

The Bicycling World

VOLUME I.
No. 3.

BOSTON, 13 DECEMBER, 1879

[TEN CENTS A COPY.
\$2.50 A YEAR.]

CONTENTS

	Page		Page
Advertising	00	Headers	00
Archers and Archery	42	Invention and Manufacture	00
Club Directory	39	Our Exchanges	46
Club Doings	39, 43	Personal Items	45
Coming Events	44	Queries and Answers	44
Correspondence	36	Races	44
Court Reports	45	Relative Athletics	00
Currente Calamo	33	Special Notices	00
Editorial	40	Tours and Excursions	35
Glances Abroad	00	Tricycles, Velocipedes, etc.	00
An Interview with John Keen	33		
The Clubs Reviewed. III. Harvard Bicycle Club	34		
Jack Easy's Letter	38		
The Bicycler and his Carriage	40		
Chestnut Hill Reservoir as a Race Course	41		
The Range and the Bow	42		
Archery News	42, 43		
Union Meets, Runs and Dinners	43		
A Grand Meet in Philadelphia	44		
Taylor v. Goodwin, Q. B.	45		

CHARLES E. PRATT Editor and Manager.
THE BICYCLING WORLD CO. Publishers and Proprietors.
Address: 40 Water St., Boston, Mass. See p. 40.

CURRENTe CALAMO

Amongst the causes for thankfulness on Thanksgiving Day were the clear skies and balmy air. It was charming to see, on the pleasant roads of Roxbury, dozens of wheelmen, and as many equestrians with their mounted lady friends, so sensibly enjoying and refreshing themselves.

Mr. A. S. Brownell, of the Pequossette Archers, and President of the Eastern Archery Association, is writing a book on his favorite sport, which will meet a hearty welcome in the spring.

Fifty-ninth street and Eighth avenue is the place where macadam begins and bicyclers leave off for spins about New York, or away into the country.

More than one hundred and eighty bicyclers are already reported in and about Philadelphia.

The Eastern Archery Association represents eleven clubs.

The Massachusetts Bicycle Club has an active membership of thirty-six.

Remark by a white-haired politician last Saturday: "They say the Boston Bicycle Club rode right through the caucus the other evening." But they say was as far off the track there as it usually is. The truth was, bigotry don't carry votes worth a cent among the young men of to-day; and when a reputable candidate for an elective office is either unfairly treated, or opposed for unobtrusive use of the bicycle on Sunday, he is likely to gain more votes than he loses by the fact.

A straw to show how the wind blows among intel-

ligent women on the suffrage question: of fifty-three women connected with Michigan University, thirty-two are found to express opposition to woman suffrage, fourteen to be in favor of it, five to be undecided, and two unwilling to give their opinions.

The Boston Bicycle Club has forty-five members. It has not instituted any races this year, but has taken the lead in promoting over-night and longer excursions instead.

There are one or two commodities in which our Massachusetts exports exceed our imports, *e.g.*, in the matter of wives, and the raw material for them. This imports, however, no ill feeling on the part of the men of Massachusetts. The "forty thousand excess" leaves them ample margin for choice.

A Wanderers' Bicycle Club was partially formed in New York City, the last week in November, as an excursion club principally; and long trips to Chicago and other distant cities are contemplated. As there has for many months existed a Wanderers' Club in Boston, also composed of long riders, it is to be hoped that the later comer will adopt a different name. We respectfully suggest Manhattan Rovers.

Mrs. Pinipucker complained the other evening that when her husband took up bicycling and archery both she got but an arrow margin of his time; and when she spoke to him about having a beau herself, he was crank and said if she attend her cooking-range a little more his appetite will be better satisfied. And her pretty lip was all a-quiver as she drew away, while we put our feet up on the toe-rests and rolled a cigarette.

This, at the rate of twenty-five miles an hour, hit us a week or two since, by the recklessness, we suspect, of a certain Clam Catcher:

Three bicyclers came down from Worcester,
And mounting steep hills they were yoocester:
They sweetly did grin,
As past us they'd spin,
And up the steep slope would they boocester.

Editorial experiences thicken upon us. Already we see the bright coin of our best paragraphs filched away to adorn the columns of other papers without credit. We don't mind furnishing ideas for brothers of the press a few times without acknowledgment, but if it goes much further we shall, as parliamentarians say, call names.

AN INTERVIEW WITH JOHN KEEN.

[Continued from p. 18, No. 2.]

I have been riding the bicycle ten years, he continued, and first won the one-mile championship in 1872. I have all the cups from that time to this. In that year I also won the ten-mile championship. In 1873 I won the

champion cup again; in 1874 the ten and fifty mile championships; in 1875 the mile champion cup again, and the ten mile; in 1876 the one-mile again, and the fifty-mile championship; in 1877 I won the three handicaps at Wolverhampton from scratch, and the one and one hundred mile championships, and beat the best four men in the world in a twenty-mile race, they having a fresh man every five miles, at Wolverhampton; in 1878 I won the one-mile cup again; and this year the mile cup again, and the one-hundred-mile championship, and beat Cortis one mile in five at Stamford Bridge, London.

The fastest tracks in England are at Cambridge and Surbiton. The one at the former place is circular, four laps to the mile, a fine gravel surface and a dead level. The one at Surbiton, just outside London, is of ashes and fine brick-dust, in the form of a circle flattened to two straight sides, and is two feet out of level.

I don't believe in six-day contests. It spoils your speed. If a man runs fifty miles as hard as he can go, he can show plenty of staying power in that.

The track here, in the tent on Huntington avenue, is too narrow; it ought to be four or five feet wider; sixteen feet is narrow enough for any part, and the turns should be wider; and the corners are not raised enough by a foot. The raise or tilt up of the outer edge ought to be carried further around. I have made 3.05 on a track the same size, but properly made.

I have coached Keith-Falconer, Cortis, East, Wyndham, Taylerson, Osborne, Copland, H. P. Whiting, and others. Almost every amateur champion in England has been riding with me for points, before he came to such honors.

As to racing, in leaning over the handles you get fast speed for a little way, but you can't carry it out so; it is all leg-work then, and besides leaning over so tires the back. When you are up straight every part of your body is at work. You should never start off at your best speed unless it is a very short race. Always ride with a perfect command of your machine; don't let it run away with you at a turn. A man must use his own judgment as to when it is best to spurt; but he should always remember that spurring in a race of any distance will tell at the finish and make him come in slow. It don't pay to ride harder than you have to. I am always satisfied to win, and no more, and never try to do all I can.

As to training, one should keep regular in habits and feeling right; leave off indulgences, and eat and drink what he finds suits him best. Weighing food and limiting drink is all bosh; drink water according to thirst, not too much, but what is satisfying. A man wants to practise on his bicycle every day; if training for twenty miles he ought not to ride more than ten every day. If he rides more than his distance, or trains hard, he gets like an old man—no go in him. You want to be in good bodily condition, and with your mind confident; then you feel as if you can't lose the race. Running about a mile, in the morning, is good, until the day of the race; on that day keep as quiet as you can, and save all your strength, and don't talk to anybody if you can help it. Mind your own business when on the track; don't let what people say make any difference.

Fancy-riding is played out; there used to be a good

deal of it, but there isn't much now. There are a great many tricks that sometimes please the crowd that don't know much about the bicycle; but good riding is the best trick. Thuillet used to ride a quarter of a mile on one wheel, the back wheel being up clear of the path, then stop the machine, get off the saddle, and stand up on the front wheel.

New riders lose strength by trying to go too fast, — faster than the machine. They ought to follow the pedals around steadily, without jerking. They lose by going up and down in the saddle; it shakes the wind out.

You want a flat, hard, thin saddle for racing, and very little spring; and you don't want much spring on the road. You throw most of the weight on the pedals. Air and stuffed saddles are bosh. The suspension saddle is good, and, for touring, the best.

As the BICYCLING WORLD representative rose to go, Mr. Keen remarked, "I have only given you some hints, and you can work them up as you choose;" and, with a courteous good-by he went out with an acquaintance to see something of Boston. The "hints" have been here reported in a terse manner, substantially as he gave them; and the inexperienced bicyclist will doubtless find meat in them.

Those who may have opportunity to talk with Mr. Keen, either during his stay in this country, or at his home at Clapham Junction, near London, will find him a gentlemanly, practical man, who knows the art and the business of bicycling in all their phases, and is ready in imparting his knowledge to others.

THE CLUBS REVIEWED

III. HARVARD BICYCLE CLUB.

One evening last April a number of men assembled in Holden Chapel, Harvard College, for the purpose of forming an association of all members of the university that were interested in bicycling. Theretofore, though many students rode, they had done so singly, without feeling any stronger bond of union than that by which all riders on the steely steed are drawn together. The Harvard Bicycle Club was then and there founded, with a staff of officers consisting of—President, W. Twombly, '79; Captain, M. Tilden, '81; Sub-Captain, C. A. Parker, '80; Secretary and Treasurer, R. C. Sturgis, '81; Directors, A. Tubbs, '79; R. C. Allen, '80; A. Harvey, '81; J. H. Sturgis, '81; J. H. Storer, '82.

The constitution was framed much after that of the Suffolk Club. Club runs were made every Saturday during the spring; and May 20th the Harvard Bicycle Club held its first meeting on Jarvis Field. The events were a one-mile race, open, divided into three heats; a one hundred yards slow race, in two heats; a two-mile handicap race, in one heat. There were in all twenty-one entries. The prizes were gold, silver, and bronze medals. About three hundred spectators were present.

The second meeting would have taken place November 7, 1879, but unfortunately the heavy fall of snow had so softened the ground as to necessitate the postponement of the races until the 14th of November, when they were held, as elsewhere reported in the BICYCLING WORLD.

The Harvard Bicycle Club now numbers on its lists eighty-two members, and additions are being made daily. There can be but little doubt that it is destined in time to catch up with, if not to outstrip, some of its older neighbors, and to be one of the permanent and interesting associations among the students here.

At the annual election of officers, the gentlemen were chosen as given below, with a list of members which makes it, I believe, the largest Bicycle Club in America.

S.

OFFICERS, 1879-80.

<i>President</i>	R. C. STURGIS, '81.
<i>Captain</i>	M. TILDEN, '81.
<i>Sub-Captain</i>	R. S. CODMAN, '83.
<i>Secretary and Treasurer</i>	J. H. STORER, '82.

Directors.

R. C. ALLEN, '80.	A. HARVEY, '81.
J. H. STURGIS, '81.	J. E. BULLARD, '82.
C. P. CURTIS, JR. '83.	

MEMBERS, 20 NOVEMBER, 1879.

Class of 1880.

Allen, F. H.	Holworthy, 9.
Allen, R. C.	Holworthy, 19.
Cabot, F. E.	Thayer, 42.
Eustis, H. H.	29 Kirkland street.
Guild, H. E.	Hollis, 32.
Howe, J. T.	Holworthy, 5.
Keene, F. R.	Felton, 11.
Parker, C. A.	Matthews', 50.
White, F. D.	Matthews', 39.

Class of 1881.

Abbe, A. J.	Matthews', 28.
Austin, H.	
Bradbury, W. H.	369 Harvard street.
Brandegee, E. D.	Holyoke, 43.
Coolidge, A.	Thayer, 30.
Foster, C. H. W.	Weld, 43.
Foster, L.	15 Oxford street.
Godkin, L.	Thayer, 39.
Harvey, A.	Little's, 17.
Jeffries, J. A.	Little's, 8.
Lovett, R. W.	Matthews', 18.
McCurdy, R. H.	Little's, 20.
Melcher, J. S.	Thayer, 59.
Slade, D. R.	410 Harvard street.
Sturgis, J. H.	Thayer, 10.
Sturgis, R. C.	Thayer, 14.
Swan, W. D.	6 Berkeley street.
Thorndike, A.	22 Garden street.
Tilden, M.	Little's, 1.
Williams, G. H.	Matthews', 41.
Wright, J. A. C.	Gray's, 9.

Class of 1882.

Baldwin, C. S.	Holyoke, 14.
Bullard, J. E.	Little's, 10.
Cabot, G. L.	Weld, 17.
Codman, R., Jr.	Little's, 10.
Comey, A. M.	4 Granite street, Somerville.
Creesy, F. L.	Felton, 27.
Crehore, M. S.	Matthews', 12.
Crockett, M. A.	Weld, 50.
Dabney, R. P.	Thayer, 13.
Edgerly, C. J.	16 Story street.
Fearing, D. B.	Beck, 34.
Fellows, W. G.	Beck, 34.
Gardner, J. P.	Little's, 24.
Hardon, H. W.	Hollis, 8.
Herrick, W. H.	7 Norton street.
Kane, W.	42 Brattle street.
Kent, W. W.	Matthews', 15.
Lawrence, P.	Beck, 21.

Matthews, A.	Holyoke, 10.
Norman, H. K.	Matthews', 16.
Oxnard, H. T.	13 Kirkland place.
Parsons, R. C.	Holyoke, 14.
Putnam, W. L.	Weld, 17.
Storer, J. H.	Little's, 16.
Sturgis, C. I.	Holyoke, 23.
Thaxter, R.	Little's, 16.
Waring, G. E.	25 Holyoke street.
Wendell, E. J.	5 Linden street.
Williston, S.	15 Berkeley street.
Woodbury, F. C.	Matthews', 54.

Class of 1883.

Aspinwall, W. H.	Gray's, 40.
Beals, G. W.	Holyoke, 34.
Bemis, F. G.	Walker street.
Butler, R. G.	48 Brattle street.
Codman, R. S.	Thayer, 8.
Coolidge, J. R., Jr.	Matthews', 48.
Curtis, C. P., Jr.	53 Brattle street.
Curtis, W.	12 St. James avenue, Boston.
Dwight, J., Jr.	Thayer, 20.
Ferris, L. R.	Holyoke, 26.
Hayes, H. W.	Felton, 24.
Lyman, A.	Thayer, 11.
Lyman, W. P.	Thayer, 57.
Moffatt, R. B.	Weld, 5.
Park, T. L.	4 Story street.
Sears, H. F.	Beck, 22.
Sears, R. D.	Beck, 22.
Sherwood, H. H.	Matthews', 20.
Weeks, A. G., Jr.	Holyoke, 19.

Law School.

Little, C. B.	753 Cambridge street.
Lockwood, H. N.	10 Frisbie place.

Bussey Institute.

Taylor, J. H.	Pond street, Jamaica Plain.
-----------------------	-----------------------------

TOURS AND EXCURSIONS

BROOKLYN, N.Y., 12th Nov. 1879.

[Continued from page 19.]

There is, however no dismount necessary to be made while passing through the town of Orange; a good road never failed us throughout. Pursuing our way to the outskirts of the town we turned into the "Valley Road" on our way to Montclair, some four miles away, which your readers will doubtless remember in connection with the Blair murder trial so recently concluded. We were prepared, from its name, to enjoy the valley road, and were not disappointed, the scenery all along being of the most pleasing character. At the end of two and one-half miles the finger of a post informed us that our way lay across a very inferior lane, from a riding point of view, and that we were one and one-half miles from our destination. This lane, part of which was unridable, opened out into a fair road, and proved an interesting cut through a forest of foliage, still possessing, in its advanced decay, a melancholy beauty. At its terminus we found ourselves in front of the Montclair Hotel; time 11.45 a. m. Without any idea of making this the limit of our trip, circumstances unfortunately prevented our getting further. I need hardly say that, early as it was, we were uncommonly hungry — was there ever as prolific an appetizer as the bicycle? So we stabled our machines and ordered a repast. Finding we could not be served for some time we repaired to the saddle again for a survey of the town,

each taking the direction his fancy led him. At length we took our seats round an empty board. We did not rise for an hour and a half, and during that time the board was seldom in any other condition. Upon two untrained village girls devolved the duty of attending to the requirements of some twenty persons. Whenever we were fortunate enough to lay hands upon an eatable substance it vanished immediately; and we were in a chronic state of want. The situation was highly ludicrous, and tinged with a vulgarity which was only excusable from the high pressure of our cravings. At 2.45 p. m. in a semi-satisfied condition, we left the table, having exhausted the entire hotel stock. The moral of all of which is—when journeying on the wheel, so map out your trip before starting as to place and time yourselves at a good hotel; and always order dinner in advance. Proper attention to the demands of hunger is a very serious consideration in a bicycle trip we found.

It was of course our wish to return, as far as Newark, by another route; and we were eminently successful in finding one. Bloomfield avenue is a direct road between Montclair and Newark, and is a superb straight-away macadam as near perfect as possible for machine riding. Here and there the country en route rolls a bit, but there are no serious grades in the road, as you will glean from the fact that we rolled off its entire length, something over five miles, in 28 minutes. We were favored by the wind which previously had hampered our speed.

Bloomfield avenue terminates in a remote district of Newark, and we had a walk of three miles, with but little intermission of riding, before we again reached the macadam into Jersey City. This walk was accompanied by the usual persistency of the street urchin, and the hackneyed witticisms of the city cad; but nothing could dam the copious flow of our good-humor. We accomplished the last piece of good road, three and five-eighths miles in extent, in 15 minutes, being at the satisfactory rate of fourteen and one-half miles per hour. Thus our run ended pleasantly by daylight. We had covered thirty-four miles, all told, without feeling the strain in a single muscle.

E. J. A.

CORRESPONDENCE

A CORRESPONDENT from South Bend, Ind., writes:—"I have been reading your editor's neat little work on the bicycle ('The American Bicyclist'), and as he asks for a 'log,' I shall try, at least, to send you a chip.

Quite an interest has been awakened here within a few weeks past, and it bids fair to result in the permanent introduction of the Bicycle. I have had to wait patiently for my "wheel"—next to the smallest one on the catalogue; so I suppose I shall have to take a little dust from some of my long-legged contemporaries. I have one advantage, however, that I do not have so far to fall; besides, I am the only boy in the country who has lifted a thousand pounds on the Health-Lift. That may make a difference on a *long* run.

Roads here are nearly all hard, level, gravel tracks. Many of them extend for miles without a break or hollow. Mr. Rollins, who passed through here a few weeks ago, claimed the four miles between here and Mishawaka in eighteen minutes."

PITTSBURG, PENN., 19 Nov., 1879.

Editor of The Bicycling World:—

Pittsburg has kept pace in the wonderful and steady growth of the interest in bicycling. Before the general introduction of the "steel steed" here, but one gentleman was the owner of a "wheel"; but the efficient management of the Columbia Bicycle School has changed this order of things, and the gentlemen of our city can now appreciate the lovely drives of smooth vulcanite and wooden block pavements, for which this city is renowned, as they never did before. As we whirl through the beautiful suburbs of Iron City we are constantly hearing gentlemen resolve that in the near future they will join us in our rides of 10, 15, or 20 miles on the fine avenues.

Follow us on one of our evening spins. We assemble at the corner of Penn and Hiland avenues. In a few minutes a mile and a half of vulcanite is in the rear, and our spin is continued on the hard gravel roads around the Hiland Reservoirs. From here we have many beautiful stretches of landscape; to our right away off in yonder valley is seen Homewood, then Brushton, while Wilkinsburg and Edgewood are beyond. A turn in our route directs the eye up the Allegheny river, 365 feet below. On its shores are located the Brilliant Oil Works, and above these the pumping-house of the water works, under the roof of which the two pair of ponderous pumps are raising a three-foot column of water to lakes at our feet. Two miles above, at the bend in the river, we see two very fine structures and extensive grounds; these are the poorhouse and workhouse, each of which has cost a snug sum to erect. Our wheels continue to change the scene, which, as we close the first lap of a mile, reveals away off to the southwest the smoke of Soho, with Oakland, Bellefield, and Shady Side between, while the Monongahela river hills obstruct the view of Hazlewood and Glenwood, where our reader will find us shortly. Leaving behind our gravel roads, we take a mile and a half with "legs over the handles;" in less time than we can record it we are at Penn avenue and ready for a run to Brushton, thence back to Shady Side and Bellefield on blocks; thence via Forbes street (vulcanite) to Soho, when we reach the Monongahela river, with 3½ miles of level vulcanite before us, at the end of which Glenwood, whence, if time would permit, we can run to Braddock's Fields, Turtle Creek, McKeesport, 8, 10, and 14 miles above, and return on the other side of the river. But we close our run by a cross cut up a beautiful little valley, and find ourselves again on vulcanite, with a grade long and smooth enough to make the hair of the most ambitious rider stand as his wheel carries him down a hard smooth hill at a rate nearer 25 or 30 miles an hour than he ever reached before on a bicycle.

Such are the fascinations of an evening's spin in the east end of Smoky City. During the evening we have passed hundreds of handsome residences, with well-kept lawns and beautiful grounds, while over yonder hill, to the west, comes the other side of our city, which gives it its reputation for smoke. But all is not smoke with us, for we have just passed through as desirable a suburb, with roads as fine, as a bicyclist would want.

Anticipating the coming of snow the management of the Bicycle School are taking steps to occupy the Exposition Building for a riding-hall. In it we will have a

6-lap track, 12 feet wide, with curvers 82 feet inside diameter; while outside, on fine days, we can spin on the $\frac{1}{4}$ mile bicycle track of the Exposition Society.

The "Challenge Bicycle Club" of the East End was first to organize here. It is composed entirely of boys, whose wheels have a maximum limit of 44 inches. They will be followed soon by the older riders, when the "The Keystone" will no doubt be its name and badge.

LEYDON BARD, JR.

[Let us suggest from our experience as a judge and witness of races on plank tracks, that 12 feet width is *too narrow*. A track must be 16 to 20 feet wide to ensure safety and good speed. Don't make it 12. ED.]

WASHINGTON, D. C., 17th Nov., 1879.

Editor Bicycling World:—

DEAR SIR,—As a member of the Capital Bicycle Club of this city, and a constant rider, I have been much amused by the comments of lookers-on, expressing a great variety of opinion with regard to the exercise; and while recognizing the right of each individual to his or her own particular views upon any and all subjects, I am nevertheless sometimes struck by the want of charity and liberality shown by many persons towards those whose tastes happen to differ from theirs. If, before condemning as childish, undignified, or useless, any innocent recreation, whether physical or mental, we would examine our own choice of amusements, we would frequently be compelled to admit that after all there was not so great a balance of dignity, either physical or intellectual, in our favor, as we had been unconsciously assuming.

As an illustration of this allow me to relate a conversation which recently took place between an enthusiastic bicyclist and a member of a long-range rifle club. The knight of the target, after listening to the praises of the bicycle, replied, "It is all foolishness and absurdity; it is nothing but child's play, and of no use or profit to anybody." To this sweeping assertion the bicyclist quietly responded, "The members of our club are perhaps an exceedingly stupid and boyish set, but I am glad to know that not one of them has yet so far forgotten his dignity as to lie on his back for half an hour, with his elbows in the mud and a toy cannon resting between his toes, sighting at a target so far off that he can only learn by a telegraphic report, or a code of signals from the man on the spot, whether he has made a bull's-eye or a miss!" The rifleman apparently recognized that a centre shot had been made in the target of conceit and arrogance which he had displayed, and did not return the fire.

As containing a moral to the foregoing remarks I would quote the reply of a man who was taken to task for engaging in some amusement which did not meet the approval of a self-appointed mentor: "The only trouble, sir, is that I am not your particular *kind* of dam fool." If we would oftener profit by the philosophy contained in the above speech when disposed to condemn or criticise what does not happen to suit our particular tastes, how much wiser and more becoming it would be!

Very truly yours,

JAMES P. STABLER.

This is part of a private letter to the editor, but is good enough to pass around.

CHICAGO, ILL., 6 Dec., 1879.

By the way, I am glad to see you are giving some attention to archery. It is noble sport; and I confess without shame that my Spanish Yew, made by Aldred, is as precious to me as my Columbia. The Archery Association here is now fitting up our winter range, and before Christmas the Chicago team will shoot a match with the San Francisco team. I have no doubt other matches will follow.

I understand archery has several times become popular here and in England, since villainous saltpetre displaced the long bow and cloth yard shaft, but has never taken a permanent hold among our sports. Perhaps this has come from a lack of printer's ink, and if such is the case I hope you will keep up your archery department. Yours truly,

JNO. M. FAIRFIELD.

ORANGE, N.J., Dec. 8, 1879.

Editor of the Bicycling World:—

DEAR SIR,—I noticed in your last issue a paragraph from Mr. Harry Etherington, inviting or challenging any amateur bicyclist in America to meet him in a race. He also brings my name in probably as a spur to my timid footsteps. Mr. Etherington's status as an amateur may be very good in England, but his proceedings in this country naturally cause gentlemen amateurs to hesitate before accepting an invitation to compete with him. I will grant that he has a perfect right, as a *legally defined* amateur, to bring over a team of professionals and make as much money as possible by exhibiting them to the American public; but he certainly has *not* the right to perpetrate such frauds upon the public as the so-called "International Contests" have been. I was glad to see that the transparency of the Boston race was mentioned in the editorial columns of the *WORLD*, and only regret that a more pointed reproof was not directed towards its instigators. The enclosed paragraph from the *Chicago Times*, fully explains itself:—

A couple of months ago four professional bicyclers, from across the water, came to this country to rake in some of the money that had not been squandered on pedestrianism from across the ocean. They started out at giving exhibitions in the East, and met with fine patronage. In fact, they created quite a furore in Boston and elsewhere. Unfortunately, however, they allowed themselves to depart from the legitimate course open to themselves, and selected Chicago as the place of departure. Had they come here announcing an exhibition of bicycle-riding, which is certainly a very pretty and manly exercise to witness intrinsically, they would have drawn large crowds, and at the same time have maintained their self-respect. Instead of that they entered into a so-called "International" contest for six days of four hours each, against seven Americans whom they gave a start of 100 miles each, going fourteen hours a day. The hippodrome closed last evening, and was not the astonishing financial success which its promoters had anticipated. The people did not take to it with even the flagging zeal which they manifest toward pedestrian hippodromes. That it was not a genuine match for \$2,000 a side was attested by the character of the close. Rutland made the last lap of the race a few minutes before 11 o'clock, the others having stopped and taken their machines out of the building a half hour before, he staying to make an even score. When he left the track the record stood: English team—Cann, 855; Stanton, 810; total, 1,665. American team—G. Harrison, 858; Rutland, 800; total, 1,658. It will be seen that the English team "won" by a lead of just seven miles. To appreciate the full force of this it should be understood that, by the terms of the agreement, the time of closing was midnight. A full hour was left in which the seven miles might have been blotted out, and the record reversed by giving the American team a lead of seven. Had this been a genuine race for \$4,000, would the Englishmen have left the track and the building an

hour and a half before the time for stopping when their lead was such as to be easily overcome? And would the American team have quitted it an hour before time when it had the race at its mercy? The time-keepers complain that they were promised \$2 a day, their "stint" to be seven hours on and seven hours off. Last night they received only \$8 for the entire week's services, and are disposed to "kick." The place was cold, their duties arduous, and they are of opinion that the treatment they have received is the essence of shabbiness.

Now, Mr. Editor, only one thing remains to be said, If Mr. Etherington will satisfy the National Association that his conduct with regard to these races has been perfectly square, honest, and honorable, I will be pleased to meet him in any race given by a recognized Athletic Club, at New York (my business engagements not permitting my absence), and be as heartily glad as anybody that our first English visitor had left an unstained remembrance behind him.

Yours respectfully,

LLEWELLYN H. JOHNSON.

JACK EASY'S LETTER

No. 2.—*Archery.—Its Future.—A Comparison with Bicycling.—A Strong Weak Point.—How it may become Irresistible.—An English Incident.—A Bicycle Escort.—Jack Easy to become an Archer.—The Chicago Track.—A Disappointment.—A Hint for St. Louis.—What a "Good Track" means.—The Granite Bridge Project.—The Season.*

BOSTON, 8 December, 1879.

It was with no little pleasure that I read in your last number the initial article on Archery, for which, I found in another column, your readers were indebted to the facile pen of Mr. John Worcester, the Secretary of the Eastern Association. Mr. Worcester is evidently the right man for the important and influential position he holds; and although I cannot agree with all his statements, I can wish him, in all sincerity, the most abundant success in his endeavors to further his favorite sport, and to give to the American people another inducement to open-air recreation and healthful enjoyment. There can be no doubt that archery will become, in the very near future, a very popular and probably an universal sport. In comparison with bicycling it has many points of vantage. It does not depend upon good roads for enjoyment, although good weather is, even more than with the votaries of the wheel, a *sine qua non*. The first cost of the archer's equipment is a bagatelle compared with that which has to be incurred by the bicycling tyro; but this, I think, will be found to be compensated for in the after expenses, which, in the bicyclist's case are comparatively small, while with the archer they—but I will forbear; for after all, the companionship of the ladies, "bless 'em!" is, in archery, one of its chief attractions, and perhaps the one item which will do more towards making the sport universal than all the others put together. But I submit that however attractive archery in itself may be, in conjunction with bicycling it becomes irresistible; and that is one reason why I am pleased to see the *WORLD* taking it up as a topic. I suppose some of your readers—especially your fair ones, and may they be many!—will wonder what sort of connection there can possibly be between bows-and-arrows and bicycles. Perhaps there is not so

much as I imagine; but I well remember, when I was last in England,—some three years ago,—I stood one lovely autumn morning on a low foot-bridge which spans a stream about a mile or so from the village of Iver, in Bucks. There was no carriage-bridge, but a fording-place, not more than a foot or two in depth, across which vehicles passed, while pedestrians used the bridge upon which I was standing. All at once the clear notes of a bugle rang out in the distance, and looking along the road I saw a cavalcade approaching, and soon a large English wagonette, drawn by two horses, and laden with a party of rosy-cheeked, bright-eyed, buxom English girls, literally bristling with health and laughter, had drawn up in the middle of the stream, while the horses were allowed to quench their thirst in its silvery current. Riding alongside the wagonette was a party of—I think eight—young gentlemen, clean-limbed, and as wiry-looking as the glistening *bicycles* which they each bestrode. Upon reaching the stream, each dismounted and wheeled his steed across the bridge to the other side; and I noticed as they passed that each wore the archer's belt, with pouch, pot, and tassel. Looking at the wagonette again, I discovered what the other sex would have appreciated first of all, that the ladies were all attired in dark green, trimmed plainly with gold braid, and wore the jaunty hat and feather without which no lady's archery costume was then (I speak of three years ago, remember) considered complete. Scarcely had my eyes taken in the whole of the charming spectacle when the horses lifted their heads, the bugle sent forth another inspiring blast, the bicyclers mounted, the wagonette dashed dripping out of the stream, and, taking the direction of Cowley Peachy, was in a few moments hidden from my sight. Feeling a little lonely, for I was a stranger,—and perhaps a little envious, for the delights of both archery and bicycling were not entirely unknown to me,—I pursued my stroll on to Iver, where I dined at the village inn, and learned that the merry party which had passed me was the prize team of the Iver Archery Club, which was that day to shoot the concluding match of a series with the Harlesdon Club, and which mine worthy host had no manner of doubt would return crowned with victory.

Sitting in the inn porch enjoying the after-dinner cigar, and watching the bicycles which were flitting every minute or so through the village, I wondered what infatuation had led me to choose walking as my mode of locomotion from Uxbridge that morning and I there and then registered a terrible vow, that never, no *never*, again would I be caught in so rideable a part of England without a wheel. I now, influenced in part by John Worcester, and in part by the reminiscence which comes to me so vividly as I write, register another, that ("ef nothen happens") I will renew my toxophilite experience next spring, and in addition will do what I can to induce the hardy 'cyclers of my acquaintance to join me.

In my last letter I luxuriated in the prospect that at Chicago the English professional team would probably find a track of sufficient size to enable them to do themselves justice. How shall I express the disappointment I felt on finding that the miserable eight laps to a mile of Boston had been repeated in the Western metropolis? I am not aware whether the team intend visiting St.

Louis or not; but if they do the queen city of the West should avail itself without fail of the opportunity afforded it of showing the country what a good track really means. If it does not know, let me inform it. A "good track" should not be *more* than five laps to the mile, its width should not be *less* than twenty feet, and the corners—which should be raised half an inch to the foot—should be struck from a radius of not less (more is better) than fifty feet. There are other items of detail which go to constitute absolute perfection, but space forbids my treating of them here; suffice it to say that with a track laid out as above, the highest possible rate of speed could be attained, and our home riders would be enabled to make our visitors work very hard indeed if they would retain their laurels.

While I am on the "track" topic, I am glad to be able to say that the Granite Bridge project, about which I deplored your silence in my last, seems now to be taken up somewhat in earnest. I say "somewhat," because it has not yet been placed before the bicycling public so prominently as it deserves to be. Some preliminary work, however, has been done. At the club's dinner at the "Brunswick," on the 2d inst., it was talked up by the diners. It has become a topic in the clubs, at the riding schools, and among the riders, and, most important of all, a prospectus has been prepared by the Secretary of the Boston Club, at whose office it can be seen and signed by those who wish to aid in carrying the scheme through. Of course my valuable autograph modestly reposes among the more famous ones already attached, and if all the other readers of the *WORLD* will only come forward at once in their might and follow the example set them, I shall be able in my next to refer to the Granite-Bridge project as an accomplished fact, all except the track of course, which can't be built in a fortnight of this sort of weather.

Speaking of weather—I have snatched from the cares of business nearly two hundred miles of bicyclic enjoyment since a Boston newspaper told me some three weeks ago that bicycling was "over for the season." As far as present appearances may be trusted, I may be able to double up that distance at least, before our enemy, the beauti—I mean the snow, claps on its veto.

JACK EASY.

CLUB DOINGS

CHALLENGE BI. C.—This club was organized in Pittsburg, Penn., on 25 July, 1879, with twelve members, and officers as follows: Captain, R. E. Waring; Vice Captain, L. Clarke; Secretary and Treasurer, J. L. Cole, 284 Penn. avenue. Costume, blue cap, blue shirt, dark pantaloons, brown duck leggings, badge, scarlet with star rosette, gold fringe, and C. Bi. C. monogram.

CHAUNCEY HALL BI. C. corrects the spelling of its name in the *BICYCLING WORLD*, No. 2. The *WORLD* stands corrected.

CLEVELAND BI. C. reports: "Riding is not the best possible here now, on account of the rain, snow and mud, though five of us managed to take a run of twenty miles on the morning of Thanksgiving day."

PRINCETON COLLEGE BI. C.—This club was organized the first of October, 1879, with five members, and a prospect of a large increase. The officers are: Pres't,

Robert K. Clark; Secretary, Thomas S. Clark; Captain, W. P. Field. The colors are old gold and dark blue. The machines used at the college are all Columbias except one, and average 52 inch in size.

WALTHAM BI. C.—Several bicyclers met on 1st December, 1879, at the residence of H. B. Colby, Esq., in Waltham, Mass., and formed the Waltham Bicycle Club. Officers elected were: Pres't, Charles S. Burnham; Captain, Henry B. Colby; Sub-Captain, Charles W. Sewall; Secretary and Treasurer, Fred E. Draper; Directors, Charles Hardy, Charles E. Malloy, W. J. Farrar. Mr. Burnham has since declined to serve as president. The club starts with a membership of sixteen, all of whom are experienced riders.

YONKERS BI. C., was formed in Yonkers, N.Y., with officers: President, Dr. F. S. Grant; Secretary

[Continued on p. 43.]

CLUB DIRECTORY

- BOSTON BI. C.—Secretary, F. W. Weston, 178 Devonshire street, Boston, Mass.
 BROCKTON BI. C.—Secretary, F. B. Howard, Brockton, Mass.
 BROOKLYN BI. C.—Secretary, T. H. Muir, 30 Broadway, New York, N. Y.
 BUFFALO BI. C.—Secretary, J. T. Gard, 276 Main street, Buffalo, N. Y.
 CAPITAL BI. C.—Secretary, F. G. Collins, Loan Division, Treasury Dept., Washington, D. C.
 CHALLENGE BI. C.—Secretary, J. L. Cote, 284 Penn avenue, Pittsburg, Pa.
 CHAUNCEY HALL BI. C.—Secretary, Frank R. Miller, 750 E. Fourth street, South Boston, Mass.
 CHICAGO BI. C.—Secretary, Geo. D. Hoffman, 248 State street, Chicago, Ill.
 CLEVELAND BI. C.—Secretary, Alfred Ely, jr., 393 Prospect street, Cleveland, O.
 COLUMBIA COLLEGE BI. C.—Secretary, New York, N. Y.
 CRESCENT BI. C.—Secretary, George Blake, Belmont, Mass.
 DETROIT BI. C.—Secretary, J. C. McCaul, Detroit, Mich.
 ESSEX BI. C.—Secretary, Edward Bellman, 504 High street, Newark, N. J.
 FITCHBURG BI. C.—Secretary, George A. Wilson, Fitchburg, Mass.
 GERMANTOWN BI. C.—Secretary, J. Pennell, Armat street, Germantown, Pa.
 HARTFORD BI. C.—Secretary, Wm. L. Howard, 687 Asylum street Hartford, Conn.
 HARVARD BI. C.—Secretary, J. H. Storer, Harvard College, Cambridge, Mass.
 LYNN BI. C.—Secretary, Henry H. Fuller, Box 216, Lynn, Mass.
 MASSACHUSETTS BI. C.—Secretary, H. E. Parkhurst, 17 Wellington street, Boston, Mass.
 MIDDLESEX BI. C.—Malden, Mass.
 MONTREAL BI. C.—Secretary, H. S. Tibbs, Box 1733, Montreal, Canada.
 PHILADELPHIA BI. C.—Secretary, H. A. Blakiston, 3905 Chestnut street, Philadelphia, Pa.
 PRINCETON COLLEGE BI. C.—Secretary, Thomas S. Clark, Princeton, Y. J.
 PROVIDENCE BI. C.—Secretary, E. C. Churchill, 1 Prov. and W. Depot, Providence, R. I.
 SALEM BI. C.—Secretary, Dr. C. A. Buxton, 246½ Essex street, Salem, Mass.
 SAN FRANCISCO BI. C.—Secretary, C. L. Barrett, 106 Sansome street, San Francisco, Cal.
 SUFFOLK BI. C.—Secretary, F. E. Cabot, 42 Thayer, Harvard College, Cambridge, Mass.
 WALTHAM BI. C.—Secretary, Fred E. Draper, Box 232, Waltham, Mass.
 WANDERERS BI. C.—Secretary, Boston, Mass.
 WANDERERS BI. C.—Secretary, New York, N. Y.
 WORCESTER BI. C.—Secretary, W. R. Lovell, P. & W. Freight Office, Worcester, Mass.
 YONKERS BI. C.—Secretary, E. Dwight, Yonkers, N. Y.

THE BICYCLING WORLD is published every alternate Saturday morning. Its subscription price is \$2.50 a year, in advance, postage prepaid to any address in the United States or Canadas. Single copies will be sent postpaid, or can be obtained at news-stands or bicycle-agencies, riding-schools and sales-rooms, for ten cents each.

For advertising-rates, see first column of advertisements. Subscribers are requested to send full address, plainly written, accompanied with post-office money-order, or bank draft, or by registered letter, to THE BICYCLING WORLD CO., 40 WATER ST., BOSTON, MASS. Subscriptions will be assumed to be for the first volume, beginning with the first number, unless otherwise stated.

THE BICYCLING WORLD aims to be a fresh, full record, herald, and epitome, of all that relates to bicycling, — clubs, races, excursions, tours, meets, and runs, personal items, inventions, manufacture, opinions, humors, and incidents, the best things from other journals, foreign news, — and of all subjects of direct or collateral interest to bicyclers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aid to these objects, will therefore be appreciated, and should be sent to EDITOR OF THE 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.

BOSTON, 13 DECEMBER, 1879

THE BICYCLER AND HIS CARRIAGE.

It is to be regretted that those interested in bicycling need ever be led into a discussion of legal rights. In a community of Christians the principle, "As ye would that men should do to you, do ye also to them likewise," should be a sufficient rule and guard. Among gentlemen no stronger obligations than those of courtesy and honor ought to be required for the protection of every one in his reasonable pursuit of health, happiness, or business. But, unfortunate as it be, neither British nor American communities are composed entirely of Christians, or of gentlemen, or of both; and it is sadly to be observed that the same remark is true of those portions of the communities referred to who use bicycles.

On either hand, therefore, and in either country, there has already been, and there is yet likely to be, resort had to the enforcement of strictly legal rights. In the course of the varied use of carriages and of litigation respecting their use, extending through many generations, the rights and duties of those using them have become pretty clearly settled and generally known and recognized. When it is once definitively established, therefore, that bicycles are carriages, and that those

who use them are subject to the same restrictions, and *pari ratione* are entitled to the same liberties and privileges, as apply to those who use carriages, a long step has been taken toward the solution of all difficulties. In fact this question lies at the threshold of the whole subject. Bicycling in streets, in parks, on driveways, on foot-paths; rules of the road, questions as to care and negligence, — all these, and more too, hinge thereon.

That the bicycle is a carriage every person might well know from a consideration of the meaning of words, as well as from a comparison of its structure and uses with those of other contrivances known as carriages, and from the reason of the thing. When, however, at the first importation of it into this country, the question came up before Hon. W. A. Simmons, then collector of the port of Boston, he decided that it was not a carriage, and subject only to the duty of thirty-five per centum, but was to be classed with steel machinery, and was liable to the duty of forty-five per centum *ad valorem*. Appeal was taken to Hon. John Sherman, Secretary of the Treasury, who, upon opinion from the department of justice, overruled the collector's decision, and officially adjudged it to be a carriage. This was in the fall of 1877. The cogent reasons urged on this appeal appear in the *American Bicycling Journal* No. 4, 2 February, 1878.

A few city and town authorities, to be sure, have since then disputed or ignored this view of the case and the views regarding the rights of bicyclers to which it leads; and up to March of this year there had been no *judicial* decision, commanding universal respect, rendered upon consideration of this identical vehicle. It was reserved for an English bicycler himself to be idiotic enough to contend for the opposite view from the one taken here, and to carry it to the highest court; and to his pertinacious folly we are indebted for an adjudication of commanding force wherever English courts have jurisdiction, and which will be received and respected as authority everywhere in the United States. *Goodwin v. Taylor* is, as lawyers say, a leading case, and for its importance we have given a full and careful report of it in another column. Henceforth the bicycler may read his title clear to any roadway where a wagon or a barouche is allowed, and as a "driver" he must govern himself accordingly.

WE HAVE NOTED some of the very friendly and favorable notices and comments upon our *WORLD* by contemporary journals, and have clipped a few for "Our Exchanges" in the last issue and in this; not for vanity's sake, but partly as an acknowledgment of their kindness, and partly that our present and future readers may see what others say of our young enterprise and who are its expressive friends among the newspapers. We shall strive to justify their cordiality.

WE HOPE also to continue to deserve and to receive the very encouraging support which has been accorded us, not only from the wheelmen, but from the bowmen, and those interested in related athletics and in the fresh delight and enthusiasm which these exercises awaken. Already we have been obliged to increase our issues from three thousand to thirty-five hundred copies; and there are indications that in the near future we shall not only be required, but be enabled to appear every week.

OUR DEPENDENCE must, from the nature and plan of our paper, be largely upon the coöperation of our readers for promptness of news, for variety and value of items, opinions, and contributions. We try to have a live and earnest correspondent in every locality where the bow and the bicycle have made their way. We send scores of letters of inquiry, and draw from every accessible printed or personal source, for material of which to make every issue. But we must ask every reader to put something into our hopper, even if it be but a kernel.

THE CHESTNUT-HILL RESERVOIR

AS A RACE-COURSE FOR BICYCLES.

On the 10th day of May, 1879, the Suffolk Bicycle Club held its spring races at the Chestnut-Hill Reservoir, Mr. Amos A. Lawrence having offered three gold medals as prizes, and tendered to the Club the use of his grounds and house adjoining the Reservoir. The races passed off with success; the weather was fine; a large number of spectators viewed the scene from the almost overhanging bluffs, and many from the city attended in their carriages. Through the kindness of the engineer in charge of that division of the water-works, the employés were directed to keep the roadway clear, partly by ropes, partly by closing the gate at the great archway entrance, and partly as local police in concert with the Club Committee.

It seems that this without-your-leave but orderly possession which the Club took of the Reservoir grounds that afternoon was the cause of complaint at the City Hall. At all events when the Club ventured to repeat the movement for the October races it was found that the engineer did not feel at liberty to coöperate with the Club, without the sanction of the Water Board. An interview with the Water Commissioners at the City Hall revealed an unwillingness on their part to approve the use of the grounds for races which would draw a more than ordinary concourse of spectators, though no objection was had to bicycle riders enjoying every reasonable liberty in the use of the fine driveway. The Water Commissioners seemed in doubt as to who were the proper authorities to determine the matter. They maintained, however, that safety for the bicycle riders — when racing — as well as for the occupants of carriages which might crowd upon the course, made it necessary for every precaution to be observed. Guarding a part of the course by ropes would be indispensable, and mounted police should be at hand if the throng was large. The driveway, being city property of a semi-

private nature, might be thus controlled; but Beacon street (a part of which would be needed), being a public highway, could not be blocked without the chance of creating a nuisance, as the public are entitled to an uninterrupted, free passage through that street. A temporary inconvenience to travellers might be overlooked; but, once sanctioned by the authorities, the precedent would be established for all applicants for the use of the grounds, and justifiable complaints might follow, if the circuit of the upper reservoir became a recognized race-course for bicycle riders. The spring races of the Club were so quietly conducted, and so little known at the time, that the spectators were easily managed, though some did crowd upon the course. But notice of the fall races had appeared in the daily papers, and from the publicity given and greater interest felt in the sport, a far larger number of spectators was expected. Under these circumstances the Water Commissioners were unwilling to give an order approving the use of the grounds for the races; yet as the Commissioners were in doubt as to their authority, they intimated that the Club might take possession as before, but employing its own servants and police, and assuming the entire responsibility for all accidents or damage which might arise. The Club was neither in a position to assume the expense or the risk of these, for the cost would be considerable and a single accident might cause serious loss, so it was determined to forego racing at the Reservoir, and unite with the Water Board in confining the use of the driveway to ordinary riding, with the liberty of an occasional impromptu spurt.

Whatever disappointment this quiet though decisive action of the Club may have caused at the time, it works to the advantage of bicycling in at least two important ways.

No one acquainted with the history of this sport can have failed to notice how effectually and harmoniously bicycling has been introduced in Massachusetts, as compared with its stormy progress in England. There the cry raised against the use of the bicycle was such as to draw from Parliament an act impairing the wide-spread interest in the machine. But this was short-lived, for the bicycle fraternity, rising *en masse*, forced from Parliament a repeal or modification of the act, which left riders seemingly with as great a freedom as we enjoy in America.

To prevent opposition in Boston, the pioneers in bicycle riding took every precaution, both by communications to the press which forestalled and removed hostility, and by interviews with such officials as needed correct information on the rights of the individual and the public in the matter. This promptness and firmness on the part of riders in maintaining their privileges, blended with a conciliatory disposition in recognizing the comfort and safety of others, brought from the public an acknowledgment of the bicycle among us, and has now established the exercise here as acceptable. It was to promote this policy, as well as for the other reasons mentioned, that the Suffolk Club was ready to give up its fall races at the Reservoir, that no action by so large a body might cause complaint or injury.

The course thus taken is also of advantage in that it brings forcibly to the attention of all interested the need of a suitable racing and exercising ground for bicycle riders. As season after season advances with no adequate course

for races, and with the number of riders fast increasing, it is plain that a track and rink having every requisite in point of surface, of width and of accommodation, are necessities, particularly in winter, and whoever will provide these, attending to location and details with sound judgment, deserves, what ought to follow, pecuniary success.

SUFFOLK.

ARCHERS AND ARCHERY

THE RANGE AND THE BOW.

The Champion's medal of the National Association is shot for at the double York Round, that of the Eastern Association at the double American. Each round has its advantages, and probably will have its advocates as long as the bow is used; but those who have once tried the fascinations of the York round will not wish to go back to the shorter distances, and we hope that the time will soon come when long-range shooting will be universally adopted, both by ladies and gentlemen. At the short range the archer does not see his arrow, after it has left his hand, till it reaches the target; all he does is to fix his eyes on the gold and loose the string; if it hits he is satisfied. Compare with this the pleasure of watching your arrow making a graceful curve through the air and sinking down into the target eighty or a hundred yards away. Nor is watching the arrow the only pleasure of long-range shooting. The skill that is required in, what is technically known, as keeping a length—that is, shooting at the proper elevation—is much greater than that required in point-blank shooting; consequently the pleasure of making a good end is much greater at the long than the short range. It is true that at the short ranges eighty per cent. of the possible score has been made, while no modern archer has made fifty per cent. at the York round; but the nearer a dead certainty that success is, the less pleasure it gives. Therefore the argument that you can hit the gold oftener at forty than at eighty yards is a poor one in favor of the short range. Let our clubs follow the example of the Highland Park Archers, who have adopted a rule to shoot no more at ranges less than sixty yards, and they will find increased pleasure and exercise in their practice.

Considering archery as an exercise we find strong arguments in favor of the long range. Besides having to walk a longer distance for our arrows, we need heavier bows, and therefore stronger arms. The great tendency of American archers is to use light bows; this is to be regretted as it lessens the benefit to be derived from shooting. Those who think they use as heavy a bow as is proper for their strength would be surprised to find how quickly their muscles will adapt themselves to a bow five pounds heavier. We do not wish any one to overweight himself, *Τοξάρια δε έχαστον κατὰ τ' ἴδιαν ἔχον καὶ οὐχ ὑπερ, μᾶλλον δε καὶ ἀπαλώτερα*, but think that there is more danger of underweighing. While Mr. Will. H. Thompson writes "that a bow of 55 pounds is as heavy as one can loose smoothly so as to get its greatest flight," in the "Book of Archery," by George A. Hansard, we find the following passage: "No man, having reached his full strength, and not an invalid, can run the slightest risk from beginning with a bow of fifty

pounds. At the same time, let me observe, that every archer risks an imputation on his manhood, who finally settles down to anything short of a seventy-five." How shall we decide between such authorities? The average will give us a bow that will send an arrow nearly level for sixty yards. A few days' practice will accustom us to heavy bows, and the flatter trajectory and steadier flight of our arrows will pay for the increased exertion.

NEW YORK ARCHERY CLUB—On Thanksgiving Day the members of this club held a grand shoot at Mount Morris Square, One Hundred and Twenty Fourth Street and Fifth Avenue, the western lawn having been set aside for that purpose by the Park Commissioners, who have also given them the same privilege for each day of the week. The club had a splendid day for their practice, there being little or no wind to interfere. Promptly at 10.30 a.m. the sport began, and was continued until 3 o'clock. The lawn was bounded by a rope on each side to prevent any accident occurring to the spectators, who assembled in goodly numbers to witness the shooting. The chance of losing arrows in the grass was also obviated by the commissioners cutting it the day before. The New York Archery Club was the first organization of its kind in this city, and was formed about two months ago, being composed entirely of amateur archers who never shot at a target before the organization of the club. Under the circumstances it is not expected they would make high scores, but with practice during the winter indoors—they expecting to procure a suitable range in a few days for that purpose—we may look for some good shooting from them next summer, when they meet their more experienced friends in the tournaments taking place at that time. Starting with only eleven members, they have, within this short time, increased their number to thirty, and no doubt will double their membership as soon as they procure the indoor range. The Secretary is James W. Auten, jr., No. 135 Pearl Street, or P. O. Box, 4,476, who will give any information desired to those interested.—*Spirit of the Times*.

ORITANI ARCHERS.—The prize meeting, Saturday, 22 November, was a very successful one. Mr. W. C. Beecher won the gentleman's club championship, and Mrs. W. H. Holberton the ladies' championship. The *Forest and Stream* subscription was awarded to Mr. J. J. Berry, of Hackensack.

THERE are at present three well organized and flourishing clubs in San Francisco, one or two in Sacramento, Stockton, San Jose, and others organizing in different parts of the State, and next season bids fair to be very lively on the Pacific Coast. California is wonderfully well adapted for archery, for the reason that they can practise out of doors the year around.

The first State Archery Tournament was recently held at Sacramento, and some very extraordinary shooting was done, especially by the winner of the championship medal, Mr. Frank C. Havens, who made the wonderfully large score of 527 at the American Round.

THE ARCHERS OF BOSTON and vicinity have secured a hall and fitted it up for the winter practice of archery. The hall is 130 feet long, and of a width to accommodate four targets.

Thanksgiving a meet was held. Sides were chosen, and three rounds of thirty arrows each were shot, ladies at 30 and gentlemen at 40 yards, with the following score:—

	1st Round.	2d Round.	3d Round.
Mr. Plympton, Captain	117	125	129
Mr. Worthington.....	141	117	129
Dr. Dwight.....	92	110	148
Miss Worthington.....	119	127	114
Miss A. Ager.....	90	80	54
Miss J. Ager	105	100	107
Totals	664	659	681
Mr. Lethbridge, Captain.....	97	113	137
Mr. Brownell.....	179	172	153
Mr. Woodward.....	87	125	137
Miss R. Wilson	104	118	101
Miss J. Wilson	86	131	93
Miss Sprague.....	69	62	72
Total	622	721	692

THE TOLEDO ARCHERY CLUB, Toledo, O., gave a complimentary dinner to the lady members, at the Hotel Madison, on Thanksgiving day.

The club has thirteen lady members, and ten gentlemen. The prize winners for 1879, with their scores, are as follows:—Ladies—Double Columbia Round—First prize, Miss Helen Baldwin, 93 hits, 426 score; second prize, Miss Belle Messinger, 91 hits, 401 score; third prize, Miss Jennie Baldwin, 69 hits, 311 score.

Gentlemen—Double American Round—First prize, Mr. D. V. R. Manley, 155 hits, 839 score; second prize, Mr. C. R. Messinger, 141 hits, 651 score; third prize, Mr. H. M. Smith, 132 hits, 616 score.

Mr. WILLIAMSON has given the use of his large basement on State St., Chicago, for an archery range. The room, 160 feet long, with a ceiling 10 feet high, has been well filled up, and was opened to practice on Wednesday evening, 19 November, with the following score:—

	30 Yds.	40 Yds.	50 Yds.	Total.
G. Conklin.....	30	192	28	174
Mr. Hope.....	30	208	30	176
H. B. Wilkinson.....	29	173	26	148
W. Conklin.....	26	160	27	145
Mr. Myers.....	30	190	29	173
			27	145
			86	508

The Messrs. Conklin shot with lemon-wood bows of 40 pounds, Mr. Wilkinson with a 42-pound lance, Mr. Myers with a 57-pound Horsa-man beefwood and lance, and Mr. Hope with a 40-pound Horsa-man lance and hickory. At 50 yards the heavy 57-pound beef and lance had the advantage, as the archer could shoot without fear of having his arrows strike the ceiling.

WABASH MERRY BOWMEN.—*Crawfordville, Ind.*—On the afternoons of the 19th and 20th of November, the club shot the Double York Round, with the following result:—

	<u>100</u> <u>Hits.</u>	<u>Yds.</u> <u>Score.</u>	<u>80</u> <u>Hits.</u>	<u>Yds.</u> <u>Score.</u>	<u>60</u> <u>Hits.</u>	<u>Yds.</u> <u>Score.</u>	<u>Total</u> <u>Hits.</u>	<u>Yds.</u> <u>Score.</u>
Will H. Thompson.....	78	326	81	337	47	277	206	940
Maurice Thompson.....	68	274	67	313	44	186	179	773
Theo. McMeenan.....	41	169	42	162	36	174	119	509
John A. Booe.....	33	113	36	142	34	174	103	429

In a handicap shoot the same afternoon (the 20th) Mr. Will H. Thompson, shooting twenty-four arrows at 60 yards, scored 24 hits—160 score. The details were six golds: ten reds, six blues, and two blacks.

On the same two days Mrs. J. Lee and Mrs. M. C. Klein, shooting the English Double National Round, scored as follows:—

	(60 Yds.) 96 Arrows	(50 Yds.) 48 Arrows	Total.
Mrs. John Lee.....	54 246	44 198	98 444
Mrs. M. C. Klein.....	37 141	38 146	75 287

—*Forest and Stream.*

MR. HENRY C. CARVER, of Chicago, Secretary of the National Association, is engaged, with several others, in preparing a plan for the next National, intended to guard against the mistakes of the last meeting.

Club Doings, continued from page 39.

and Treasurer, E. Dwight; Captain, S. B. Hawley. The costume is of grayish-brown corduroy, with letters Y. Bi. C. on the cap. Meetings are held at the Riding School of Mr. Elliott Mason. "We don't intend being 'housed' this winter," says the report; "but will make every effort not to skip a club run."

THE PHILADELPHIA *Evening Bulletin* says of the Thanksgiving meet and run of the Phila. and Germantown Bi. Clubs:—

The parade of the riders up and down the asphaltum walks was most entertaining, as they rushed swiftly and noiselessly along, singly, in pairs, and sometimes six abreast, often in graceful curves, and with a variety of evolutions. Among the hundreds of spectators were many in carriages, but not a horse was frightened, and the Park certainly seemed a most proper place for these vehicles, which are soon destined to be widely used all around our city.

BICYCLING IN WASHINGTON, D.C.—27 Nov. 11 members

of the Capital Bicycle Club started from the east front of the Capitol for a country ride. The route was down Pennsylvania avenue to Eleventh street, south-east to the Anacostia Bridge, through Uniontown, past Good Hope Hill, down Marlboro' Pike to Forrestville, to Suitland, Silver Hill, past the Insane Asylum, back through Uniontown, and return by the same route to the Club-house, Tenth street, between H and I streets, about 30 miles in all.

MORE SUNDAY BICYCLING.—23 Nov. three enthusiasts started from Koster & Bials, in Twenty-fourth street, New York city, for a pleasure trip. The route led up Twenty-fourth street to Seventh avenue, up Seventh avenue to Fifty-ninth street, and thence out the Boulevard and Riverdale avenue to Yonkers; then along the beautiful ridge road past Dobbs' Ferry, Hastings, and Irvington to Tarrytown. Here the party ferried to Nyack and journeyed through Piermont, Spark Hill, and Tappan; but the miserable roads finally discouraged them, and when the cyclometers marked 45 miles a station of the Northern Railroad was unanimously accepted as the terminus of the day's ride.

THE BOSTON Bi. C. held its nineteenth meeting on the 1st inst.

The usual routine business, including a very satisfactory report from the Treasurer, was attended to. Reports of the various club runs which had taken place since last meeting were submitted and accepted.

The prospectus of the proposed Granite Bridge Bicycle Track was submitted, and obtained a large number of signatures.

A request from Mr. Pitman to appear before the Club at its next meeting, and explain certain misconceptions as to his status, was read and acceded to.

The election of the first honorary member of the Club was the novel feature of the evening's business, the gentleman thus honored being Mr. A. W. Drake, of New York City, whose services in the bicycle cause the Club deemed worthy of the most special recognition it was in its power to give.

Suggestions for winter concerts and entertainments for the benefit of the Club fund were talked over, but no definite action was taken.

A THANKSGIVING MEET AND RUN IN BOSTON.

Thursday, the 27 November, opened clear and sharp, and every prospect of a good day promised. An open meet at Trinity square, at 8.30 a.m., had been announced, and in response to the invitation forty-two bicyclers were in line ready to mount at 9.15; Boston Bi. C. at right of the line, Mass. Bi. C. at left, with the Crescents, Suffolks, and the unattached, occupying the centre. After circling once around the square, they wheeled into Dartmouth street, then through Commonwealth avenue, West Chester Park, and Beacon street, to the archway at Chestnut Hill Reservoir, where a halt was made at 9.15. After circling around the reservoirs, another halt was made, and the riders separated,—the Crescents going to Newton, the Suffolks remaining at the reservoir, where a meet had been called for their club at 11 a.m., and the remainder riding toward the city, *via* Brookline. At this place another division took place, some returning to the city, and some going to East Milton, *via* Forest Hills and Milton Lower Mills. At East Milton a few of the venturesome tried speed with the skaters on a smooth piece of ice, using caution not to incline too far for the rubber to hold them from slipping, very successfully.

UNION RUN AND DINNER.

In response to an invitation from the joint committee of the Boston and Massachusetts Bicycle Clubs, five (!) riders appeared at Trinity square, Boston, on the morning of 2 Dec., for a run to Lynn and return.

As this run had been twice postponed there was an excuse for the small attendance, although no better day could be had for the trip. A perfectly clear sky, a light south-west wind, and mild temperature combined to make the run one of the pleasantest of the season. A start was made at 9.15 a.m. out through Commonwealth avenue, West Chester Park, Beacon street, the Mill Dam, to the upper bridge, to Harvard street, to Harvard square, and by North avenue to Medford, and then to Lynn, the objective point. Here an hour was spent at lunch, and at 1.15 p.m. the men were in the saddle pedaling towards Wakefield, where they arrived at 2 p.m. A short rest here, and the route homeward was taken up.

The hill beyond Malden separated the riders, and, after looking in vain for the rear guard, the leading three started on a 12-mile gait, which was kept up to Trinity square, where they arrived at 4.05 p.m., the remainder arriving thirty-five minutes later.

THE DINNER, at 6.30 p.m., at the Hotel Brunswick, was a larger success, though it must be said that the attendance from the Boston Club was comparatively discreditably thin, and there were in all but twenty present.

The viands were discussed with appetites and cheer known only to bicyclers; nor were any artificial stimulants needed. Not a bottle of wine

was opened, and a single glass only of a delicate and fragrant cordial all around was ordered by a representative of the WORLD, who presided, as an acknowledgment of compliments. The matter of the proposed Granite Bridge Grounds, of club head-quarters more ample and convenient, and other matters of special current interest, were canvassed; and anecdotes and incidents, club gossip, and good-humor abounded until a late hour. It was unanimously agreed that social meetings of this kind should be encouraged in future as promotive of better acquaintance and friendly interests among not only members, but clubs.

A GRAND MEET IN PHILADELPHIA.

The Bay State has surpassed us in almost everything pertaining to the wheel, but we Keystones rejoice in eclipsing them for once, as our meet on Thanksgiving morning in the Park was the largest yet seen on this side of the water. About sixty bicycles of all sorts and sizes, from forty-four-inch wheels up to fifty-six, and from the old stager of twenty-four hundred miles to the glistening nickel-plated hollow fork Harvard just out of the shop, making their appearance on the broad asphaltum walks north of the main exhibition building, where we so often walked in the days of the Centennial.

The meet was called for nine o'clock, and a little before that hour the shining wheels, singly and by twos and threes, approached the appointed spot. Hundreds of spectators, on foot and in carriages, assembled near, wrapt in admiration at the beauty of the machines and the skill of the riders. The Philadelphia Club were first on the ground, and a number of them rode up Belmont avenue and cut toward the Falls of Schuylkill bridge to meet the Germantown Club. At Five Points the latter hove in sight, and then all returned to the place of rendezvous, where the photographer was standing with the wagon ready for a "take." Fifty riders, with their vehicles, ranged themselves in two rows on the steps of Memorial Hall, the two clubs in front and the unattached behind, and then stood and shivered while the man of the lenses perfected his preparations. We then had a grand parade, riding singly, in pairs, and even six abreast, along the sides and around the ends of the main building, often in graceful curves and with a variety of evolutions, faster and slower, and changing as the bugler gave the calls. Many fair friends of the riders graced the occasion with their presence, and pronounced the scene most entertaining and beautiful. At eleven o'clock we went by special request into the northeast corner of the Permanent Exhibition building, which had been roped off for our accommodation, and some of those who had long since passed the stages of "timid toddling," and "wary wobbling" showed their skill in fancy riding, and marvellous performances, of which standing on the saddle and vaulting into it directly from the ground were perhaps the most difficult, while mounting and dismounting were tried in all imaginable ways. Going again into the open air we sped along the walks and drives to the north and west limits of the Park, up Belmont avenue, and along by the Ohio building and English mansion to the Catholic fountain, until twelve o'clock came, at which hour the edict of the Park Commissioners decrees that we leave their premises. We then separated, some for a foot-ball match at Haverford College, nine miles away, others back to Germantown, and others to various parts of the city, all with keen appetites for Thanksgiving dinners. Among the many horses we passed I did not see one which moved a foot out of his course, although we rode under the very noses of some of them.

In the afternoon many of us continued our wander-

ings, I for one travelling down Chestnut street, whose footwalks were so crowded with people advancing to the edge and gazing at the steel steed, that it seemed as if I was in advance of a huge parade which they had assembled to see; but my Mercury soon flew away from them, and I rode down Broad street and over Penrose Ferry bridge, doing the last of my forty-four miles in the clear light of the full moon. — MERCURY.

QUERIES AND ANSWERS

C. B. H., Tarriffville, Ct. — Q. Do you know of any second-hand 44 or 46 inch machines for sale?

S. NEWTON (in No. 1). — A. "In reply to the query in THE (BOSTON) BICYCLING WORLD, in reference to Prof. Rollinson's record prior to the sixty-hour race, we would answer as follows: — Three-mile race, for the championship of Doncaster, which he won in 9 minutes 50 seconds. His best mile, 3 minutes 5 seconds. He also made one hundred and nine miles in 8 hours and 30 minutes on the road. — *The Philadelphia Sunday Press*, 23 Nov., 1879.

COMING EVENTS

16 DECEMBER. — The West Newton Archery Club have made arrangements for a Coffee Party to be given at the City Hall, Newton, on Tuesday evening, 16 Dec. As invitations are to be extended to the various archery organizations in the vicinity, it is expected the occasion will be one of much enjoyment.

2 AND 3 JANUARY, 1880. — At the games of the Columbia College Boat Club, at Madison Square Garden, N.Y., a two-mile bicycle race, open to all amateurs. Entrance fee, one dollar. Address, P.O. Box 805, New York, N.Y.

RACES

THE SIX-DAY EXHIBITION CONTEST in the Exposition Building Chicago, resulted in favor of the English team, at 11 p. m., on the 29 November. The judges were MM. J. M. Fairfield and F. Brown, of the Chicago Bi. C.; Mr. F. P. Taylor was referee; and the scorers were MM. Wilkinson, Collins, Coufter, and Phillips. The Americans were to have an allowance of 100 miles, and at the close of the match the runs of the two highest of each team were to be taken to decide the result. The men were to be allowed to ride fourteen hours a day for six days. The track was eight laps to the mile, and was so narrow that the men drew lots for position and rank both, and started in two ranks of four and one of three. The competitors were J. Keen, D. Stanton, C. Terront, and W. Cann, of the foreign team; W. Rutland, D. Belard, and J. Nolan, of New York, T. Harrison and G. Harrison, of Boston, H. Meyer, of Pittsburg, and G. Adams, of Buffalo, of the American team.

The score at the end of each day follows, with the 100 miles added to the first day for the Americans: —

	1	2	3	4	5	6
Cann	170	313	451	590	703	855
Stanton	174	313	436	562	670	810
Terront	125		222			440
Keen	93					150
G. Harrison	252	370	500	611	729	858
Rutland	228	347	461	566	683	800
Belard	256	400	511	606	633	653
Meyer	265	350	356			
T. Harrison	203		225			
Nolan	176	225				
Adams	147					

Totals: English team, 1,665; American team, 1,658; the former winners by only seven miles.

There was a fair attendance of both ladies and gentlemen on the several days, and among the distinguished gentlemen in attendance was the Rev. Dr. Edwards, of the *Northwestern Christian Advocate*, who said he was greatly interested in "that wheel," and that he thought that at no distant day it would be utilized as an important instrument of private conveyance.

Some details of this event, and an analysis of the times made on observed miles, may be given in another number of this paper.

MANHATTAN ATHLETIC CLUB. A one-mile handicap bicycle race was an event in the games of Thanksgiving Day, the 27 November, L. H. Johnson, Essex Bi. C., winner in 3.36½. D. Roach, Dauntless Boat Club, allowed 215 yards, second, in 3.51. Mr. Johnson rode over the track in beautiful style on a new Humber racer.

CHICAGO, 3 Dec. — The sixty-mile bicycle race last night was won by Terront, beating Belard and the Harrison brothers, each of whom had a stretch of twenty miles. The best mile by Terront was in three minutes twenty seconds; he made fifty miles in two hours, fifty-five minutes, fifty seconds, and the sixty miles in three hours, thirty-four minutes, thirty-six seconds.

A SEVENTY-TWO HOUR bicycling tournament was concluded at the Mechanics' Pavilion, in San Francisco, on the 2d inst. The scores at the finish were: Eggers, 543; Merrile, 512; Bennett, 480; Boyston, 422; Dunbar, 400.

COURT REPORTS

TAYLOR v. GOODWIN, Q. B.

This case came up on appeal in the (English) High Court of Justice, Queen's Bench Division, 25 March, 1879, before Justices Mellor and Lush, on appeal from a lower court, on a case stated; and was very fully argued by counsel, and upon consideration thereof it was adjudged and decided that a *bicycle* is a "carriage," and the propulsion of it by means of a person seated on and carried by it is a "driving of a carriage." The following report of the case, including the statement, points raised by counsel, and opinions of the Court, is taken from the standard English authority, *The Law Journal Reports, Part 6, June, 1879, Vol. XLVIII., New Series.*

TAYLOR (*appellant*) v. GOODWIN (*respondent*). Case stated by justices under 20 and 21 Vict. c. 43. At a petty sessions holden at Highgate, the appellant was charged by respondent, a police inspector, with unlawfully and furiously driving a carriage called a bicycle in a highway at Muswell Hill, on the 8th of July, 1878, so as to endanger the lives and limbs of passengers thereon, contrary to the provisions of 5 and 6 Will. 4. c. 50. The evidence given on behalf of the respondent showed that on the evening in question, at 8.15 p.m. the plaintiff was going down Muswell Hill at the rate of fourteen miles an hour, on the roadway; that there were several passengers on the road, and that the appellant knocked down one of them with his bicycle.

The appellant gave proof that bicycles were introduced into the country in 1869, and contended that a bicycle was not a carriage within 5 and 6 Will. 4. c. 50, s. 78; and, further, that the Act only applied to carriages drawn by horses or other animals, but not to such as are automatic.

The justices being of opinion that the respondent was driving by propelling a bicycle on a highway at a furious rate so as to endanger the lives and limbs of passengers thereon, convicted the appellant.

The question for the decision of the Court was, whether a bicycle on which a person is seated, and which is driven by his propulsion, is a carriage within the meaning of 5 and 6 Will. 4. c. 50, s. 78, although it was not drawn by any animal, and had not been introduced at the time the Act was passed. If the Court should be of opinion that this bicycle was a "carriage," and that the propulsion of it by means of the person seated on and carried by it was "a driving of a carriage" within the meaning of the statute, the conviction was to be enforced; otherwise the complaint was to be dismissed.

Rose (*Poyser* with him), for the appellant. — The conviction was wrong. The appellant was not a "driver," neither was the bicycle a "carriage" within the meaning of 5 and 6 Will. 4. c. 50, s. 78. That statute enacts, *inter alia*, that "if any person riding any horse or beast, or driving any sort of carriage, shall ride or drive the same furiously so as to endanger the life or limb of any passenger; every person so offending in any of the cases aforesaid, and being convicted of any such offence, either by his own confession, the views of a justice, or by the oath of one or more credible witnesses, before any two justices of the peace, shall, in addition to any civil action to which he may make himself liable, for every such offence forfeit any sum not exceeding 5*l.*, in case such driver shall not be the owner of

such wagon, cart, or carriage; and in case the offender be the owner of such wagon, cart, or other carriage, then any sum not exceeding 10*l.*" Now the appellant was not a driver at all. The term "drive" means driving a beast of some kind; "ride" is the proper word to use in connection with a bicycle. It has been decided that no conviction for "furious riding" can take place under this section, because the application of the penalties is limited to persons driving their own or other persons' carriages — *The Queen v. Bacon* (1), *coram* Kelly, C. B. [*James Paterson, amicus curiæ. — The Queen v. Bacon* (1) has been overruled by *Williams v. Evans* (2).]

They also referred to the Highways and Locomotive, Amendment Act, 1878, sect. 26, where the term "bicycle" is used as well as "carriage."

Gorst (*C. S. C. Bowen* with him), for the respondent. The term "carriage" is not restricted to vehicles with wheels. "Carriage" includes anything on which men or goods are carried; for instance, railway carriages or water carriages. So also a wheelbarrow may be a carriage. Then the word "drive" is simply an old English word signifying to "to make move;" *e.g.*, to drive an ox, to drive a steam engine, to drive nails. So an engine-driver is one who makes an engine move, and a carriage-driver one who makes a carriage go.

Rose replied.

MELLOR, J. I think that the question to be determined is a simple one, and that the magistrates have come to a right conclusion.

The statute 5 and 6 Will. 4. c. 50, s. 78 is very general in its terms, and the words used are "any sort of carriage," the largest description that can be given of the term carriage. Now, though bicycles were not in vogue at the time when the Act passed, and could not therefore have been specially in the contemplation of the Legislature, I think the statute was intended to prohibit the improper use of any kind of carriage on highways which might endanger the safety of passengers.

Is this, then, a carriage? I think that it is, and that the definition given by Mr. Gorst is a correct one. A carriage need not be necessarily on wheels; for instance, it may be drawn as a sledge, so as to facilitate its use on a road. The word carriage is large enough to embrace a machine which gives a seat to a person on it, and therefore includes a bicycle. A bicycle is on wheels, and when motion is applied to it by a person guiding it, such person does all that is required, much the same indeed as a driver of an engine does to the machine he is guiding; the term driver, therefore, may be properly applied to a person who propels a bicycle. The respondent accordingly was, in my judgment, the driver of a carriage, and the justices were warranted under the circumstances in convicting him as such.

LUSH, J. I also am of opinion that the justices were right in the conclusion at which they arrived. The mischief intended to be remedied by the Legislature was furious driving, that is to say, driving at such a rate of speed as would endanger the safety of other passengers. In my judgment it is utterly immaterial what the motive-power is, so long as the lives of passengers are endangered. The Legislature, I think, intended to embrace all kinds of machines which would do the mischief intended to be provided against. Such a machine is a bicycle when it is driven at the rate of fourteen miles an hour in a populous district. Is it, then, a carriage? I think it is; it carried a rider, and was impelled by means of the rider's feet. We are therefore only carrying out the intention of the Legislature when we hold that a bicycle is embraced within the very large words "every sort of carriage."

Judgment for Respondent.

PERSONAL

MR. A. W. DRAKE, the busy and brilliant manager of the art department of *Scribner's Monthly*, was, on the 1st inst., elected an Honorary Member of the Boston Bicycle Club.

ON THE DAY before Thanksgiving, Mr. A. J. Philbrick, of the Salem Bi. C., rode over to Haverhill, twenty-three miles, and back, with much enjoyment, notwithstanding the sandiness of some of the roads.

THE POPE MANUFACTURING COMPANY has presented an elegant "Columbia" to the Old South Fair, in Boston; as it will doubtless go among the quickest sales, one brick at least of the old landmark will be saved by a new.

MR. PHILBRICK has on exhibition at the Fair of the Fire Relief Association, at Salem, a 50-inch nickelled bicycle of his own make, which is said to be one of the handsomest ever seen in this country.

THE SPACIOUS Riding School of Cunningham & Co., at 18 and 20 Pearl Street, Boston, will, on and after Monday, 15 December, be open, both day and evening, from 8 a.m. till 9 p.m., and will be under the charge of Mr. Percival, whose skill and obliging manners are so well known to the frequenters of that eldest and favorite school.

MR. J. C. THOMPSON is erecting a building one hundred and fifty feet long, and seventy-five feet wide, with an outside track twelve feet wide, for experienced riders, and an inner track eighteen feet wide, for beginners, at a cost of about \$2,000. It is located on Elm street, in the rear of the Peabody Museum; and it should be a favorite place of resort for exercise and instruction. The Nutmeggers ought to appreciate and respond to such enterprise as Mr. Thompson shows.

THE Philadelphia *Inquirer* says, anent the recent grand meet in that city, "It is to be hoped that more of these interesting affairs will be gotten up this season; and much credit belongs to Mr. H. A. Blakiston, Secretary of the Philadelphia Club, who has been untiring in his efforts to bring this healthy sport favorably before the public."

THE COURTESY and accomplishments of Mr. Hoffman, of the Chicago Bi. C., and a reporter of the *Inter-Ocean*, enable us to report the events in the exposition building in that city.

OUR EXCHANGES

PAID. — From the best evidences in the world, we are free to say, the reports in reference to Manager Mack not paying his help-bills as agreed, at the bicycle race, were wholly untrue. — *Chicago Field*.

THE BICYCLING WORLD is almost as popular as the bicycle itself. With sixteen pages double column, published fortnightly, full of interesting matter to the lovers of this exhilarating sport, it is bound to be a success — *Turf, Field and Farm*.

THE *American Bicycling Journal* ceased to exist with the last issue and the ownership passed into other hands. The present owners have changed the name to that of the BICYCLING WORLD, with the intention of enlarging its scope, at the same time carrying on the work begun by the first-named journal. Mr. C. E. Pratt, a well-known lawyer of this city, and president of the Boston Bicycle Club, is the manager and editor, and with him at the head of affairs there seems to be no reason why the new paper should not succeed. The first number is just out, and it is filled with a large amount of interesting reading matter, besides presenting a very neat and tasteful typographical appearance. — *Boston Post*, 17 Nov. 1879.

Two numbers of the BICYCLING WORLD that have been published indicate how widely the recreation of bicycle-riding has extended. The sport and the editing alike show great enthusiasm. — *The Commonwealth*.

THE bicycle not only goes ahead, but is looking up, we judge, from the fact that a paper in this interest, called the BICYCLING WORLD, to be published every alternate Saturday, at \$2.50 a year, has just been established at 40 Water St., Boston. — *The Congregationalist*.

ADVERTISEMENTS

BICYCLE PUBLICATIONS.

THE AMERICAN BICYCLER.

By CHARLES E. PRATT. 1 vol. 16mo. 75 cents.

"This little book narrates the history of the rise and progress of the bicycle, gives all needed information for managing it skilfully, has several illustrations, and, in short, is a compact hand-book of the bicycle." For sale by all booksellers. Sent, post-paid, on receipt of price, by the publishers,

HOUGHTON, OSGOOD & CO., Boston.

b.St.

BICYCLE SCORE AND DISTANCE TABLE.

For keeping record of miles run, and giving distance, to one hundred places about Boston. Published by A. S. PARSONS, care Cambridgeport Diary Co., Cambridgeport, Mass.

Sent post-paid on receipt of 10 cents.

'CYCLING.

A Monthly Magazine of Bicycling and Tricycling. Articles on "Bicycle Mechanism," by eminent writers and riders. Notices of Bicycle and Tricycle Tours in England and abroad. Photographs of machines and riders. Riding record and general bicycling information. Subscription for twelve months, one dollar. Post-office orders to be made payable to WALTER D. WELFORD, 66 Grey Street, Newcastle-on-Tyne, England.

VOSSLER'S

CAFÉ RESTAURANT.

Dealer in

WINES, FOREIGN BEERS, Etc.,

19 HAWLEY STREET, BOSTON. 8 P.O. SQUARE,
d.t.x.

BICYCLE STOCKINGS.

SOME NEW STYLES JUST IMPORTED.

LIGHT STEEL, DARK STEEL, NAVY BLUE,
ARGYLE, BEAUFORT, BUCLEUCH, MELROSE
AND HEATHER MIXTURES, CRIMSON,
MIXTURES, SANQUHAR, AND GAIRLOCH.

Extra long and hand knit, best English and Scotch Goods;
all sizes at low Prices, also,

SCOTCH CAPS AND ENGLISH JERSEYS.

HEWINS & HOLLIS,

No. 47 Temple Place, . . . Boston.
e.t.2.

BICYCLE FOR SALE.

A Columbia Bicycle, 50-inch wheel, just new and uninjured;
cost \$90; will be sold very cheap, by

REV. J. C. M. JOHNSTON,

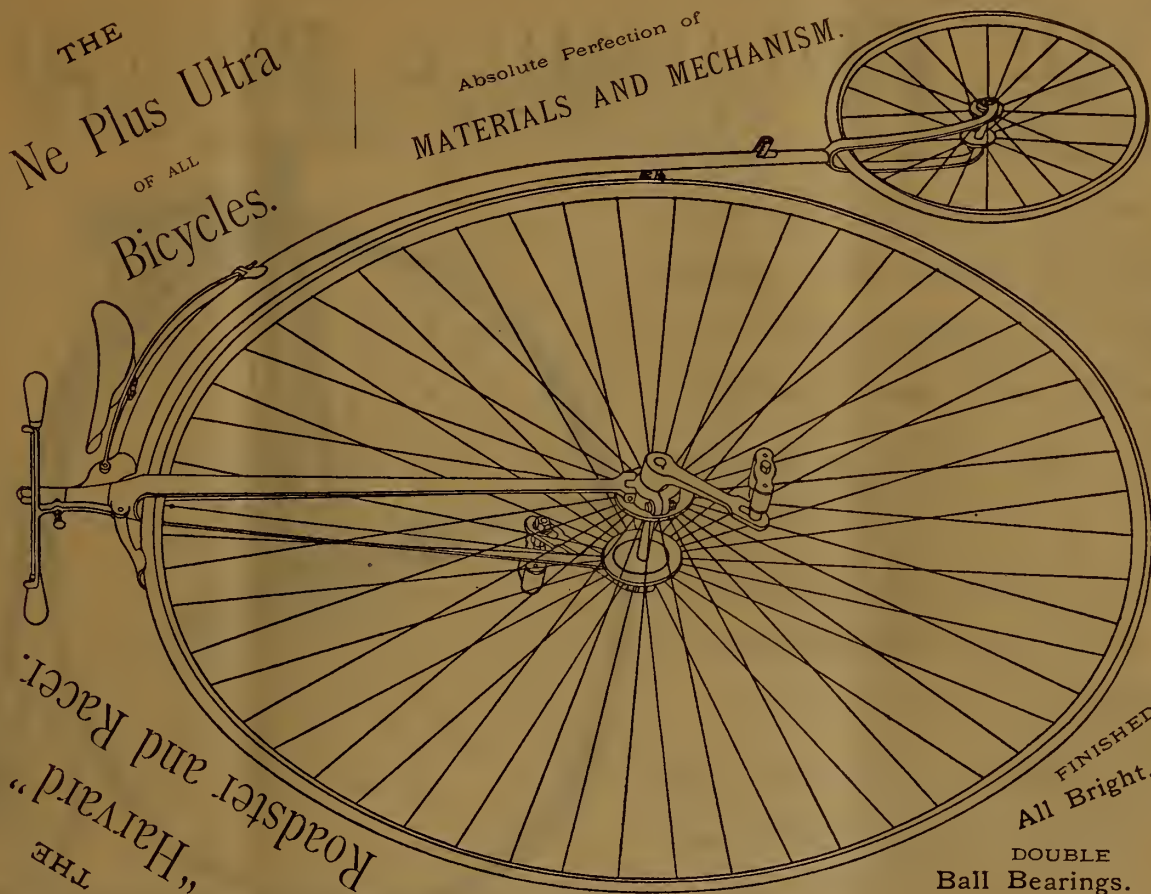
f.tx.3.

East Granville, Mass.

CUNNINGHAM & CO.,
18 & 20 Pearl St., . . Boston, Mass.

THE
Ne Plus Ultra
OF ALL
Bicycles.

Absolute Perfection of
MATERIALS AND MECHANISM.



DOUBLE
Ball Bearings.

Send Three-Cent Stamp for our Illustrated Catalogue.

ATHLETIC OUTFITS.

JOHN R. FARRELL,

TAILOR AND OUTFITTER,

BOYLSTON HALL, . . . BOSTON, MASS.

Outfitter, by appointment, to the Boston Bicycle Club.

Bicycle Club Uniforms to Order.

Bicycle and other Athletic Clubs *throughout the country* will find it to their advantage to obtain patterns, prices, and rules for self-measurement before deciding on their uniforms.

GOODS ALWAYS SENT C. O. D.

at St.

CUNNINGHAM & CO.,

No. 22 Pearl Street, . . . BOSTON, MASS.

HAVE RECEIVED A CONSIGNMENT OF THE
CELEBRATED

“CARVER” BICYCLES,

BOTH HOLLOW AND SOLID FORKS.

Sizes, from 50 Inch to 54 Inch.

d.r.t.

NOTMAN,
PHOTOGRAPHER,

STUDIO, 99 BOYLSTON ST.,

OPPOSITE PUBLIC GARDEN.

Studio Elegantly Fitted Up.

OPERATING, DRESSING,
AND RECEPTION ROOMS,
ALL ON FIRST FLOOR.

Special attention given to portraits on Bicycles and Bicycle Groups.

THE AMERICAN BICYCLING JOURNAL.

The back numbers of this pioneer journal of the sport in this country can be obtained at fifteen cents per number from

THE BICYCLING WORLD CO.,

40 Water Street, Boston, Mass.

Eighteen numbers of the “Journal” have been published, all of which, with the exception of No. 13, which are out of print, can be obtained as above. We will remit 15 cents each for any of No. 13, that may be forwarded to us.

FOR SALE. A 48-inch Harvard Medium Light Roadster, weight 40 lbs., perfectly sound, and in good condition. Has been used this season only, and will be sold at \$90.00.

ADDRESS, CASE, BICYCLING WORLD OFFICE,
No. 40 Water Street, Boston, Mass.

THE COLUMBIA BICYCLE.

This machine, a model of symmetrical beauty and perfect mechanism, has attained its present great popularity owing to its unequalled excellences as a roadster and its great durability.

The Columbia ridden by Wentworth Rollins over 1,500 miles is in perfect condition to-day. This is explained by the fact that all the wearing parts are adjustable and of hardened steel.

The Columbia is a first-class roadster, equal to the best English makes, all the parts being interchangeable.

The machine is fully warranted.



AMERICA'S FAVORITE ROADSTER.

THE POPE MFG. CO., 87 Summer Street, Boston, Mass.,
HEAD-QUARTERS FOR BICYCLERS' SUPPLIES.

We would call special attention to our *SEAMLESS BICYCLE HOSE*, shaped to the leg and double heeled and toed. The best in the market.

A COMPLETE ASSORTMENT OF
ALARM BELLS, SADDLE AND MULTUM-IN-PARVO BAGS, CYCLOMETERS, LAMPS, LEGGINGS, STOCKINGS, BICYCLE SHOES, BICYCLE STANDS,

And all other sundries used by Bicyclers constantly on hand. The following are the principal Agents for the Columbia Bicycle:—

Locality.	Name.	P.O. Address.	Locality.	Name.	P.O. Address.
New York, N.Y.	Western Toy Co.	115 West 23d Street.	Baltimore, Md.	T. W. Lawford.	10 South Holliday Street.
Worcester, Mass.	Hill & Tolman.	425 Main Street.	Herkimer, N.Y.	H. M. Quackenbush.	Herkimer, N.Y.
San Francisco, Cal.	G. L. Cunningham.	206 Sansome Street.	Haverhill, Mass.	Bridgman & Gay.	26 Merrimac Street.
Denver, Col.	E. A. Rickard.	383 Larimer Street.	Minneapolis, Minn.	Slater & Clement.	26 Wash. Avenue, S.
Washington, D.C.	H. S. Owen.	813 10th Street, N.W.	New Haven, Conn.	J. C. Thompson.	93 Orange Street.
Pittsburgh, Pa.	H. B. Thompson.	78 Fourth Avenue.	St. Louis, Mo.	Simmons Hardware Co.	9th St. and Wash. Ave.
Detroit, Mich.	W. B. Seymour.	115 Seward Block.	Indianapolis, Ind.	J. L. Hunt.	126 South Penn Street.
Philadelphia, Pa.	H. B. Hart.	813 Arch Street.	Cincinnati, Ohio.	Wagoner & Bentley.	139 Longworth Street.
Chicago, Ill.	John M. Fairfield.	279 State Street.	Cleveland, Ohio.	T. B. Stevens & Bro.	Cor. Super and Bank.
Amherst, Mass.	George F. Fiske.	Amherst, Mass.	Springfield, Ohio.	James Leffell & Co.	Springfield, Ohio.
Biddeford, Me.	R. A. Fairfield.	Biddeford, Me.	Yonkers, N. Y.	Elliot Mason.	27 South Broadway.
Lowell, Mass.	Fred A. Fielding.	125 Centre Street.	Buffalo, N. Y.	Geo. R. Bidwell & Co.	587 Main Street.
Fitchburg, Mass.	W. W. Clark.	Fitchburg, Mass.	Johnstown, Pa.	Wm. C. Rhodes.	Iron Street.
Providence, R. I.	E. C. Churchill.	No. 1 P. & W. Depot.	Louisville, Ky.	O. W. Thomas, jr.	61 West Main Street.
Trenton, N.J.	J. Y. Clark.	Trenton House.			

Send 3c. stamp for 24-page Illustrated Catalogue, with price-list, testimonials, and full information. *COMMODIOUS RIDING SCHOOL*, with competent instructors constantly in attendance.

THE POPE MFG. CO., 87 Summer Street, Boston, Mass.

a 26 t.r.l.