the Newport meet. It extends an invitation to all wheelmen passing through that vicinity to make themselves known. Colors and costumes not yet decided upon. The constitution and by-laws were adopted substantially like those in the "American Bicyclist."

ROCKINGHAM BI. C.—On Saturday, the 8 May, inst., was called into being the Rockingham Bi. C. of Portsmouth, N. H., with a membership of ten, and the following officers: President, L. W. Brewster; Captain, C. A. Hazlett; Secretary and Treasurer, Charles F. Shillaber, and a Club Committee of four. Consideration of a new uniform, etc., postponed until another meeting.

RACES

ELIZABETH, N. J.—At the second annual spring games of the Elizabeth Athletic Club, the one-mile bicycle handicap race resulted as follows:—W. P. Field, Ess. B. C., 10 seconds, 1, 3m. 45.2-58.; A. Bedell, Ess. B. C., 30 seconds, 2; S. B. Pomeroy, M. A. C., scratch, 3; E. R. Bellman, Ess. B. C., 20 seconds, 4. The scratch man made no gain on the winner.

The result of the five-mile race was as follows:—L. H. Johnson, M. A. C., 1, 21m. 6s.; W. P. Field, Ess. B. C., 2. Merely a walk-over for Johnson.

INTER-SCHOLASTIC.—At the games open to pupils of the private schools of New York, held on the Manhattan grounds, 15 May, a one-mile bicycle race is reported thus:—W. S. Clark, Cutler, 1, 4m. 11½s.; A. F. Camacho, N. Y. Latin, 2, by 100 yards; M. Bronson, Callisen, 3; W. Proctor, Fields, stopped at 3 laps.

THE FOURTH OF JULY IN BOSTON will be celebrated in part by bicycle races this year, as last; two hundred and twenty-five dollars have been set apart for the prizes, and Aldermen Slade and Walbridge, and Councilmen Lauten, Blakemore, and Ward are the sub-committee having it in charge. Details will be published hereafter.

PERSONAL

MR. A. M. GOOCH, whose advertisement appears in another column, has been making and repairing bicycles since the spring of 1878, and now offers better facilities to meet the increasing demand.

THERE WILL BE ample accommodations at Newport for all wheelmen, and none should hesitate to go from fear on that account.

The United States Hotel, we are informed, will be open for sixty to seventy-five guests, in addition to those already mentioned.

AT NEWPORT all captains and acting captains will meet and report at the Aquidneck at 9 a.m., on Monday, the 31 inst.; the convention for forming a league will probably be at the same house at 10 a.m.; and after the day's doings there will be a dinner in the early evening, and ample time allowed for taking the 9-o'clock boat.

IT IS ALWAYS pleasant to meet Captain Munroe and Secretary Putnam of the N.Y. Bi. C., in Boston; but the meeting of them on the 23d inst. was more agreeable for the presence of Captain Hodges, of the Boston Bi. C., who was that morning home from his long visit to the Pacific coast, in good health and spirits, and weighing a plump two hundred.

BOSTON DRIVING AND ATHLETIC ASSOCIATION. — The athletic department of this association held its annual meeting 7 May, and the following officers were elected. Directors:—J. M. Forbes, R. S. Russell, R. C. Watson, Dr. C. H. Williams, H. W. Lamb, H. F. Fay, and Dr. J. Dwight. Subsequently J. M. Forbes was elected chairman of the directors, R. C. Watson, treasurer, and H. W. Lamb, secretary.

A PAINFUL ACCIDENT. — On the afternoon of 15 May as Mr. Warren J. Smith, of the Essex Club, was riding his machine at a fast pace on Washington street, Orange, he overtook a team and turned into the soft dirt at the side of the road to pass it. Unfortunately his wheel struck a large stone and threw him violently to the ground, cutting his knee cap so severely that he will be confined to his bed for some time. This is the first serious accident that has occurred in the Essex Club; it would not have happened had the roads been kept in proper repair.

SENIORITY OF THE CLUBS. — As some regard may be paid to age of the clubs in determining positions in the parade at Newport, and the matter may be of some interest otherwise, a list of the names of all reported ones is here given in the order of dates of organization, namely: Boston, Suffolk, San Francisco, Montreal, Massachusetts, Capital, Fitchburg, Buffalo, (Salem, now) Hawthorne, Essex, Worcester, Harvard, Philadelphia, Brockton, Brooklyn, Providence, Challenge, Waltham, Chicago, Detroit, Germantown, Penn. Military Academy, Cleveland, Amherst, Princeton College, Hartford, Crescent, Lynn, Chauncy, Columbia College, Yonkers, Tivoli, Keystone, Elgin, Centaur, New Haven, Saratoga, New York, Rochester, Marlboro', Trenton, Minneapolis, Knickerbocker, Westchester, Union, Baltimore, Pegasus, St. Louis, Chillicothe, Manhattan, Arlington, Mercury, Brattleboro', Norwich, Louisville, Lenox, Pittsfield, Rockingham, Chelsea.

GLANCES ABROAD

A TEN-MILE professional handicap race was won at Southampton, first of May, by R. Meech, in 32.55½.

A TEN-MILE scratch race was won at the spring meeting of the Surrey Bi. C., by H. L. Cortis, in 38.58, on a 60-inch wheel.

A FIVE-MILE professional race was held at Leicester on the 24 April, with the following result: Keen first, in 15.46; Cooper second, in 15.48; Derkinderin, after doing 4 miles in 4.30½, retired.

IN FRANCE the number of Veloce clubs is rapidly increasing. *Le Sport Vélocipédique* has been enlarged to 8 pages, and the interest of its contents is more than doubled. We congratulate M. Devillers upon his success.

WE TAKE THIS item from the *Cyclist*, under the head of "Transatlantic:" "A beginner, W. W. S., let a bicycle run away with him, and ran plump into a horse; the rider went

flying over the horse and landed in the road. The driver of the horse eyed him for some minutes, then with supreme contempt said, 'Well, is that all you can do?'"

ACCORDING to the same paper a travelling salesman for the Bailey Candle Co. rides a 60-inch wheel up and down in Australia, selling soap.

Sociedad de Velocipedistas de Madrid. — This is one of the most active clubs in existence, if one may judge from its number of racing events and the success of its meetings.

THE ROYAL BICYCLE ASSOCIATION proposes to hold a great bicycle fête in Carlyle, in connection with the Royal Agricultural Association there. This will be in the week commencing Monday, 12 July. There will be a race meeting of amateurs and professionals. G. W. Douglas is Secretary of the Association, which will represent a large number of clubs, and in some respects rank with the Union and the Touring Club.

A SIX-DAYS' contest was held during the week commencing 26 April, at Mollyneux Grounds, Wolverhampton, for £150 in prizes; the number of hours per day of riding being limited to 8. The full distance covered by those who rode to the end was as follows: Higham, 556 miles, 2 laps; Phillips, 556 miles; Patrick, 458 miles; Bills, 252 miles. The winner rode a 52-inch machine.

TO JUDGE FROM the communication and the paragraphs in the English papers, one would imagine that the great question agitating English wheelmen just now is that of toe-rests *vs.* legs-over-handles; it being held on one side that in the case of a spill the position of the feet on the rests is dangerous; on the other side, that although in case of a spill one stands a better chance of landing on his feet when riding legs over handles, this position is the more perilous, and accidents more frequently happen when riding this way. It has not got into the press yet here but probably the truth is about this: If you ride with toes on, the rests and do fall, you come down on all fours, but if your legs are over, you come down on twos, and then take a scattering attitude. Riding legs over has a very jaunty appearance, but it is, theoretically at least, a dangerous attitude, for it throws considerable excess of weight forward of the perpendicular through the axle, and all the weight above the wheel gives no control by shifting weight as to balancing, and the rider has a tendency to slide forward in the saddle rather than to keep back; all of which are exactly the reverse of the conditions that ought to be kept in riding down hill.

A SIX DAYS' CONTEST AT EDINBURG, Scotland, was commenced on Monday, the 3d May, in the Waverly Market, on an asphalt floor, 7½ laps to the mile. About 10,000 spectators came to see the race on the first day alone. On Monday, Lees made 100 miles in 6.16.22; and on Friday, Waller covered 50 miles in 2.51.35, and 100 miles in 5.51.07. The time was limited to twelve hours a day, and the total results were as follows: —

Terront, 920 miles 1 lap; Roberts, 747 miles 4½ laps; Cann, 911 miles 6½ laps; Wright, 600 miles 1 lap; Edlin, 880 miles; Lees, 578 miles 1 lap; Lamb, 758 miles 4½ laps.

Amateurs race, during the same time, for best in twelve hours, and accomplished as follows: —

J. McGregor, 175 miles ½ lap; J. S. Gibson, 162 miles 6 laps; A. E. Hill, 168 miles 6 laps; J. B. Tierney, 160 miles; G. Bowman, 167 miles 4½ laps; A. C. F. Dundas, 144 miles 1 lap; J. S. Rhind, 122 miles; J. H. A. Lainy, 107 miles ½ lap.

AMONG THE HEATHEN. — From a private letter from Philippopolis, East Roumelias, under date of 15 April, we are permitted to take the following: "The illustrations of bicycles in the *Harper's Weekly* have astonished the natives out here, and some have conceived the notion of introducing them into this province. The Bulgarians, for whose spiritual welfare I am laboring, are waking up to its many attractions, and the bicycle may do them good, if their necks are not broken in learning to ride. There are several good macadamized roads here, and I might find a bicycle convenient for myself in my touring."

CHRISTCHURCH, NEW ZEALAND. — The Secretary of the Pioneer Club of this place is one of our pleasant correspondents, and from him we learn, under date of 26 March, as follows: "We are very much interested in the copies of the *BICYCLING WORLD* received here, and they are eagerly looked for; we are glad to have you take an interest in us, as we certainly do in your clubs in the U.S. Our club is about a year old; we started with 14 members, and for 10 months made no addition. I induced three to give in their names, and others

have been added lately; we now number 18 members. Times have been very hard, which keeps many from joining us. Our race meeting was an unqualified success, and brought two entries from Duniden, where there is also a club, which was started six weeks after ours. When their captain came up we entertained him at dinner, when of course the ordinary toasts were given; no notes were taken, although a half-column notice found its way into the papers, something as it did for the meeting of the Boston Club. We have runs every Saturday afternoon, and the roads, although very flat, are awful—bump, bump, bump—and there are many loose stones; we also get here a lot of winds; it will spring up while we are out, and it is hard work to get back sometimes."

AN INTERVIEW WITH R. H. HODGSON.

Mr. R. H. Hodgson, late of Newton Upper Falls, the designer and manufacturer of the "Velocity Bicycle," came into the Bt. WORLD office the other day, on a flying visit from New York, when the following conversation was overheard:—

REPORTER.—How does the climate of N.Y. agree with you?

Mr. HODGSON.—It agrees with me very well.

R.—Have you got settled in the new business, or, rather, new arrangements?

Mr. H.—Yes, sir, fully settled.

R.—As it is an open secret now, that you have sold your factory at Newton Upper Falls, and have made arrangements with McKee & Harrington by which your bicycles will be perpetuated, will you tell me something about the arrangements, and the reason of your precipitous departure?

Mr. H.—The reason that I sold out was that I lacked capital; arrangements have been made with McKee & Harrington to manufacture the "Velocity" bicycle, but probably under another name. The manufacture of bicycles will be their principal business; they are going into it on a large scale, and will make New York the centre for such manufacture. They have large facilities, and are enlarging every day, and will continue to do so for some time.

R.—Where is their factory located, and what is its size?

Mr. H.—The factory is on the corner of Grand and Baxter streets, and occupies a whole block five stories high. They bought the whole of my stock and machinery, and are putting in new machinery now. They take up my business where I left it; but there will be some of my orders that it will take a while to fill, and some of my customers will be too impatient to wait.

R.—You say you sold out for lack of capital; does it take a large capital for the business?

Mr. H.—It requires a very large capital to manufacture so as to make any money.

R.—There is no profit in making bicycles in small quantities, at the present ruling prices?

Mr. H.—No, sir; I had about \$4,000 capital, and have not realized one cent profit.

R.—When did you begin manufacturing?

Mr. H.—I think it was in Sept., 1877.

R.—What turned your attention to making bicycles?

Mr. H.—In the first place I was trying to get out a patent on a suspension-wheel to apply to baby carriages. About the time I found I could not get just what I wanted, I saw a Mr. Chandler riding on a bicycle; that turned my mind back to manufacturing in England, and I determined to put my wheel into a bicycle instead of a baby carriage.

R.—What had you to do with bicycles in England?

Mr. H.—I had been manufacturing them in England from the very first, beginning with the old velocipede, and from that to the bicycle.

R.—Had you ridden the velocipede in England?

Mr. H.—I rode the velocipede from the very first. I have ridden hundreds of miles on them. And I made the first bicycle that was manufactured in the United States.

R.—Did you continue to manufacture them during the year 1878?

Mr. H.—I did, first manufacturing the "Newton Challenge;" and I have been in the business ever since.

R.—Did you find any trouble in securing a market for the machines you built?

Mr. H.—No, sir; I have never been able to keep up with my orders.

R.—You did not advertise any in 1868?

Mr. H.—No, sir; the first advertising I did was in the BICYCLING WORLD.

R.—What was the effect of that advertising in the WORLD?

Mr. H.—The effect was tremendous. It required a number of clerks to answer letters in reply to that advertisement, and it brought me in a great many orders; and I think any party in the bicycling business would do well to advertise in the WORLD.

R.—What connection are you to have with the business of McKee & Harrington?

Mr. H.—I am to be the Superintendent of the manufacturing department.

R.—What experience have McKee & Harrington had in making bicycles?

Mr. H.—At the present time, and before I went there, they manufactured baby carriages and wooden bicycles, made mostly for boys. They are also used in the rinks some.

R.—Is it not rather late in the century to make wooden bicycles?

Mr. H.—I suppose it is; but a wooden bicycle is so much cheaper, that it comes within the reach of many. I think there is a good outlook for a good substantial machine at a reasonable price.

R.—Will McKee & Harrington continue to make wooden bicycles?

Mr. H.—I think they will; they are turning out now about fifty per day.

R.—Do they contemplate any change or improvements in the Velocity bicycle which you have been making?

Mr. H.—Yes, sir; they will make a first-class bicycle without regard to cost, and equal to any bicycle made in this country or England.

R.—Speaking of the first bicycles, what was the first one that you remember?

Mr. H.—The first bicycle was the "Ariel," built with wooden wheels. The "Phantom" was the first spider, or wire wheel, that I ever heard of. There was one peculiar feature about the "Phantom;" it was in the steering. In place of the front wheel being the steering wheel, the back wheel did the steering. The spring under the saddle was fixed, and extended from the head of the machine back to a point nearly over the centre of the rear wheel; two rods came up from the rear wheel bearings to meet the spring, and the latter was slotted so that it would move when you turned the fore wheel; it shortened the distance between the fore wheel and the rear wheel; hence there must be some play in the spring. This was the first wheel I ever saw with a rubber tire.

R.—Have you had an opportunity to see much bicycling in New York?

Mr. H.—I have visited Wentworth Rollins' place; he has a large place, and keeps a great variety of foreign and domestic machines; he is not at the present time running a rink. McKee & Harrington have a rink in Williamsburg, which is used to show off their machines, and to teach men to ride free of charge.

R.—How far is Williamsburg from N.Y.?

Mr. H.—It is just across the East river to Williamsburg.

R.—What do you consider the first point to be looked for in selecting a good bicycle?

Mr. H.—I do not know that any one point ought to be looked after more than another; every point should be carefully looked after.

R.—What kind of bearings do you think best?

Mr. H.—The parallel bearings are the best for all uses, because they are not so easily put out of order, and are very easily replaced after taking apart.

R.—What bearings will McKee & Harrington put in their new machines?

Mr. H.—They will use their own ball bearings, both double and single row.

R.—What style of head do you think best?

Mr. H.—I think the "Ariel" head the best. We shall make both "Ariel" and "Stanley" heads.

R.—What do you think of direct action spokes?

Mr. H.—I think it is the proper way to build a wheel, for the fewer parts there are about a wheel the less liable it is to get out of order; and the direct spoke wheel has fewer parts than any other that I know of. One great trouble, with a great many who manufacture the nipples and lock-nutted wheels,

is that they do not set their hubs on the same level with the spokes, but set them at right angles with the axle; and therefore it causes a lateral strain on the nipples, which sometimes break out.

R. — What do you think of gun-metal hubs?

Mr. H. — I think they are as good for most hubs as any metal, but they are not so good for nipple and lock nuts, because of the lateral strain. One of the reasons for using gun-metal is to prevent the rusting of spokes into the hub.

R. — What is the rule for the size of the rear wheel?

Mr. H. — From 40 to 46 front wheel requires a 14-inch rear wheel; from 48 to 52 front wheel takes a 16-inch back wheel; from 54 to 56 front wheel requires an 18-inch rear wheel.

R. — What parts of the bicycle do you make by machinery, and what parts by hand?

Mr. H. — All parts are made by machinery.

R. — Are you a member of any club?

Mr. H. — At the present time I do not belong to any club. I was one of the original members of the Waltham Bicycle Club, but on leaving Boston I left that.

A BIASED BICYCLER.

(Regular hand-organ style.)

Charlie Cyclometer, large in diameter,

Up on his bicycle gliding along, —

(Frowned the barometer), — singing hexameter,

He was the man who could improvise song.

Singing so cheerily, "Ah, I am satisfied

With the condition of things here below;

Life it goes merrily when Fate has ratified

All our intentions to live as we go.

Take your way cheerfully, never despondingly,

Always look upward and never look down,

Though clouds lower fearfully and correspondingly

Fortune her favor may change to a frown."

However well he meant, he had undoubtedly

Looked upon life with too hasty a glance;

Had thought of that element that so redoubtably

Walketh with man, — irresistible Chance.

Now, Chance is decidedly a personality,

With a conclusive established renown,

And when we deridingly mock at fatality,

Chance will assuredly tumble us down.

Just at this period things became nebulous,

Charlie was certain he would get a fall, and

The whirl of his spheroid gave him an incubus,

Rolled him precipitate in the canal; and

MORAL.

The accidents that surreptitiously

Enter in life can be always applied

To all of its incidents very propitiously,

Whether you walk or on bicycle ride.

WHIP.

REWARD OFFERED.

Appreciating the fact that it requires special effort and trouble on the part of our friends to procure for us any considerable number of additional subscribers in any locality, and ready to make such acknowledgments and inducements as we can for friendly assistance, we have made arrangements with some of our advertisers, who are likewise interested in the increase of our circulation, and are now able to offer a

BICYCLING WORLD PREMIUM LIST,

for new subscriptions to the BICYCLING WORLD, as follows:—

For 120 new subscriptions, a SPECIAL COLUMBIA BICYCLE, half bright and painted in two colors; the price of which ranges from \$117.50 to \$132.50, according to size; and we will furnish any size desired for the same number.

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TO CLUB OFFICERS. — As a special inducement for the aid we desire from the clubs, we offer to send THE BICYCLING WORLD to club address or single addresses, when subscriptions to the number of ten or more are forwarded by the secretary or treasurer of an Archery or Bicycle Club, with proper remittance, and a statement that they are all for members of the same club, at \$2.00 a copy a year.

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Very respectfully,

THE BICYCLING WORLD Co.

Vol. 1] THE BICYCLING WORLD [No. 15

THE BICYCLING WORLD aims to be a fresh, full record, herald, and epitome, of all that relates to bicycling and archery,—clubs, races, excursions, tours, meets, and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. It will also give space to tricycling, ice-yachting, skating, tobogganing, canoeing, tours on foot, excursions on horse, and other gentlemanly and ladylike athletic exercises and recreations. Communications, correspondence, news items, suggestions, clippings, or other aids to these objects, will therefore be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, 40 WATER ST., BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, both as a guaranty of good faith and to enable reply or further inquiry, but not for publication unless so indicated; to write on one side of the paper only; and to observe that our pages go to press at noon of Tuesday preceding its date of publication. Communications and correspondence which we cannot give space to entire will be appreciated and often made useful otherwise, and we cannot return any to the sender unless the requisite postage be enclosed, with a special request. For our terms of subscription and rates of advertising, see announcement in another column, preceding advertisements.

BOSTON, 29 MAY, 1880

RIDE WITH CARE.

We clip, from the *Boston Transcript* of 12th inst., this item, which gives us a good text for a little sermon:—

While Jessie C. Wright, a student at Harvard College, was descending Chestnut Hill avenue at about 6.45 o'clock last evening on a bicycle, which he bestrode in the "coasting" attitude, so called, a team suddenly came in sight. To prevent a collision the young man applied the brake, and in an instant the machine balked, threw up its heels, and the rider alighted unceremoniously. Mr. Wright was injured considerably. His face and arms were bruised and his system violently shaken up. He was removed to Station 14, and before recovering sufficiently to depart, fainted several times. No permanent injury is feared, however.

The avenue which the young man was coasting down led at nearly right angles into a large and much travelled thoroughfare. What would be thought of a driver of any other carriage who should throw his reins over the horse's back, put a whip to him, and let him run at his own sweet will down him, under similar circumstances? It is an exactly parallel case. There is no reason why a bicyclist should not retain control of his wheel, just as a driver retains control of his horse. In fact he is not so easily excused as the latter, because he has no other will than his own, and no system of nerves but his own, to control. It has often been remarked that in localities where full-grown men ride the wheel, there is little opposition or meeting with accidents; but in communities where boys get hold of them, there is more difficulty. The line is not strictly between man and boy; but it is between the wise and prudent, and the foolish and reckless. If we were to form a list of simple road rules for wheelmen it would be something like this:—

1. Never lose command of the wheel.
 2. Never descend a hill at a pace too rapid to dismount at any moment, unless you can see the end, and that the road is clear.
 3. Never cross a road at right angles at a pace which would prevent turning sharply at the corner in either direction.
- There is no need of accident or injury to the wheelman himself, or to any one else on the road, with careful riding. He who causes an accident to himself has his own penalty to pay; but he who is the cause of an accident to others imposes a penalty upon his fellow-wheelman which no honorable man will inflict.

BICYCLES IN THE STREETS.

THE CONTEST IN BROOKLYN AND HOW IT CAME OUT.

During the velocipede craze, some ten years ago, an ordinance was passed by the City Council of Brooklyn, prohibiting the riding of the rattling bone-shaker in the streets. It was a peculiar ordinance to pass at all; but it did not make much difference, as the instrument it was directed against was not a practical vehicle, and rattled out of use almost before it came in. Until the year 1878 it was practically a useless encumbrance of the ordinance book, and a dead letter so far as anybody's rights were concerned. But, as the term "Velocipede" was broad enough to cover bicycles, as soon as these appeared on the streets of Brooklyn the old ordinance was looked up, and was used for the annoyance and partial suppression of the bicycle in that city.

In course of time the Brooklyn Bi. C. took the matter in hand, appointed a committee to memorialize the Aldermen, praying that the bicyclers of that city be granted the freedom of the streets, and subject to the regulations and laws applying to other carriages. The committee prepared a memorial, which was signed by Captain Charles Koop of that club, and some thirty more members of that and other bicycle clubs, and, on the 6 April, 1880, Alderman Dimon presented it in the Brooklyn Board of Aldermen. It was referred to the Law Committee, on the 15 April, and this committee gave a public hearing after due notice. They gave the matter very extended consideration, and afterwards, at a meeting of the Brooklyn Aldermen, on the 26 April, made a report which, for its completeness and value as an official presentation of the subject, we give place to in full, as follows:—

To the Honorable the Common Council:

The Law Committee, to whom was recommitted the petition of Maxwell Wrigley and others, to amend Section 10, Article 7, Chapter 3 of the ordinance in regard to use of bicycles on public streets, respectfully report: That a meeting of the committee for the purpose of hearing persons interested in this matter was held on 15 April, the said meeting and its purpose having been previously advertised in the corporation newspapers. Your committee was waited upon by a large number of persons in favor of amending the said ordinance as proposed by the petitioners, and a second petition, numerous signed, was also presented to your committee and accompanies this report. Of those present only one person expressed his opposition. No remonstrance or other indication of opposition to the prayer of the petition has been offered your committee.

As a matter of legal right your committee believe that bicycles are entitled to the use of the streets the same as other vehicles, no more or less subject to the same rules, liable to the same responsibilities, and for violation of the laws relating to vehicles to be visited with the same penalties.

The petitioners ask no favor above those accorded to the use of other vehicles, no exemption from the rules and penalties applicable to other vehicles, merely to be placed in the same position. In all courts where the question has arisen, it has

been without exception decided that the bicycle is a vehicle, and as such has equal right with other vehicles to the use of the streets without discriminating restrictions, and that no authority exists by which the peculiar form of a vehicle or its motive-power can be arbitrarily determined to the exclusion of some other particular class. Your committee believes this to be good law and common sense, as in actual practice which have the use of the streets, some supported on four wheels, on one wheel, on two wheels, and in exceptional cases on no wheel at all, as hand-barrows, or as sedan chairs, or as palanquins (admitting that the two latter classes are not used in this country), and as vehicles are propelled or drawn upon the streets by all kinds of power, by steam, horses, oxen, goats, dogs, and by hand, and in the case of chairs for crippled persons by the occupants themselves, it seems to your committee that the Common Council in restricting the use of bicycles exceeds its jurisdiction, and not only did an act of unjust discrimination, but interfered with actual existing legal rights.

No objection has been presented to your committee against the propriety of granting the prayer of the petition, except that bicycles and their riders when in motion frighten horses. This objection was raised only in the Board of Aldermen, and before the committee only by a member of this Board. It is not claimed that horses are frightened by the bicycles. Your committee are informed and believe that such instances are rare. If horses were never frightened before the introduction of bicycles, and the bicycle is the only thing that frightens horses, your committee would deem the objection more tenable, and more worthy of consideration. But, as veritable tradition assures us that from time to time immemorial horses have been frightened at various objects, not bicycles, and as our experience at the present time demonstrates that the same condition is now existing, the objection loses force. Moreover, while our streets are used for all purposes, with an utter disregard for the feelings of nervous or timid horses, notwithstanding it is well known that no high-toned horse will endure wheelbarrows, umbrellas, baby carriages, junk-dealers, hand-carts, bands of music, transparencies, torch-light processions, fire engines, hook and ladder trucks, steam rollers, tar and gravel furnaces, and steam locomotives on surface and elevated railroads, it seems to your committee that the objection is not at all fatal to the proposed repeal of existing restrictions on bicycles. Your committee are further informed that the use of bicycles on the public streets is not restricted in the cities of New York, Philadelphia, and Boston.

Your committee therefore offer for adoption the following resolution:—

Resolved, That Section 10 of Article 7 of Chapter 3 of the Ordinances of the City of Brooklyn be and the same hereby is amended so as to read as follows:—

SECT. 10. Every bicyclist who rides a bicycle during the hours between sunset and sunrise shall carry attached to his bicycle a lamp, which shall be so constructed and placed as to exhibit a light in the direction in which he is proceeding, and shall be lighted and kept so lighted as to afford adequate means of signalling the approach or position of such bicycle, under a penalty of two dollars for each and every violation of this ordinance.

THEO. D. DIMON,	} Law Committee.
JAMES DONOVAN,	
WM. F. AITKEN,	
JAMES WEIR, JR.,	

After reading the report Alderman Stewart moved to have it printed in the minutes, and have it laid over; here Alderman Dimon, Chairman of the Law Committee, objected, and said there should be no delay. Alderman Ray objected to having the ordinance amended, and said:—

Bedford avenue had become a race-course for young men, and they threatened to vote against aldermen who opposed their using bicycles on that and other thoroughfares. He did not care for these threats. He believed that people who paid their taxes toward the building up of the city, and who opposed the repeal of the ordinance, should have their rights protected as against these young men who paid nothing, who were non-producers. If this ordinance were repealed there would be twenty bicycle clubs formed on Bedford avenue within two months. The alderman thought that boat clubs

had as much right to run their boats on wheels along Bedford avenue as bicyclers had to use that thoroughfare. If the committee insisted upon their resolution he should move to exclude Bedford avenue, which was the main outlet of the Eastern District.

Ald. Dimon made a reply to Ald. Ray, which was substantially a repetition of the statements contained in the report.

Ald. Ray said that if the section of the ordinance should be repealed bicyclers could occupy the sidewalks as well as the middle of the streets. Bicycles were not in the same category as other vehicles. He moved that Bedford avenue be excluded from the operation of the report and resolution.

Ald. Seaman said there was not so much danger of people being run over on Bedford avenue by bicycles, as there was by fast teams. Some horses there were driven at the rate of eight miles an hour. He objected to excluding Bedford avenue.

Ald. Stewart objected to turning our streets into play-grounds for boys. Men would not ride bicycles. Only boys rode them. He had not met a person of age who was in favor of bicycles. He had been told that if he opposed them, he would be defeated should he run for office again. He accepted the situation.

The motion of Ald. Ray was lost by the following vote:—

Affirmative: Stewart, O'Connell, Ray, Doyle, Schmitt, Bowers, Baird—7.

Negative: Dimon, Aitken, Black, McCarty, Kane, Weir, Casey, Graham, Donovan, Smith, Waters, Roberts, Hacker, Fritz, Seaman, Kelly, Powers—17.

Ald. Stewart.—I mean to exclude Sundays; that bicycles shall not be used on Sundays.

Ald. Ray said he should vote no. He knew the Mayor was a good churchman, and would veto the resolution.

Ald. Fritz.—While I dislike to see the Sabbath desecrated as much as any other member of this Board, I don't think it is right that I should vote to exclude one class of vehicles from the use of the public streets while others can go where they choose without disturbance. I therefore vote no.

The motion was lost by the following vote:—

Affirmative: Dimon, Black, Stewart, O'Connell, Doyle, Smith, Schmidt, Waters, Bowers, Baird, Roberts—11.

Negative: Aitken, McCarty, Kane, Weir, Casey, Graham, Donovan, Ray, Hacker, Fritz, Seaman, Kelly, Powers—13.

The resolution attached to the report of the committee was adopted by the following vote:—

Affirmative: Dimon, Aitken, Black, McCarthy, Kane, Weir, Casey, Graham, Donovan, Smith, Schmitt, Waters, Roberts, Hacker, Fritz, Seaman, Kelly, Powers—18.

Negative: Stewart, O'Connell, Ray, Doyle, Powers, Baird—6.

Ald. Stewart objected to unanimous consent.

This amendment would have become a law in ten days without the Mayor's signature, provided he did not veto it. Considerable pressure was brought to bear upon him, we are told, to secure his veto; but the only effect of this was to induce him to urge that all bicyclers should obtain license, and pay a license fee; and the Brooklyn Bi. C. were asked to agree to this condition, so that the amendment might be put in force on the 16 May. The club, however, did not propose to submit to this condition, which they deemed would be an imposition, especially as no other vehicles were obliged to pay fees. The committee of the club having the matter in charge waited upon the Mayor and put the matter before him in its true light, and urged that the ordinance pass into effect just as the Aldermen left it. Upon consideration, the Mayor dropped the matter of license, and allowed the ordinance to go into effect. So that in that city bicyclers may ride at any hour of the day on any of public highway, the only restriction upon them being that he must have a light when riding after sunset and before sunrise.

While this piece of law-making is but an act of justice and equity, and any other action on the part of the Aldermen or Mayor would have been not only disgraceful but unlawful, yet, considering the state of public sentiment in Brooklyn, and the

present phase of bicycling there, it is greatly to the credit of these public officers that they acted so wisely; and they will be entitled to the respect of wheelmen there and everywhere. The promptness and the well-advised and effective action of this committee should be a valuable example for other places where the question of the freedom of the streets arises, and should have great weight. It is to be hoped that the course of the wheelmen in that city will lead to a universal approbation of the course of the Mayor and Aldermen, even on the part of those who, through ignorance or prejudice, opposed their action in connection with this matter.

It is also a matter of interest to observe that the authorities have given the Brooklyn Bicycle Club permission to use the drives in Prospect Park between the hours of sunrise and nine o'clock in the morning, and have promised to extend the hours if the present method works well. Riders heretofore have been allowed to use the footpaths only, and on the morning of the 8 May they were out in good number, to enjoy the first run of the season on the drives. When the committees appeared before the Superintendent of the Park to procure a permit for the use of these drives, the BICYCLING WORLD was seen on his table, as we are informed. It is pleasant to know that the authorities take this intelligent way of posting themselves in regard to bicycling matters; and it is also satisfactory to know that our efforts in obtaining and publishing information, and in presenting the legal and equitable aspects of the rights of bicyclers on highways and in the parks, have been of some use and influence.

We commend this account of the proceedings of the Board of Aldermen of Brooklyn to the attention of those of our readers who live in or pass through the few remaining towns where they attempt to make invidious restrictions of the privileges of wheelmen.

ARCHERS AND ARCHERY

"Voted, That THE BICYCLING WORLD be recognized as the official organ of this association."—*Minutes of the Eastern Archery Association.*

CASH PRIZES.

In making arrangements for any contest there is always some trouble in selecting suitable prizes, but in archery matches there is less need of this than in any other sport. There are few articles necessary to the oarsman, base-ball player, or pedestrian, which are good for prizes; but in archery there is almost an endless variety to select from. Bows ranging from five to one hundred dollars in cost, and smaller articles down to the value of fifty cents. Thus, leaving out medals and banners it would be supposed that committees of arrangements need not resort to giving money; yet at the National Association's tournament, at Chicago, over a thousand dollars was offered in prizes; to the credit of the other sex, let it be said that the committee did not dare to ask them to compete for money; and the "Private Practice Club," which includes the leading archers of the West, offer nothing but cash for prizes. The Eastern Association, however, have paid more attention to the cardinal rule for the definition of an amateur, "that he shall not have competed for a cash prize." And let us hope that they always will. Is there not enough glory in winning the championship of a club or association without thinking of the intrinsic value of the prizes won? Who cares what the bow or arrow is worth, that he hangs upon his wall as a memento of winning a match? Is not the oar with which we pulled No. 2 in our college races of more value to us than the silver cup that was given as the prize? Let us hope that the Eastern Association will adhere to their praiseworthy system and not degrade archery to the level of pedestrianism and horse-racing, and by our example encourage

others to think more of the glory and less of the profits of sports. Who takes the interest in base-ball now, that they did when the game was only played by amateur clubs and college nines? Is there anywhere near as much interest taken in a Courtney-Hanlan race, as there is in a Yale-Harvard? We have plenty of examples to show to what extent cash prizes can degrade a sport; let us therefore keep ours up to the point, where it belongs, of a first-class exercise and amusement for ladies and gentlemen.

AMATEUR.

HINTS TO YOUNG ARCHERS.

Many an archery club would be formed by the numerous youths and maidens now shooting in twos and threes were it not for the long lists of rules and regulations which not only confuse but frighten them. And should these clubs be formed, many a Robin Hood and William Tell, second, would soon step forward and astonish their elders and predecessors by shooting the medal from their hands, if not from their heads. In some cases it is simply ignorance concerning the outfit required, and the idea that it is very difficult to select one, which deters many from becoming archers. Now, it is our purpose to give a few simple hints to such small unorganized parties.

The first step to take is to select your outfit, which should consist of bows, arrows, quivers, target, target-stand or tripod, finger-tips, and arm-guards. But the last two mentioned in the list are not absolutely required, unless one shoots a great deal; for a loose kid glove will answer every purpose. In selecting your bow get a good one; it is cheaper in the end. The self lancewood bow, that is made of one piece of lancewood, is a handsome and durable bow.

The length of the bow should be governed by the height of the person using it; the regulation size for gentlemen is 6 feet, pulling from 38 to 50 pounds; for ladies, from 5 to 5½ feet, pulling from 23 to 30 pounds.

In selecting arrows, it is best to buy a good quality deal arrow, full nocked, with steel point.

The target for club use is usually 48 inches in diameter, though 24 or 30 is well enough for ordinary practice.

The tripod is made both of wood and of iron; the wooden is the cheaper, but the iron tripod is preferable, because it is so slender the arrows seldom hit and break, while with the wooden tripod many arrows are broken.

The best back stop for arrows is a mattress, and the next a banking of earth.

In selecting the ground for your range it is best to have an open, level, grass plot, with the grass closely cut, to avoid losing the arrows.

The range is the distance from the standing place to the target, and is lengthened or shortened in accordance with the strength and skill of the archers shooting. The regulation range is 100 yards, and called the York round; but for novices from 40 to 50 yards is the best range, as it requires less skill to cover the short distance, and less muscle also.

The Eastern Archery Association have only this spring adopted the York round.

In competition and matches divide the company into two equal parts, being careful to have the sides as equal in skill as in numbers, as the contest will then be close and of more interest, and each person is to shoot three arrows at a turn, the sides of course alternating.

These suggestions may appear incomplete to the experienced, but they will serve the end for which they are given; and in addition to these may be recommended to the young archers the hand-book, entitled "How to Train in Archery," by Maurice and Will Thompson. This book gives the instruction required for taking the right position, and pulling the bow correctly.

RANGER.

CASH PRIZES FOR ARCHERS.

Editor Bicycling World:—There is one thing in relation to the meeting of the National Archery Association in July to which I wish to call your attention, and invite correspondence on the subject, in order to get the opinions of archers throughout the country, and that is in regard to offering money prizes at the

tournament. Our club received a letter yesterday from the chairman of the executive committee, calling for funds so as to guarantee the payment of these prizes. We, as a body, object most seriously to *money prizes* being offered; for this is the first step toward making the pastime professional, and the next will be pool-selling, and so eventually drive out the class of people whom it should be our aim to keep in. Please ventilate this subject at once, and see if we can't use medals instead of money for prizes. I know very well the Eastern Association will do no such foolish thing.

A MEMBER OF N. A. C.

THE ANNUAL MEETING of the Oritani archers was held on 3 May, at the house of Mr. W. Holberton. Following officers were re-elected: President, W. Holberton, Vice-President, Miss Hattie Van Boskerck; Secretary and Treasurer, Irving Wood. Executive Committee, the above officers and Mrs. W. Holberton and Miss S. C. Hopper. The club is in a flourishing condition, no debts, and 34 members. Practice days, Wednesday and Saturday. Monthly meeting for competition for badges every fourth Wednesday.

CHICAGO, 11 May, 1880.

Editor Bicycling World:—It may interest you to know, that not only the bicycle, but the archery fever also, is spreading rapidly in this vicinity. We hear of new archery clubs being formed each week, and all are preparing to do good work the coming season. A few weeks since the Highland Park Archers held their first field day, which proved to be a grand success; and now, on the 15th inst. the north side club of this city will hold their second annual field day at Lincoln Park. This is the first time a permit has been granted to an archery club to occupy the beautiful lawns in the park, which tends to show the increasing popularity into which this splendid pastime has grown. On this day the ladies will shoot 24 arrows at 30 yards, and 48 arrows at 40 yards, and the gentlemen will shoot the American round, after which the ladies will have a handicap match at 20 yards, and the gentlemen will shoot 48 arrows at 80 yards. In the latter match visitors will be invited to join, and contest for three special prizes. Should the day be fine, there is no doubt about its being an enthusiastic meet. The prizes offered are more than 50 in number, and Mr. Horsman, of New York, has responded nobly. He offers, among other things, a lady's and a gent's yew-backed yew bow, worth respectively \$15 and \$30. The north side club is now the largest in Chicago, numbering over forty active members; but the score will, of course, be low at this shoot, as none of the ladies have had any practice yet this season. I will send you report of the match, and names of winners of prizes, in my next. HE HE.

THE FIRST FIELD TARGET DAY

of the North Side Archery Club, of Chicago, occurred on the South Lawn of Lincoln Park, in that city, on the 15 May, in the afternoon. An abstract of the programme, with the winners' names, follows:—

LADIES.

24 Arrows at 30 Yards, and 48 Arrows at 40 Yards.

Mrs. Adams, best score—Three-Piece Bow, presented by E. I. Horsman, New York.

Miss Johnson, 2d best score—One-fourth dozen Peacock Feathered Arrows, presented by E. I. Horsman, New York.

Mrs. J. Wilkinson, 3d best score—Quiver and Belt, presented by Lanz, Whitney & Co., Chicago.

Mrs. Blake, 4th best score—One-fourth dozen Peacock Feathered Arrows, presented by E. I. Horsman.

Miss Stewart, 5th best score—Ladies' Glove, presented by Lanz, Whitney & Co.

Miss Wave, 6th best score—One-fourth dozen Footed Arrows, presented by A. G. Spalding & Bro.

Mrs. Adams, most gross hits—Target stand, presented by E. I. Horsman.

Mrs. Adams, most gross golds—Quarter dozen Peacock Feathered Arrows, presented by E. I. Horsman.

Mrs. Adams, most gross reds—Quarter dozen Footed Arrows, presented by C. and W. Reifsnider.

Mrs. Adams, most gross blues—One dozen Solid Steel Arrow Points, presented by E. I. Horsman.

Mrs. Adams, most gross blacks—Tassel, presented by E. I. Horsman.

Mrs. Adams, most gross whites—One dozen Solid Steel Arrow Points, presented by E. I. Horsman.

LADIES HANDICAP.

Thirty Arrows at Twenty Yards.

The 1st, 2d, 3d, and 4th scores above handicapped 20, 15, 10, and 5 per cent. respectively.

Mrs. Adams, best score—Set Pat. Socket and Index Croquet, presented by A. G. Spalding & Bros.

Mrs. Blake, 2d best score—Quarter doz. Footed Arrows, presented by A. G. Spalding & Bros.

Miss Johnson, 3d best—Quarter doz. Peacock Feathered Arrows, from E. I. Horsman.

GENTLEMEN.

The American Round.

J. Wilkinson, best gross score—Snakewood Bow, presented by Vergho, Ruhling & Co., Chicago.

J. R. Adams, 2d best gross score—Quarter dozen Peacock Feathered Arrows, presented by E. I. Horsman.

J. O. Blake, 3d best gross score—Target Facing, presented by Chas. Page, Highland Park.

C. H. Mears, 4th best gross score—Four Foot Target, presented by Lanz, Whitney & Co.

G. D. Conklin, 5th best gross score—Sassafras and Lance Bow, presented by E. I. Horsman.

D. P. Wilkinson, 6th best gross score—Silk String, presented by A. C. Cracraft, Chicago.

H. B. Wilkinson, 7th best gross score—Quarter dozen Footed Arrows, presented by A. G. Spalding & Bros.

W. Webster, 8th best gross score—Quarter dozen Footed Arrows, presented by C. & W. Reifsnider.

A. Rothe, 9th best gross score—Arm Guard, presented by Lanz, Whitney & Co.

J. R. Adams, most gross hits—Target Stand, presented by E. I. Horsman.

J. O. Blake, most gross golds—One dozen Solid Steel Arrow Points, presented by E. I. Horsman.

J. R. Adams, most gross reds—Lawn Bow Rack, presented by E. I. Horsman.

J. R. Adams, most gross blues—One dozen Solid Steel Arrow Points, presented by E. I. Horsman.

J. R. Adams, most gross blacks—Camp Stool, presented by E. I. Horsman.

H. B. Wilkinson, most gross whites—One dozen Solid Steel Arrow Points, presented by E. I. Horsman.

G. D. Conklin, first gold at 60 yards—Quarter dozen Peacock Feathered Arrows, presented by E. I. Horsman.

J. R. Adams, first gold at 50 yards—Quarter dozen Footed Arrows, presented by C. and W. Reifsnider.

C. H. Mears, first gold at 40 yards—Quarter dozen Footed Arrows, presented by E. L. Buckingham & Co., Jefferson, Wis.

GENTLEMEN.

48 Arrows at 80 Yards, and 24 at 60 Yards.

J. R. Adams, best gross score—Quarter dozen Footed Arrows, presented by E. L. Buckingham & Co.

C. H. Mears, 2d best gross score—Canvas-Backed Bow, presented by E. L. Buckingham & Co.

J. Wilkinson, 3d best gross score—Best White String, presented by A. C. Cracraft.

G. D. Conklin, 4th best gross score—Quarter dozen Footed Arrows, presented by A. G. Spalding & Bros.

A. Rothe, poorest best gross score—13—15—14 Puzzle.

VISITORS' PRIZES.

48 Arrows at 80 Yards, and 24 at 60 Yards.

N. E. Swartmout, best gross score—Hindoo Bow, presented by J. N. Hardy, Rock Island.

F. P. Hall, 2d best gross score—Half dozen Arrows, presented by J. N. Hardy, Rock Island.

C. G. Hammond, 3d best gross score—Wilkinson Score Book.

SEALED PRIZES.

Conditions made known on presentation of prizes.

J. O. Blake, gent's best gross score at 40 yards—Yew-backed Yew bow, presented by E. I. Horsman.

Mrs. Adams, ladies' best gross score at 30 yards—Yew-backed Yew bow, presented by E. I. Horsman.

J. Wilkinson, gent's best gross score at 50 yards—Elegant Lawn Bow Rack, presented by E. T. Church, Charlotte, Mich.

Prizes were awarded at the Club Rooms, at 8 p.m.

The day was pleasant, and the meeting was a grand success every way.

A FEW OF THE GENTLEMEN members of the Northside Archery Club tried their skill at the York Round for the first time, with the following result:—

	C. H. Mears.		J. Wilkinson.		J. O. Blake.		H. B. Wilkinson.	
Yds.	Hits.	Score.	Hits.	Score.	Hits.	Score.	Hits.	Score.
100	22	76	14	38	17	63	7	15
80	10	44	22	80	10	32	18	70
60	15	77	16	58	12	70	16	56
	—	—	—	—	—	—	—	—
	47	197	52	176	39	165	41	141

This is deemed a fair score, considering it the first complete York Round shot.

A COMMUNICATION from a member of the N.A.C., on the subject of cash prizes, raises a timely question for those interested in the archery conventions. Although the constitution of the National Archery Association provides "Cash or other suitable prizes shall be contested for, etc.," there seems to be no necessity for offering cash prizes, and so it is an open question whether they should be offered. We might put the conundrum this way: Since competing for cash prizes disqualifies amateurs in other sports, why would it not in archery?

A CHICAGO man sends this: "I just now had the pleasure of seeing a member of the Chicago Archery Association shoot 96 arrows at 80 yards, and make 85 hits, score 365; he made 23 hits out of 24 shots."

ARCHERY IN N. Y.—The New York Archery Club shoots in Central Park on Monday, Wednesday, and Friday of each week. It has many new accessions to its membership list.

SAYS "QUIVER" in the *Pacific Life* "When a dozen or more archers start out into the country with target, tackle, and lunch, and invite their friends to join them, their party is likely to have a good day, and the work is very satisfactory. Now that the summer is with us, let these picnics be a weekly occurrence."

ARCHERY SCORING.

Editor Bicycling World:—Will you permit me to explain to Mr. Brownell that the reason why I argued from scores made at 40 yards, was simply that all his early letters on the subject quoted scores from the American round, of which 40 yards is one of the three ranges. I merely wished to meet him on his own ground. At that time he held that his new method of scoring was the more accurate at these short ranges; now he does not care to discuss the point.

His present assertion is, that at long range (as 80 yards) the hits are in the outer rings of the target. Then his values are the more accurate. Why, he does not explain.

To test this assertion, I shot a score at 80 yards, and measured the distance of each arrow from the centre.

Hits, 38; score by old method, 128; by new, 80.

Av. distance from centre by old method . 15.85 inches.

" " " new " . 16.56 "

Measurement . 15.92 "

It would seem as if this score gave just the conditions Mr. Brownell needs, as the hits average only 3.36, and yet mark the result. The old method of scoring approaches the measurement very closely, and the new method is far out of the way.

JAMES DWIGHT.

CLUB ORGANIZATION FOR ARCHERS.

The following articles of association, or rules, will answer as a guide for those wishing to form a club or society:—

Name—This association shall be known as the ——— (Archery Club, Archers or Bowmen) of ———.

Object.—The objects of this association are: To encourage

physical culture; to foster and promote the practice of archery, and to facilitate acquaintance and social intercourse among its members.

Officers.—The officers of this society shall consist of a President, Vice-President, Secretary, Treasurer, and an Executive Committee of five. Elections shall be annual and by ballot, and a candidate for any office must secure a majority of the number of votes cast.

President.—The President shall preside at all meetings, and shall have the casting vote whenever a tie shall occur; he shall also be, *ex officio*, Chairman of the Executive Committee.

Vice-President.—The Vice-President shall, in the absence of the President, have the same power as the President.

Secretary.—The Secretary shall keep an accurate record of all meetings of the society, and also a roll of the members, with the date of their election. He shall issue such notices as directed by the President or Executive Committee, and notify applicants of their election or rejection.

Treasurer.—The Treasurer shall collect all moneys due, giving his receipt for the same, and pay only such bills and amounts as he may be instructed to pay by the Executive Committee or by vote of the society. He shall submit a report of the finances quarterly.

Executive Committee.—The Executive Committee shall be the custodians of the property of this society, and shall have power to appropriate money to purchase such articles as may be necessary, or to pay the expenses of the society. They shall also make such arrangements for archery practice as they shall deem for the best interests of the society, and attend to all the interests of the society not specially or otherwise provided for, and they shall also be a committee on membership.

Meetings.—The annual meeting of this society shall be held on the first Wednesday in April, and regular business meetings shall be held the first Wednesday in each month. Special meetings shall be held at any time on call of the President, or on the written request of three members. Five members shall constitute a quorum for the transaction of business.

MEMBERSHIP.—This society shall consist of the following-named persons, ———, and such other persons as may be elected to membership from time to time. Any person of good moral character may become a member by making application, through a member of the society, who will present the name to the committee on membership. The application must be accompanied by the membership fee, which will be returned in case of rejection. The committee on membership shall report on the application at the next regular meeting, or as soon thereafter as practicable, when the applicant shall be balloted for. Two negative votes shall defeat the application.

Any person who shall terminate in any manner his membership relinquishes all right and title to the property of the society.

DUES.—The membership fee of this society shall be ——— dollars, and there shall be a monthly assessment of ——— dollars, payable in advance, commencing with the month succeeding the date of membership. Any member in arrears for six months shall be suspended until all arrears are paid, and all members being in arrears for one year shall forfeit their membership.

AMENDMENTS.—These articles may be altered or amended at any meeting by a two-thirds vote of the members present; written notice of the proposed alteration or amendment having been given to each member two weeks previous to the meeting.

In the election of an executive committee, it would be well at the first election to choose one for one year, one for nine months, one for six months, and one for three months, and thereafter at each quarterly meeting elect one member of the committee to serve for one year.

A. S. BROWNELL.

LITERARY COMMENT

HARPER'S YOUNG PEOPLE for 18th May has a very suggestive silhouette over the lines "Breakers Ahead. Ah! what a meeting that will be!" representing a reckless youth riding a bicycle on the sidewalk with a youngster on the saddle behind, a bull pup making hot chase; a boy with heels up, and cap upper, stout elderly gentleman, with hand up to his ear, standing in the way of the bicycle, listening to some direction from a street urchin.

THE ATLANTIC MONTHLY for June contains "A Telephonic

Conversation" by Mark Twain, in which he describes a "conversation with only one end to it," which it is needless to say is funny. The "Contributors' Club," which is the thing we usually turn to first in this excellent magazine, is particularly interesting in this number. The first contribution, beginning with a note from a Boston girl, is quite racy. Here are two or three sentences: "Some people are not born to punctuate; these cannot learn the art. They can learn only a rude fashion of it; they cannot attain its niceties, for these must be felt. . . . What is one man's comma is another man's colon. One man cannot punctuate another man's manuscript any more than one person can make another's speech." Again: "We all have our limitations in the matter of grammar, I suppose. I have never seen a book which had no grammatical defects in it. . . . There are people who are not born to spell; these can never be taught to spell correctly. I have been a correct speller myself; but it is a low accomplishment, and not a thing to be vain of." Again: "The fact is, as the poet has said, we are all fools. The difference is simply in the degree." An amusing article, and one of some suggestiveness in a certain direction, is entitled "The Bible in the Nursery," and is to be commended for its freshness and truthfulness to the young life to which it refers, as well as to the difficulties of exegesis to the unconventional mind of childhood. There is also an article entitled, "An Old War-horse to a Young Politician." This has probably amused many a "Young Republican" already.

THE JUNE NUMBER of *Lippincott's Magazine* is characterized by its usual attractiveness, but there are several articles in it of special interest: for instance, one on "One Young Kindergarten," and another on "German Boys and Men." We will merely refer to one on "Lawn Tennis," which gives a brief historical sketch of the origin of the game, with a description of how it is played, and a description of its merits as a game. It deserves to be read by all lovers of out-of-doors recreations and sports.

THERE IS NO NEED of mint sauce with the "Spring Lamb" which opens the June number of *Scribner's*, and it is difficult to decide between the article and the illustration, which is the sauce and which the substantial. Of late art subjects have held a large place with this magazine, for here we have "William Blake, painter and poet," by Horace E. Scudder, with numerous illustrations; "Thackeray as a draughtsman," by Russell Sturgis, with many illustrations; and another, "Culture and Progress," and some other interesting pages on the "Art Season," written with good judgment and suggestiveness, concluding as follows: "In conclusion it may be said, that American art, although grievously defective in many sections, is showing continual proofs of sound vitality. If the results are groping and ineffectual, they are not sterile. The epoch appears to be one of rise, not decline." Under "The World's Work," there is a pleasant article describing the new stean Catamaran, which appears to be the coming boat for speed.

"INDOORS AND OUT" is the title of a new monthly, with a very tasteful title-page and cover. It is edited by Frank I. Jarvis, and published by C. E. Rollins, in Chicago. The first number, which has reached our office, has twenty-four pages of bright reading matter, mostly printed in luxurious type, on heavy paper. It appears to be devoted to sports and recreative arts, and is brightly and attractively written; though, of course, from the extent of the fields which it undertakes to cover, much of it is very cursory. There is more than a page on archery, which gives the National Archery Association a good setting out; and the writer appears to be oblivious to the fact that any other association exists in the world. Eleven lines of fine print are given to the bicycle; but it finds time to say "that to-day the bicycle is the lion of the hour; clubs are formed and excursions made; all of which is proof of the speed of the tourist, who, approaching thus on the rather tottering eminence of the two-wheel wagon, skims along like comets in the skies. The only races yet seen in Chicago have been a bicycling boy on the sidewalk, and a policeman after him. Other Illinois towns are following suit. Elgin, Kankakee, Sycamore, Peoria, Bloomington, are rapidly getting on wheels." We wish the new journal every success, and hope we may welcome it as an exchange.

ON OUR TABLE are several very interesting exchanges, from which we take now the *Physician and Patient*, published by G.

L. Austin & Co., of Boston. It is a monthly journal of health and hygiene, intended to bridge the distance which has existed between the technically educated physician and his uneducated patients. Accordingly, we find in it much that is abstruse and professional, intended for the former, and much of science popularized and the social part of hygiene made readable, for the family. Take some of the headings to the articles: "An Artificial Larynx," "The Functions of the Brain," "Perfumery and Flowers," "Osteology," "Treatment of Scarlet Fever," "Surgery by the Electric Light," "Medical Uses of Carbolic Acid," "How to Make Trousseau's Cataplasm," "Natural Mineral Waters as Sanitary Agents," "Influence of Singing Upon Health," "Health Maxims," "Chess as a Test of Character," and so on through a great variety; all of which is concluded with the dessert and coffee aroma of "Stray Thoughts," by "Kasper Karle,"—fragments of sentiment and bits of wisdom, worked out into graceful paragraphs, very much as one would work odds and ends of material into paper weights and ornaments for the what-not. It ought to be a success, and if good editing will make it so it will be.

"A BICYCLE CLUB with 50 members to start with," so says *St. Mary's College Miscellany*, which is one of the brightest and most welcome of our exchanges, and then, in the course of a page or two of bicycle comment, it says, "Under the most favorable circumstances, even on the smooth surface of that ten-foot-wide-five-lap-to-a-mile-cinder-path, so rapidly approaching completion on our grounds, 'sooner or later we must all take a header, as the parson said when he passed the cemetery.' This, we must confess, is not original, the observation we mean, not the header; we clip it from our welcome exchange, the Boston BICYCLING WORLD, to which we heartily wish long life and prosperity. And we may as well take this opportunity to thank you, gentlemen of the BICYCLING WORLD, for that choice piece of intelligence about the City Council of Princeton, N.J., forbidding the use of bicycles in the streets. It did us good to hear of it; we were beginning to look upon grumbling as the exclusive privilege of Englishmen."

The *Spirit of the Times* says:—

"Bicycling gains ground steadily. Every week heralds the formation of some new club, and the manufacturers are months behind in filling their orders. Bicycling is, to-day, the national sport of England, and the obstacles to similar success here are two-fold: first, the unsatisfactory character of the average country road; and, secondly, the refusal of the 'powers that be' to allow to bicyclers the free use of such boulevards, avenues, and parkways as are especially suitable for this sport. The mending of the roadways will drag along like a chancery suit; but the near future promises a just and amicable settlement of the hitherto irrepressible conflict between horsemen and wheelmen, and then the bicycle 'boom' will spread like a prairie fire."

The *Spirit* has not always been kind in its allusions to bicycling, but we are glad to recognize the tendency to more generous treatment of this interest on the part of some New York papers; and we are glad to give this courteous extract in contrast with that of a Brooklyn daily of some pretensions to lively journalism, which, in mentioning editorially the recent action of the Brooklyn aldermen in authorizing the use of the bicycle in the streets at any hour of the day or night, comments thus:—

"There is no doubt that the bicycle mania is a positive nuisance in some localities, which ought not to be tolerated at any hour of the day or night; but it is difficult to tell why a man should not have the same right to ride in a two-wheeled vehicle, with himself for horse, mule, or ass, as the case may be, as his neighbor has to propel a wheelbarrow or drive a carriage. It is to the last degree improbable that the existing craze will be more permanent than its predecessors. While it lasts, however, we can see no reason for denying to the enthusiasts permission to exhibit themselves, if their extraordinary lunacy be confined within the limits of what is due to less exhilarated citizens."

There was a healthful Jewish rule against yoking the ox and the ass together. It is a pity that there is not a similar law in the United States against coupling the horse and the ass together; in such case the churlish editor of the sheet

referred to might be arrested any time when he goes out on the road, and thus one annoyance to bicyclers might easily be suppressed.

INVENTION AND MANUFACTURE

HARTFORD, CONN., 24th May, 1880.

To the Editor of the Bicycling World:—

Probably 2,000 men in different parts of the country are using more or less strong grammar at their disappointment in getting the "Columbia" they wanted, when they wanted it, this spring. In justice to the Pope Mfg. Co., as well as in exculpation of ourselves, we ask you to kindly make room for a partial explanation of the delay. The manufacture of the Bicycle requires certain shapes, and grades of stock, which are new to American iron and steel manufacturers. For instance, there is but one concern in the United States that has succeeded in making steel felloes correctly. Last year was occupied in experiments on materials, stock, and shapes. To get manufacturers to take hold of the *materials* was not easy, and to add to our difficulties, the "boom" of last fall so filled every shop with work that new styles of production were not desired, and parties on whom we had relied for certain articles declined to fill orders. Consequently, we were obliged to search for others, and to *beg* for steel and other materials.

Alterations and improvements in models suggested themselves one after another, and each was *such* an improvement that we felt it *must* be made, so the "tools" necessary for the production of the parts were delayed until we "short pan" on further changes for this year.

We are turning out three different models of Bicycles, in twenty-seven sizes, and of three styles of finish. Will our impatient and long-suffering friends think for a moment what an enormous variety of parts are required for this range of work. And as orders are for every variety enumerated, all these parts must be in process at the same time. Unlike the English makers, who turn out generally only one model at a time, we have taken in hand three, while interchangeability of parts, whereby repairs are facilitated and cheapened, requires large outlays of both time and money in tools and fixtures. The Pope Manufacturing Co. gave us large contracts early in the season, early enough, as we supposed, to enable us to fill all orders. Their promises to customers were based on our promises to them, and they never dreamed the work would be so delayed.

Finally, our factory is full of stock and parts in process; it is large enough to furnish all the "Columbias" wanted; and the procession of Bicycles which will issue from its doors during the next four weeks, and continue for the fall trade, will "astonish the natives." Will our friends possess themselves in patience, yet a very short time.

Very respectfully,
WEED SEWING MACHINE CO.

Vol. I.] THE BICYCLING WORLD [No. 15.

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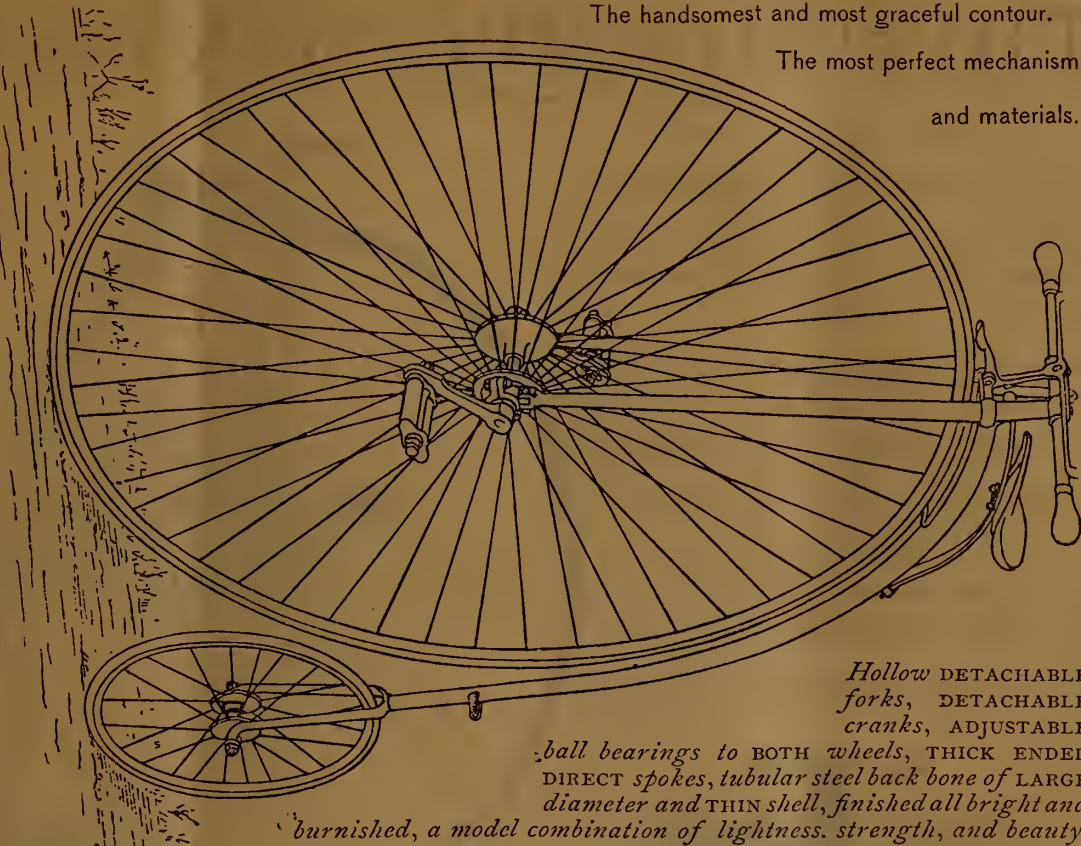


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The Second English Bicycle Tour.

AT the request of several gentlemen who were unable to join the first touring party, which sailed on the 22d May, a second party, to sail from N.Y. on the magnificent Inman Line Steamship "City of Chester," on Saturday, August 7th, next, and to return on the "City of Richmond," leaving Liverpool for New York on Thursday, the 23d Sept., is now being formed.

The programme of the tour will be about the same as the one now being taken by the first party. A day or two will be spent in Liverpool after arrival, and then the bicycles will be mounted and the run made through Chester, Shrewsbury, Coventry, Cheltenham, Gloucester, and Bath, and thence along the famous Bath road (scene of Appleyard's wonderful 100 miles in 7h. 18m. 55s.) to London. A stay of a few days in London will probably be followed by a circular tour through the charming pastoral counties of Surrey and Sussex, and along the south coast, visiting Southampton and all the popular and fashionable watering-places *en route*. On returning to London the bicycles will be re-packed, a day or two will be spent in examining the marvels of the largest city in the world, and then the return journey will be made by the famous North Western Express, leaving London for Liverpool at ten o'clock, a.m. During the tour halts of from one to three days will be made at various places of interest, and a most enjoyable time is anticipated. The number is limited to twenty riders, who will be led by the same gentleman who is now conducting the pioneer party. No addition will be made to the price of the ticket, which will remain at \$250 only, and which will include first-cabin steamship passage out and home, first-class rail from London to Liverpool—and the hotel bills *en route*. For further particulars, in detailed prospectus, address with 5c. stamp for reply, ENGLISH TOUR, Office of BICYCLING WORLD.

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