

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

VOLUME I. — NUMBER 4.
10 C. A COPY. — \$2.50 A YEAR.

BOSTON, 27 DECEMBER, 1879

Entered at the Post Office
as second-class mail matter.

CONTENTS

	Page		Page
Advertising	61	Headers	58
Archers and Archery	57	Invention and Manufacture	59
Club Directory	55	Literary Comment	59
Club Doings	54	Our Exchanges	60
Coming Events	00	Personal Items	54
Correspondence	52	Queries and Answers	58
Court Reports	00	Races	53
Currente Calamo	49	Relative Athletics	60
Editorial	56	Tours and Excursions	52
Glances Abroad	54	Tricycles, Velocipedes, etc.	00
Bicycles for Business			
The Clubs Reviewed.			
IV. Boston Bicycle Club	50		
V. Brockton Bicycle Club	51		
Practical Bicycling	52		
Three Days' Contest. — Ladies' Bicycle Races	53		
English Wheel Chat	55		
Compliments. — Retrospective	56		
Wanted. — Now is the Time. — "Moral Support"	57		
Bow and Arrow	57		
A New Alarm (with cut)	59		
Ice Yachting	60		
Granite Bridge Grounds	62		

CHARLES E. PRATT Editor and Manager.
THE BICYCLING WORLD CO. Publishers and Proprietors.
Address: 40 Water St., Boston, Mass. See p. 56.

CURRENTE CALAMO

Plainfield, New Jersey, is to have a bicycle club.

The Boston Base Ball Club foots up its net receipts for the year at about \$19,602, which shows a profitable and successful phase of athletics.

It is rumored that a cinder path is to be laid for the bicyclers in Washington, D.C. Also that they are to have weekly races in the Exposition Building, Chicago, during the winter.

The plot thickens for amateur athletic grounds in Boston that may be a source of pride and joy to archers, bicyclers, and a host of their cousins, in favorite out-door exercises. It looks that the dream will be realized before the apple-trees bloom. Will the site be on the Charles or on the Neponset?

There are two classes of anti-public school men. Scratch one of either, and you will find a sectarian bigot or a crafty proselytizer. The one seeks to destroy the public school because it does not train children into his church; the other seeks to capture it in order that it may. One says it is godless; the other insists that religious instruction be given there according to his method. Both are horrified at the mention of the Chinese and the Indian customs of confining the infant feet and head in moulds to give them a fashionable form against nature. They do not see, as the enlightened public does, that the child's mind and heart should grow and expand as

freely and naturally as his head and feet, and that it is as barbarous to cramp one as the other.

A certain affectation in walking sometimes noticed in our young men who have "been to Yurup," will probably be dropped now that a writer in the *Atlantic*, quoted in Our Exchanges, has so cleverly given them away on it.

"Pluck wins; you must stick on and keep it up even when it hurts," says William Cann, speaking of the races. That is as fine a truth as was ever set in Emersonian phrase, and hints at the secret of success in anything.

Harper's Weekly appears to be training its artists in the matter of bicycle sketches. It begins the wrong way, however. It should first make them riders, and they would then get the positions, motion, tricks, and forms more true to life, as well as more graceful and artistic. There are several errors in text as well, in the number for 20 December; but we must have it all the same.

The Philadelphians were naturally elated with their fine success in numbers and performance on Thanksgiving Day, and indulged in some crowing over our provincial Boston. A correspondent mentions, in another column, two larger meets in the latter city; and we remember two others, — the meet at the Suffolk Bi. C. races at Chestnut Hill, when more than a hundred bicycles were counted (there was no public announcement of the event), and the first and only meet of that club with the Boston and Massachusetts Clubs earlier this year. But we say nothing of the displays of fine company riding and club discipline at our eastern meets.

BICYCLES FOR BUSINESS.

Is it practical? What is it good for? Of what use is it? Can you save any money by it? These are Yankee interrogatories, which every new idea or invention has had to answer. Prof. Graham Bell's bright thought, the Telephone, answered them with no uncertain sound, and the result is that our cities are as thickly strung with wires as the wheels of a Harvard Bicycle; while the Phonograph, the Microphone, and the Electric light have as yet been unable to answer satisfactorily, and however interesting they may be as experiments or amusements they amount to nothing, attract little attention, no enthusiasm. We are a nation of utilitarians, and unless the bicycle can make itself useful it will not commend itself to the American people. I think that I detect among bicyclers generally a dislike to having

their metal-some steeds brought down to the common uses of business life, and I fancy that even the importers and manufacturers prefer to keep them among the *luxuries*. Bicyclers feel regarding this much as horse-men would feel at having Rarus harnessed to an express wagon, or as an amateur "Tar who plows the water" would regret to see a fine yacht transporting shingles or hay from a "down-east" port. But, my young friend of the Harvard or Suffolk Club, much as you may enjoy the bicycle for amusement or exercise simply, do not forget that there are those with whom "Life is one dem'd horrid grind;" there are those who have boys growing up to whom they wish to give the privileges which you enjoy, and every hour brings its duty, and the days are too short for the work that must be done: to such the machine which can furnish "rapid transit," and so save an hour or more a day, is a boon indeed. "Methinks no avarice is allowable, unless it be that of time," says a French author, and if your favorite steed can gain time it must be utilized. There are other reasons why every bicycler should rejoice to see "the wheel" made useful for business purposes. It cannot be denied that there is a strong prejudice against the bicycle among the horse-driving community,—whether it is an inevitable or "irrepressible conflict" remains to be seen; but the gentlemen who "hardly ever" allude to the bicycle without the use of "a big, big D," will be found, I think, always to view it as a simple toy, to class its riding with rolling a hoop, or kicking a foot-ball. Nothing will so overcome this prejudice as a recognition of the fact that the bicycler may frequently be travelling on business just as important as his whose horse resents the new rival; that the rider of the wheel is "a man and a brother" out in search of his daily bread, and using this as one of the means at his command for saving time, which we have the best of authority for saying, *is money!*

Furthermore, when the bicycle gets into court, as, alas! it must, will not its status there depend largely upon this question of utility, practicability? Do not our rights to "half the road," or to any of it, in fact, rest, to a considerable degree, upon the *use* which is made of it? Can we be shut out of the public streets if any, or many, can testify that they use the bicycle to convey them to and from business, to transact necessary affairs to do charitable deeds? I yield to no man in my admiration for bicycling as an amusement, a recreation; but I believe that in it we have enormous capabilities for facilitating the despatch of business, by furnishing quick communication from point to point, and I believe that its use for such purposes should be encouraged by all bicyclers. Until our cities emerge from their semi-barbaric cobble-stone age, of course they are left out of the question; but the application of the bicycle to business in all the smaller cities, and in the country, is entirely feasible, and thousands of business men would find it great gain, in many respects superior to a horse and carriage, to say nothing of the difference in cost. A clergyman in a recent daily paper writes earnestly in its praise as of use to his profession. Physicians find it admirably suited to their use, and I venture to say that outside of Boston there is not a physician within fifty miles around who could not make every professional call that he is required to make as easily and quickly on a bicycle as in a buggy, and be spared

the frequent runs to the window to see that "the horse is standing all right!" Bank messengers, collectors, telegraph messengers, lawyers, constables, yes, even the insurance agent and the tax-gatherer would find the bicycle a most valuable aid in the performance of their duties, and there are really few men of business who would not find it useful at times. Until the bicycle is quite largely used for practical business purposes, it will not escape sneers, nor take the rank to which its merits entitle it.

A. S. PARSONS.

THE CLUBS REVIEWED

IV. THE BOSTON BICYCLE CLUB.

As these sketches of the American bicycle clubs are not given in any order of succession, but rather as happens to suit editorial convenience and that of the respective writers, it is proper here to emphasize particularly the fact of the fatherly seniority of the Boston Club. Not only was it by several months the first of all in this country in formation, but the next two organized in this city were offshoots of it, so far as that the originators and first officers were in part from its members. Amongst these latter are the present president and secretary of the Suffolk Bi. C., and the gallant captain of the Massachusetts Bi. C. We, the founders of it, take considerable pride in putting prominently upon record that we were the very first to systematize the use of our hygienic and delectable vehicle upon this great continent, over which it seems destined to extend, and to remain as a beneficial agent to remote posterity. Among our number were, of course, the three or four who, in 1877, first started public interest in the bicycle, by riding it about our city and adjoining counties, and by describing it and its capabilities in the newspapers. It may be added that our present membership includes about all who are or have been specially active in the literary exploitation of the bicycle,—in book-form, magazine articles, special journalism, etc.; and, what may become of much significance, there are several gentlemen of the daily press among us. If any one man is to be called the father of the club system in this country it is Mr. F. W. Weston. At his office, and in response to a call of his, the Boston Club was organized Feb. 11, 1878, by some fifteen gentlemen of mature age, and mostly of business and professional pursuits. We began to have weekly runs early in March of that year, and every Saturday afternoon and holidays, with hardly an exception, for three months, a meet was had, for a ride of from 15 to 30 miles. In these we were joined by such other riders as wished; the place of rendezvous being in front of the Museum of Art, where the wide and smooth avenues offer excellent facilities for assembly and procession, and for access in several directions to the country. The novel spectacle was then a great sensation to Boston people, drawing large crowds; and, on some occasions, particularly, the services of reporters, photographers, and police were brought into requisition. During that autumn our runs were continued, though less frequent, and we had races for valuable medals. We believe the one-mile time, 3.21½, made then by our youngest member, has not yet been beaten by any amateur on this side of the ocean; and that the twenty-mile race was, and is, so far, the only long amateur road-race instituted here.

This year, not from lack of habitual riders, but from experience of the common difficulty in getting men enough to attend weekly, our outings have been at irregular intervals, in conjunction with the Massachusetts Club, and of late were expanded into the occasional two-day excursion with the same club. Ours originated these, which have extended to distances from 60 to 100 miles of the round trip, have been participated in by invited club-men from Worcester, Providence, and Salem, and from as far off as Washington, D.C., and New Jersey; and *homines bicyclicissimi* from foreign shores have joined us. These jaunts have been reported in the late *Journal* and the daily papers, and have been occasions of rare recreation and invigoration, as well as of cordial and fraternal intercourse.

The numerous advantages of belonging to a club, which cannot be specified here, do not seem understood yet by many bicyclers hereabout. Some, also, have an idea that there is a spirit of undue exclusiveness as an obstacle in the way. There may be here and there some youths who mistake the demeanor inspired by the names and the "dollars of our daddies" for the characteristics of the true gentleman; but we think that no club as a body will destroy its proper interests and influence by manifesting such a spirit. Ours, at any rate, we confidently commend to the many companionable "unattached" whom we often meet and converse with upon the road,—men of just the stamp to be desirable accessions to a live club, and who would soon find themselves repaid by the benefits of organization for the important aid which their coöperation would confer upon it.

Our membership has steadily increased, particularly in the last few months, and now includes the following names. Their locations are in Boston proper, unless otherwise indicated, D.

OFFICERS, 1879-80.

President	CHARLES E. PRATT.
Secretary	FRANK W. WESTON.
Captain	ARTHUR W. STEDMAN.
Sr. Sub-Captain	H. S. MANN.
Jr. Sub-Captain	T. N. HASTINGS.

Club-Committee.

CHARLES E. PRATT.	FRANK W. WESTON.
A. W. STEDMAN.	W. FARRINGTON.
EDWARD PREBLE.	J. G. DALTON.
	J. S. DEAN.

MEMBERS, 10 DECEMBER, 1879.

Agassiz, G. R.	36 Quincy street, Cambridge.
Allen, W. W.	27 Bowdoin street.
Armstrong, Geo. E.	40 State street.
Balch, Geo. H.	45 State street.
Brown, J. T. Jr.	504 Washington street.
Burnham, Arthur	28 State street.
*Butler, Paul	Lowell.
Byrne, S. J.	Boston Herald Office.
Cabot, E. C.	60 Devonshire street.
Cabot, Geo. E.	Cambridge.
*Curtiss, J. L.	35 Congress street.
*Dalton, J. G.	15 Edinboro' street.
Dean, J. S.	935 Broadway, South Boston.
Diaz, R. M.	374 Washington street.
†Drake, A. W.	743 Broadway, N.Y. City.
Farnsworth, E. M. Jr.	40 State street.
Farrington, Willis	Lowell.
Goddard, Geo. A.	150 Devonshire street.
*Goddard, Thacher	379 Beacon street.
Hastings, T. N.	Woburn.

Hodges, Edward C.	39 St. James street, Roxbury.
Hogan, Edward	Boston Herald Office.
Kempton, H. S.	Boston Herald Office.
Kidder, N. T.	2 Newbury street.
Lowry, E. F.	133 Dale street, Roxbury.
*Mann, H. S.	42 India street.
*Marsh, Chas. B.	Tewkesbury.
Morison, S. L.	84 Beekman street, N.Y.
Pecker, F. S.	122 Summer street.
Perkins, Chas. B.	47 Beck Hall, Cambridge.
Pratt, Charles E.	40 Water street.
*Preble, Edward	23 Beacon street.
*Sherwin, Edward	8 Exchange place.
Sibley, H. C.	40 State street.
Smith, F. W.	Harrison square, Dorchester.
*Stedman, Arthur W.	122 Summer street.
*Tilden, C. L.	117 Milk street.
Ware, Arthur L.	85 Milk street.
*Weston, Frank W.	178 Devonshire street.
White, Frank D.	39 Matthews Hall, Cambridge.
*Whitney, W. R.	335 Washington street.
Wood, A. E.	Northboro.
Woodman, A. L.	40 State street.
*Woodward, Geo. B.	199 Washington street.

*Original members; as were also: A. D. Chandler, Arthur Cunningham, Sidney Heath, Harold Williams, all of Boston.

†Honorary members.

V. THE BROCKTON BICYCLE CLUB.

Our club was formed, 1st June, 1879, with nine members, which number has since been augmented to fourteen. The suit chosen was one of gray flannel, with blue trimmings, and blue stockings. Our business meetings—what few have been held—have taken place in the rooms of the Belmont Club, who have generously placed them at our disposal for such purposes. Although excursions in the suburbs and to the surrounding towns, in parties of four or five, have been frequent during the season, we have succeeded in getting our entire force together for a meet *only once* this season. In fact there has been a lack of interest manifested *as a club*, and also an entire want of discipline, such as a club undoubtedly needs in riding together. Now, however, that the season is over, active steps are being taken for an entire reorganization of the club for another year. A suitable club-room is being talked up, and a new and neater suit, new badge, and club colors, will probably be the result, while we think that a large number of new members will be added in the spring.

Nothing of interest has happened to our fraternity excepting the trial at Plymouth, where we obtained an acquittal, and hereafter, by the decision of the court, bicycle riding on Sunday becomes perfectly lawful. Reference to the case has already been made in your columns, however, and therefore it is unnecessary to go into the details. Suffice to say, the case has been watched with great interest, not only by the lovers of the sport, but by the entire community, whose sympathy and offers of assistance, should the case be decided against us, were thoroughly appreciated, and will ever be gratefully remembered. Racing has been practised but very little among the members, notwithstanding the fact that we have one of the finest half-mile tracks in the country at our disposal, as well as splendid roads leading to all the surrounding towns. Mr. F. H. Johnson, our fastest man, has distinguished himself by winning three first prizes at different agricultural fairs this fall, his fastest time for one mile being 3.36. The officers and men now belonging to the club, with their addresses, are here given.

MEMBER.

OFFICERS, 1879-80.

<i>President and Captain</i>	R. W. SHAW.
<i>Secretary and Treasurer</i>	FRED B. HOWARD.

MEMBERS, 1 DECEMBER, 1879.

Bryant, W. H.	392 Main street.
Churchill, F. P.	141 Montello street.
Hall, D. E.	Cor. Cottage and Bartlett sts.
Howard, F. B.	Home Nat. Bank, Main street.
Johnson, F. H.	Cor. Pond and Belmont streets.
Marshall, C. S.	141 Montello street.
Shaw, E. H.	Cor. Main and Green streets.
Shaw, K. W.	Goddard & Shaw, High street.
Sweatt, W. B.	392 Main street.
Severance, H. C.	Cor. Main and Ward streets.
Severance, W. H.	Cor. Green and Pond streets.
Thompson, E. M.	391 Main street.
Washburn, George	Brockton House, Main street.
Wood, W. B.	Cor. Main and Church street.

TOURS AND EXCURSIONS

FROM BROOKLYN HEIGHTS TO CONEY ISLAND AND RETURN. — Four members of the Brooklyn Bicycle Club participated in what proved to be a most enjoyable run on Saturday, the 22d Nov. The start was made at 3.30 p.m. from the corner of Montague and Clinton streets, along the smooth asphalt pavements of Clinton street, Schermerhorn street, Flatbush avenue, Seventh avenue, and Sackett street, to Prospect Park, $2\frac{1}{4}$ miles; thence along the gravel and asphalt footpaths of the Park to the Windsor Terrace entrance, $2\frac{1}{4}$ miles; and along the Boulevard (macadamized), which was in fine condition, to Brighton Beach, Coney Island, 6 miles, 4.50 p.m. Returning at 4.56 p.m., Windsor Terrace was reached at 5.28 p.m., and the starting point at 6.10 p.m. Total distance, 21 miles. Riding time, 2 h. 21 mts. The first half of the run was made in the face of a strong, and somewhat cold, south-westerly wind; it need hardly be said that the extra work this necessitated was amply compensated by the slight exertion required to cover the homeward trip, which, adding to the pleasure, was ridden by moonlight. G.

INDIANAPOLIS, IND., 1 December, 1879.

Editor of The Bicycling World:—

It rained nearly all the week till Saturday, when it began to shine. Sunday, 16th November, my friend and I left the Court-house at Indianapolis at 7.20 a.m., and rode east. After leaving town, the pike was muddy on to Irvington (1 m.), where my companion turned back. The road steadily improved; Cumberland (7 m.) was reached; here I met an old schoolmate and chatted a few minutes; then pushed on to Philadelphia and Greenfield over a road as level, hard, and smooth as a floor. Here I stopped to oil, and a large crowd collected. I mounted and rode three miles, when to my disgust I found the pike was ended, and the mud on the road from six to twelve inches deep. I dismounted (25 m. from Indianapolis) and led south 100 yards or so, on another road of this description, and took the R.R.; it was so poorly ballasted that I could not ride without great risk. I walked. I soon came across two tramps who, I think, had designs against my wheel, if not me. I, unobserved, got my 38 cal. S & W. in readiness, and paid no attention to them as they followed. At 12.30 I stopped at a farm-house, ate dinner, and rested an hour, and then finished this 6 miles of railroading on foot. At 2.30 I reached Charlottesville (30 miles from Indianapolis), where I took the road again; one mile of mud road, then fine pike on to Raysville (5 m.). Thus far the country had been flat; but now there was a hill to descend across Blue River, another to ascend, etc., over fine roads, to Louisville (43 miles in all), where I arrived at 4.30. Here I stopped at the hotel and slept and ate. All day I had had a favoring wind. Next morning it was cold, cloudy, and raw. I took the

road at 6.30, with a strong head-wind, rode steadily on over fair rolling gravel roads till 11 o'clock, when I arrived at Richmond. Here I stopped at some relatives, but little the worse for my 70 miles' ride, the last half-hour in the rain. I was thoroughly chilled by the cold wind, and barely succeeded in getting thawed out by night. HOOSIER.

PRACTICAL BICYCLING.

A Worcester correspondent furnishes an instance:—

The Worcester Bi. C. announced their claim to the honor of making the most practical use of the bicycle on record, in a recent number of the late departed *Journal*, where the achievement of a member of this club in carrying a piece of timber, four inches by two inches, and twelve feet long, a distance of half a mile, was set forth. It might have been added that this was done purely as a matter of business, also that the gentleman was in the habit of carrying, with the utmost ease, bundles of hardware weighing fifteen pounds or more. And now the W. club offer more evidence in support of their claim.

This same gentleman, Mr. John A. Dean, has recently returned from a five months' business trip through northern Massachusetts, New Hampshire, the western part of Maine, back through New Hampshire, over a large portion of Vermont, down the Connecticut valley as far as Hartford, and back to Worcester via Springfield.

He is agent of a manufacturers' supplies firm, and carried all necessary samples with him, visiting all mills and manufacturing concerns on his route. The average distance per day was at least thirty miles, and not more than twenty days were lost in the whole five months, making the total distance over three thousand miles. The machine was a "home-made" one, weighing about sixty pounds.

Mr. Dean reports the roads much better than he expected; on an average not more than one mile in fifteen was necessarily walked, and a run of ten miles without a dismount was a common thing; while rarely as long a run as twenty miles was made without a stop. As a result of this experience Mr. D. shows a gain in flesh of twenty pounds, and a state of general physical improvement which is very marked. The distance was covered in less time than was possible by any other means, even including railroads, and he was enabled to penetrate districts which would have been entirely overlooked by any other means of travel.

[The machine referred to was one made by Hill & Tolman, of that city, as an experiment, we believe, early in 1878. — ED.]

CORRESPONDENCE

BOSTON, 15 December, 1879.

DEAR SIR:—In the last number of the BICYCLING WORLD there is an article signed "Mercury" in which the writer makes the statement that Philadelphia has witnessed the largest gathering of bicyclers yet seen on this side of the water. I beg leave to correct this statement. At the 20 mile road race given by the Boston Bicycle Club, Nov. 27th, 1878, at the Chestnut Hill Reservoir there were present seventy-five bicyclers; and at one time there were sixty-four in line waiting to be photographed: but owing to an accident the picture taken was never brought out.

Yours truly,
E. W. POPE.

RACES

KNICKERBOCKER Athletic Club. A ONE-MILE bicycle race was held at the winter meeting of this club, at Madison Square Garden, N.Y., on the 6 December, 1879. J. Faley, Greenpoint, L.I., first, in 4.01½; J. Rolfe, Zephyr, B.C. London, Eng. second by 200 yards; R. Fitzgerald, distanced. The track was too heavy for good time.

NEW JERSEY Athletic Club. At the first fall games of this club, at Hoboken, 1 November 1879, a THREE-MILE bicycle race was run. J. Faley, Greenpoint, A. C., first in 16.40; G. C. Meinell, Kn. A. C., second.

COLUMBIA College Athletic Association, fall meeting, 8 Nov. 1879, — TWO-MILE bicycle race. W. T. Lawson, first, in 8.32½; W. K. Otis, second.

TWENTY SECOND Regiment Athletic Club games were held on 12 December, at the armory, West Fourteenth st., New York, where a track of sixteen laps to the mile had been laid out on the floor. A TWO-MILE bicycle race was one of the events, wherein A. R. Groat, Co. F., was first, in 9.40½; and C. F. Lute, Co. F., was second by 140 yards.

A THREE DAYS' PROFESSIONAL CONTEST.

The first three days' professional bicycle race in California commenced on Saturday, Nov. 29th last, and was carried to a successful termination. The *locale* of the contest was the Pavilion, where a track six laps to the mile, with easy corners, had been carefully and accurately laid out by Mr. Humphreys, the City Surveyor. The track had a boarded floor, was fifteen feet wide on the stretches, enlarged to twenty-five feet in width on the corners, and would have been exceedingly satisfactory but for the fact that one end was nearly five feet higher than the other. This made literally "up-hill work" of a large proportion of the distance, which fact should not be forgotten in comparing the record of this with other races.

The following is a list of the competitors:—

Name.	Age.	Height.	Weight.
F. T. Merrill,	21	5 ft. 7 in.	118 lbs.
W. Royston.	23	5 7	135
H. C. Eggers,	24	5 5½	140
W. A. M. Dunbar,	27	5 8	143
D. H. Barnes,	20	5 2	128
A. A. Bennett,	20	5 6½	140

The race was governed by the usual rules, and Col. Shaw, well known for his interest in athletic sports, officiated as judge and starter. The score was kept by an efficient staff under the colonel's supervision.

Promptly at 11 p.m. the contestants were started, Merrill and Bennett at once assuming the lead. At the first corner Bennett fell, but was luckily avoided by the rear riders. Bennett remounted immediately, at once set to work to regain the position he had lost; and in five laps he accomplished his object, and passed Merrill, amid the tumultuous applause of the spectators. A steady pace was maintained by the other contestants, varied only by occasional spurts, which the unsophisticated audience seemed to enjoy amazingly. At 1 a.m. on Sunday, the score stood as follows:—

Bennett, 26 miles.	Dunbar, 23 miles.
Merrill, 25 "	Royston, 22 "
Barnes, 23 "	Eggers, 22 "

During the day Merrill succeeded in wresting the first position from Bennett. At 10 a.m. Merrill completed the first one hundredth mile; and soon after, Eggers, who had lately been unobtrusively increasing his speed, assumed the first position, and at 3.45 p.m. completed his 150th mile. At 1 a.m. on Monday, the score stood as follows:—

Eggers, 214 miles.	Royston, 183 miles.
Bennett, 202 "	Dunbar, 171 "
Merrill, 200 "	Barnes, 157 "

The noticeable feature of to-day's running was a plucky attempt on the part of Bennett to close the gap between Eggers and himself, and to capture the lead. The spirit of this infused itself into Merrill, who also put on steam for the occasion, and at one time actually succeeded in leading Bennett. After this feat he retired to his tent, and, upon reappearing, found that Bennett had succeeded in getting within seven miles of Eggers, and several miles ahead of Merrill, after which he too retired

for a brief rest. Another feature in to-day's racing was the withdrawal of Barnes, who, finding himself at 9 a.m. some 120 miles behind the leader, concluded that he should enjoy finishing the race in the rôle of a spectator, and acted accordingly.

At 1 a.m., on Tuesday, the score stood as follows:—

Eggers, 400 miles.	Royston, 321 miles.
Merrill, 365 "	Dunbar, 272 "
Bennett, 362 "	Barnes (retired), 184 miles.

At 7 p.m., on Monday, Dunbar had his first tumble, and unfortunately landed on his wrist, which had been sprained previous to the race. This caused his temporary retirement; but after a few hours he reappeared with his wrist done up in bandage, and pluckily continued the race.

The first half of the last day's racing was rather tame, the men, by the advice of their trainers, devoting considerable time to repose, preparatory to the last phase of the contest in the evening. Towards noon, however, the interest became sustained again, all the riders being on the track, and Bennett being engaged in a final attempt to wrest the second position from Merrill. In this he was not successful, Merrill not only retaining his lead, but increasing it every lap during the last hours of the running, until at last a rumor among the audience, to the effect that he was trying to capture the first position from Eggers, added to the excitement. Eggers however, felt too sure of winning to suffer himself to be discomposed, and continued his steady pace throughout, only varying it for occasional spurts with the others as opportunity offered. At the close of the race the popular interest mainly centred on Dunbar, who, although in considerable pain from his injured wrist, continued pluckily along in what was evidently to be a "touch and go" attempt to complete the 400 miles which entitled him to the return of his entrance money. At nine o'clock, while on his 380th mile, he again fell at one of the corners, and retired to his tent, having fallen on the same wrist again. This was supposed to be a final withdrawal, but in ten minutes he reappeared, mounted his machine amid the encouraging plaudits of the spectators, and succeeded in completing his 400th mile at 10.58 p.m. Time was called at 11 o'clock, the following being the result: Eggers, 543 miles, 1 lap; first prize, \$500. Merrill, 512 miles, 1 lap; second prize, \$300. Bennett, 480 miles, 3 laps; third prize, \$200. Royston, 472 miles, 1 lap (saved his entrance money, \$50). Dunbar, 400 miles, 2 laps (saved his entrance money, \$50). Barnes, 184 miles (retired on Monday).

It is stated that Eggers intended to donate his prize to the German and other hospitals, having contested in the race solely for amusement and practice. Financially the contest was moderately successful in spite of the rainy weather which prevailed almost incessantly during the whole three days, but the popular interest has proven sufficiently strong to warrant the management in preparing for another contest.

LADIES' BICYCLE RACES.

The most novel, and, as it proved, one of the most attractive features in the three days' Frisco race were competitions by feminine aspirants to 'cycling fame. These were three in number, viz.:—

Miss Lizzie Baymer, age, 18; height, 5 ft. 6 in.; weight, 143 lbs.
Mrs. Martin, " 25 " 5 " " 104 "
Miss Addie Lee, " 21 " 5 " 4 " " 125 "

Miss Baymer and Miss Lee rode 50-inch wheels and Mrs. Martin one of 42 inches, all of English make.

The first race consisted of a two hours' run, and was started at 8.30 p.m. on Saturday, 29 Nov. Each of the ladies wore a handsome and appropriate costume, and proved themselves to be graceful riders. From the beginning it became apparent that Miss Baymer was capable of the greatest speed of the three, and at once assuming the lead she continued to increase it to the end. On the last lap Miss Lee, while spurting, took a "header," but remounted immediately and came in a good second; Mrs. Martin, third. The distances were as follows: Miss Baymer, 18½ miles; Miss Lee, 15 miles; Mrs. Martin, 12 miles 5 laps. The announcement that the ladies would ride again on the next evening was received with enthusiasm.

The second race was of one hour's duration, and was started at 8 p.m. on Sunday, 30 Nov., the result giving Miss Baymer 9 miles 4 laps; Miss Lee, 7 miles 3 laps; and Mrs. Martin, 7 miles.

The third race was also for one hour, from 8 p.m. on Mon-

day, 1 Dec., in which Miss Baymer won, making 11 miles 1 lap. The fourth race, Tuesday, 2 Dec., at 8 p.m., one hour, was between Misses Baymer and Lee, and was won by the former, who covered 11 miles, Miss Lee a good second. After this race Miss Baymer rode one mile against time in 4 m. 52 s.

CLUB DOINGS

CHAUNCY HALL BI. C. made a run to Lynn on Saturday, 13 December.

COLUMBIA COLLEGE BI. C., formed 11th November, 1879, with fifteen members and officers. President and Captain, W. T. Lawson, '82; Secretary, W. K. Otis, '82; Treasurer, B. P. Clark, '82; Lieutenant, A. A. Cohen, '81; Bugler, R. H. Sayre, '81. Colors, those of the College, — white and blue. Costume and badge not decided.

KEYSTONE BI. C. — A number of the unattached bicyclers of Pittsburg, Penn., met in Bicycle Hall, on Fourth Avenue, in that city, on the evening of 11 December, 1879, and completed the organization of the Keystone Bicycle Club, choosing the following officers for the ensuing year: Pres't, S. M. Brown; Captain, E. J. Waring; Sub-Captain, L. C. Barton; Secretary, C. J. Clifford; Treasurer, U. G. Von Bonnhorst.

NEW YORK BI. C. — A meeting of bicyclers was held at 22 Nassau, street New York, on 18 December, and a club formed under the name of New York Bicycle Club. Mr. C. K. Munroe was elected President, and Mr. Kingman N. Putnam, Secretary; address, 54 Wall street, New York, N. Y.

TIVOLI BI. C. — This club was organized at Tivoli, on the Hudson, one hundred miles above New York, 1st December, 1879, with a small present membership, but a prospect of increase; and the officers elected were: Captain, H. M. Fairchild; Sub-Captain and acting Secretary, O. D. Wilkinson, of the Trinity Military Institute. Colors, dark blue and silver.

WALTHAM BI. C. has elected Mr. Walter D. Hatch its president for the ensuing year.

GLANCES ABROAD

THE BICYCLE TOURING CLUB already numbers 923 members on its books.

WEST INDIES. — It is reported that the roads are very good, and bicycling is already a success at Port-of-Spain, Trinidad.

AUSTRALIA. — The duty on bicycles imported has there been raised from 27½ per cent. *ad valorem*, to £10 specific on each bicycle.

SWITZERLAND. — Mr. Louis Delapraz, President of the Geneva Bi. C., reports that his club numbers nearly forty members, and that the bicyclers and tricyclers are in great number there.

FROM SCOTLAND. — Accounts are that clubs are springing up everywhere; the latest being at Dunbarton and Ayr. The Bicycle Touring Club has about thirty consuls in Scotland; and bicycling has gained more ground there this year than in any previous one.

NEW ZEALAND. — The first annual meeting of the Pioneer Bi. C. was recently held for transaction of business at the Commercial Hotel, Christ-Church, New Zealand. Officers were elected, of whom Mr. E. C. Farr is secretary. A Club Handicap Race of five miles was voted to be held on 11 October; the head-quarters were changed from the Commercial Hotel to the new post-office building, and a motion was carried "that it be compulsory for every active member to attend the club-runs at least once a month."

THE SPORT VELOCIPEDIQUE PARISIEN had a race meeting at Neuilly on Sunday 9, Nov., for the professional championship of Paris. The distance was about five miles (8,000 metres), and the championship was won by Chas. Hommey, Jules Terront (brother to Chas. Terront, now in this country), second.

CHAMPIONSHIP OF WALES. Three races, five, ten, and twenty miles, respectively, were run at Llanelly park, Wales, on the 25 and 29 November; the winner of either two to be declared the champion. G. T. Edwards won the first, in 17.32; J. C. Mercer won the second, in 38 minutes, and the third in 1 h. 19 m. 33 s.; and the latter, therefore, won the championship.

AT THE LLANELLY (Wales) Bicycle Club races on 4 Nov, there were 6000 spectators. A prize was offered for a "Bone Shaker" race, but as only one machine of this type appeared on the ground, the race was abandoned. The one-mile race was won by W. B. Roderick in 3m. 07s. The two-mile race was won by T. Davies in 8m. 17s. The five-mile race was won by G. T. Edmund in 17m. 45s. The five-mile (open) race by Geo. Ace in 17m. 56s.; and the ten-mile race for the captaincy of the club by G. T. Edmund in 35m. 21s.

YOUNGSTERS. — *Cycling* reports a race at Surbiton between J. R. Dean (seven years of age) and Hugh Donald (aged six years) as "a rare treat." Distance, one mile; Dean, winner, over Donald with 75 yards start.

AT A 100-MILE RACE at Bingley Hall, (eleven laps to the mile) Birmingham, Lees won over Waller, Phillips, and Patrick (Waller and Phillips falling badly) in 6.35.5.

L. FLETCHER, of the Birkenhead Bicycle Club, recently rode from Birkenhead to Aberystwith and return, a distance of 227 miles in 24 hours.

THE ONE-MILE bicycle race of the London Athletic Club, held at Stamford Bridge on the 1st Nov., was won by J. R. Hamilton in 3m. 3½s.

A NOVEL LECTURE in the deaf and dumb language was given in the St. Peters school-rooms, Islington, London, on the 10th of November. The subject was, "London to Scotland by Bicycle," and the lecturer was one of England's most noted bicyclers, whose *nom de plume* "Faed" is familiar to most English riders. Totally deaf himself, and a master of the gesticulatory art, he held the audience of over a hundred persons dwelling on his words, as with vivid pantomime he described the scenes and incidents of his journey. The weird motions of the lecturer, the solemn stillness of the room, broken occasionally by the gurgling sounds which accompanied the gestures of approval, sympathy, or delight, from his audience, made a scene not to be easily forgotten by those who witnessed it, and it is pleasant to record that "Faed's" kindly efforts to amuse his afflicted audience were a complete success.

PERSONAL

THE FOREIGN "team" of bicyclers has gone back to England. It is probable that some of them will return in April. It is to be hoped that the public will find less suspicion of hippodrome about their next appearance here.

THE COLUMBIA Bicycles in the Old South Fair, Boston, went, the first, to Mr. W. E. Parmenter, and the second to Mr. J. C. Holman. They brought \$127, and \$100, respectively, to the fair, but cost the takers only the price of raffle tickets.

BREWSTER HALL, corner of Fourteenth street and Fifth avenue, New York, was opened on Monday, 22d inst., as a riding school and salesroom for bicycles, by Mr. Wentworth Rollins.

IT IS REPORTED that Mr. J. A. Lafon, president of the Essex Bi. C., will resume bicycle riding in February, and will, during the coming season, give some of our fleet amateurs opportunities for which they have been aching, on the path.

THIS WEEK the Pope Manufacturing Co. have begun the shipment of Columbias to Vera Cruz.

AT A MEETING of the Executive Committee of the National Association of Amateur Athletes of America, held on Thursday, 4 December, instant, that body unanimously refused to reinstate Mr. W. R. Pitman as an amateur; it was resolved to accord him a personal hearing at any time when he may be in New York and desire it. This was the second hearing in the matter, and we understand that Mr. Pitman was notified and requested to be present at both, but was unable to attend either.

CANN and Terront were in Boston last week; the former says "that our American bicyclers, whom he has met on the track, ride well, but they haven't had experience enough;" "they'll have to practise a good deal before they can ride eleven hundred miles in a week." His address is: William Cann, Sheffield, England.

G. HARRISON is credited with showing a good degree of pluck and persistency at the Chicago races.

T. HARRISON is at the Brewster Hall Riding School of Mr. Wentworth Rollins, in New York.

MR. W. H. CHRISTY, some years resident in Chili and other countries of South America, whilst on a visit to Boston has added bicycling to his other accomplishments; and "when this cruel war is over" he will doubtless report some Chilian experiences on wheel.

AT THE WINTER exhibition of the Chicago Athenæum in its gymnasium, J. G. Blair rode a bicycle one mile in 4.52 $\frac{3}{4}$.

BY THE KINDNESS of some one we have been favored with a fine photograph of the bicyclers who looked out "for the bird" before Memorial Hall, Fairmount Park, Phila.

THE RIDING SCHOOL and salesrooms under the enterprising management of Mr. H. B. Thompson, Pittsburg, Pa., have been transferred from 78 Fourth Avenue, to 94, 96, 98, and 100 Fourth Avenue, that city. These latter quarters afford a hall 200 feet long, in which Mr. Thompson has laid a track with raised corners; and here he expects and deserves to do a largely increased amount of business.

MR. ELLIOTT MASON reports progress at Yonkers, N. Y. He has ridden 403 miles upon the roads there since 18 October, mostly going to and from business. The fine weather and good roads there coax bicyclers out by train from New York, to return hungry and impatient at the slow-moving cars.

THE BICYCLE has not gone into politics much thus far; but the President of the Boston Bi. C. was, on Tuesday, the 9th inst., elected, for the third time, a member of the City Council of Boston.

It is stated that a prominent member of the Massachusetts Legislature is about to become president of another bicycle club.

OUR THANKS are due to Mr. L. H. Johnson, Captain of the Essex Bi. C., for other favors, and for a fine photograph of himself, mounted, and in the form and costume so familiar on the path and the long country road.

MR. HERBERT W. Knight, the accomplished secretary of the Essex Bi. C., has resigned the office in which he has been so useful; but he will still be one of the ornaments and good fellows of that brilliant club.

ENGLISH WHEEL CHAT.—Spokes from *Cycling*. Advice to riders who want to tear along public thoroughfares at more than ten miles an hour; stay at home.

—It is noticeable that America and France, each of which claims to have invented the bicycle, have lagged wofully behind England, in adopting it as a popular means of locomotion.

—The riding season is over for the majority, and the time has come when when we sit round the fire in the club-room, with cigar or pipe, recounting to willing and appreciative ears the tours, jolly runs, spills, or narrow escapes we have had in the past season. This is also the season for those pleasant reunions yecept social evenings.

—It was an artful London Bicycle Club that added a billiard table to its club-room, to keep its members together in the winter months; and if its numbers are not considerably augmented before next season, they ought to be.

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, W. K. Otis, 108 W. Thirty-fourth street, 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, Edmund R. Bellman, 584 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.—Sec'y, 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.
 NEW YORK Bi. C.—Secretary, Kingman N. Putnam, 54 Wall street, New York, N. Y.
 PHILADELPHIA Bi. C.—Secretary, H. A. Blakiston, 3905 Chestnut street, Philadelphia, Pa.
 PRINCETON COLLEGE Bi. C.—Secretary, Thomas S. Clark, Princeton, N. J.
 PROVIDENCE Bi. C.—Secretary, E. C. Churchill, 1 Prov. and W. Depot, Providence, R. I.
 SALEM Bi. C.—Secretary, Dr. C. A. Buxton, 246 $\frac{1}{2}$ 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.
 TIVOLI Bi. C.—Secretary, O. D. Wilkinson, Trinity Military Institute, Tivoli, N. Y.
 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, 27 DECEMBER, 1879

COMPLIMENTS.—When this paper reaches most of our readers, they will already have enjoyed a "Merry Christmas." We wish you, dear reader, many pleasant memories of the holiday, and we greet you in advance with a "Happy New Year."

Merry bowmen, happy wheelmen, may the coming year bring them health and joy and plenty of good companionship.

As we write, the snow is falling deep, and our exchanges tell of a cold wave which has made the mercury crouch low in the tube. Our Montreal comrades are doubtless tying the light show-shoe and smoothing the swift toboggan. *Acris Hiems* holds us all of the North to a second choice of recreation. But in the sunny South the silent wheel and the noiseless arrow are not laid by. They fly, twin delights, around the world, and not on them does the sun ever set, or the winter place a complete blockade.

RETROSPECTIVE.—At the reading of this paper another year draws to a close. In the bicycling world it has been a successful one. Abroad, nearly all the previous "fastest times" by amateurs have been ex-

celled, and the achievements of professionals in long competitions have exceeded everything before. Touring on wheel has been extended nearly all over Europe. The bicycle has acquired a sale and use in nearly every quarter of the world,—South America, Mexico, the West Indies, India, Japan, Australia, and South Africa. Improvement in the machine has been carried to what seems almost perfection. The manufacture has been carried to such an extent that in many cities, Coventry for instance, it is the leading industry, and competition and large stocks on hand have made prices very favorable to the users. The bicycle has become, and is recognized as one of the world's vehicles. At home, progress has been healthfully slow, but steady and sure. The year 1878 opened with scarce a dozen riders on this side the Atlantic; it closed with about three hundred riders, and five clubs. During the past year the number of clubs has increased to thirty-four, and the number of riders may be safely set down at twenty-five hundred of those owning machines, and a thousand more of the "graduates" of riding-schools who are not constant wheelmen, but have, as most gentlemen will in the near future, the accomplishment of being able to use the bicycle on occasion. During the year excursions and touring have come to the front. The numbers of races and of skilful competitors have far exceeded those of the previous year, and the public has been awakened to a considerable degree of interest in this humaner fashion in sport. In literature the year has been fruitful alike in written page and in graphic illustration of this theme. Not only has there been a steady growth in this interest in Boston, where it began but fresh and warmer enthusiasm has been awakened in many cities, as for a new discovery, notably in Philadelphia, Pittsburg, New York, New Haven, Chicago, and Cambridge.

Archery had, chiefly in the West, its revival wave here a year or two before bicycling; but the closing year has seen a rapid advance of this art, and a development of it in the East which in 1878 was scarcely thought of this side the Alleghanies. Though the votaries of the swift-winged arrow have a history reaching beyond the time when Hagar sat "as it were a bowshot" from her child, or when Isaac directed Esau to "take now, I pray thee, thy weapons, thy quiver and thy bow, and go out to the field, and take me some venison," yet they had been new and few with us; and since the Indian swapped his bow and pipe for rum-flask and musket, there have never been so many archers in this country, nor have the usés and charms of the bow been so nearly understood by the public at large as they have become during the past year. With the formation of the Eastern Archery Association, and the many clubs within its jurisdiction, this promises to be one of the leading sports and diversions of New England, as well as of the country at large.

We venture the prediction that the interests of both bicycling and archery will spread, through 1880, with an unprecedented blaze and brilliancy.

WANTED. — We wish and intend to present our readers, at an early date, with a synopsis of all the amateur bicycle races of the year 1879. That we may prepare this accurately, we ask those who have taken part in these contests, or who have reliable data from which to report them, to forward us, as soon as possible, brief but particular accounts of the races they know of, giving date, place where held, auspices, track, competitor's names in full, times, distances, whether handicap, scratch, or flying start, prizes, and any other points of interest or importance. Such favors will be appreciated, and will enable us to give a full and reliable record.

We also invite condensed accounts of tours, excursions, and practical uses of the bicycle, from those who have taken part in such during the past year, which have not already found place in our columns. We think that these would be specially acceptable reading for the winter weeks to many of our readers, and would make a pleasant record.

We extend the same invitation, *mutatis mutandis*, to our Archery readers. Target contests, roving shoots, hunting experiences, or toxophilic incidents of interest of any kind, will find a welcome.

NOW IS THE TIME to secure for Boston and the country a suitable racing-path and practice grounds for our politer sports. The need of this provision was ably presented by "Suffolk," in our last issue. In this is set forth in prospectus an opportunity which ought to be availed of promptly and heartily. The Granite Bridge Grounds, if constructed, will afford the first suitable school for fast riding here, and make an attraction for good riders from abroad to visit us. They will also bring the meetings of the Eastern Archery Association to a range suitable for their attractions and good marksmanship.

"MORAL SUPPORT." — We clip the following from the *Marblehead Messenger*. The caps are ours. "Subscriptions to the *Messenger* are beginning to come in now. Most of our old subscribers will renew, and we should like to have one hundred additional names. That is where a paper gets its moral support." So should we. As often as once a month. The response of our appreciative friends so far leads us to expect that thro' the coming year. We could not have turned the phrase half so neatly as our contemporary has, — perhaps not as insinuatingly; for we do want the \$ as well as the "moral" support — both being equally necessary to a good paper. The readers of both journals will doubtless see the point.

ARCHERS AND ARCHERY

BOW AND ARROW.

The interest manifested in the use of these implements in this country during the last season was so universal as to insure beyond a doubt their success in the future. The advantages this game of archery possesses over croquet and other kindred games; the atmosphere of romance with which it is surrounded, coming down to us as it does from the age of chivalry; the zest with which the aristocracy of England have always engaged in it; the healthful recreation it affords; the very beautiful manner in which it displays the human form, and above all its difficulty of attainment, — are some of the causes which contribute to the fascination of this charming pastime.

To be an accomplished archer is no easy matter. One must possess a correct eye, firm nerves, a thorough command over himself, leisure for practice, and indomitable perseverance. Perhaps this last-named quality is most indispensable, for if one gives way to the discouragement invariably arising from a few trials of what at first glance seems so easy, failure is the inevitable result. There are so many conditions to be complied with in the management of the bow and arrow, that the art can only be learned by thorough, persistent practice. When, after repeated trials, one has finally acquired the proper position necessary to good shooting, then perhaps he will find that his bow-arm trembles in the act of drawing the bow. This is a matter requiring attention, and must be corrected. Consequently, with mind directed entirely to this fault, he forgets the proper elevation of his arrow, and it falls wide of the mark. Here, then, is another point to be remembered; and determined at the next shot to avoid both errors, he then becomes aware that he does not loose his arrow properly, and it goes "wagging" to the target, — a most aggravating spectacle to the aspiring toxophile. With commendable patience, however, he endeavors to remedy all these defects, when the idea dawns upon him that he has been using a bow beyond his strength, or that his arrows are not of the proper length and weight, and so on with other discouraging details and unsatisfactory results.

In spite of these difficulties, or rather, perhaps, because of them, the game is becoming deservedly popular; and one can hardly visit any section of the country in the pleasant summer days without beholding the ubiquitous target, with its accompaniments of bow, arrows, and archer, the latter wielding his weapon with amusing pertinacity. For the out-door exercise of both sexes this game has no equal, and even the experiment of indoor practice has proved a successful one. In a town in New York State, with a population of thirty-five hundred (from which place this is written, and which sent, as its representative to the late meeting of the Eastern Archery Association at Boston, a gentleman of seventy years, who returned bringing home two prizes), an Archery Club has been shooting with varied success during the summer. Age could not wither nor custom stale the enthusiasm of this club, and when biting blasts from the Jack Frost country swept over the pleasant range, rendering impossible the further use of quiver and target out of doors, with the ardor of true toxophiles the official members of this club cast about to devise methods for continuing the

enjoyment during the winter. Finding a room admirably adapted to the purpose in an armory devoted to the use of a military company, the building was hired, at a trifling cost, for the practice of the favorite game, two evenings each week. The room in which the targets are placed is of commodious size, and affords a twenty-yard shooting-range, which, with a sixteen-inch target of appropriate colors, preserves the relative proportion of the distance used by the club for field-shooting, namely, sixty yards.

Some fourteen names constitute the membership of this club, half of whom are ladies, and the enthusiasm of the devotees of the long bow has a contagious effect upon the observers who frequently assemble to witness shooting. And quite a matter of entertainment, also, do they find the management of his weapons by each individual archer. One, standing erect, will draw the bow to his ear, fix his eye on the gold, and let fly. Success invariably attends him. Another, stooping somewhat, and using but little strength in pulling the string, sends the arrow upward, where it performs a complete arc of a circle, and comes down plump in the gold! One lady raises her bow scarcely to her shoulder, draws her arrow only about half way between nock and pile, and looses it in a most lackadaisical manner. Singularly enough she makes the gold frequently, oftener indeed than any other color. Still these last two examples are by no means to be followed, for they illustrate not only ungraceful methods, but exceedingly unskilful ones, and the success attained is the result rather of good fortune than good management. One lady, tall and finely formed, in the act of drawing her bow, is a picture for an artist. Another, shorter, but with equal grace, sends her shaft to its destination in good style; and the best gentleman archer considers himself disgraced, if by any accident his arrow does not at least break the line of the gold. These winter-quarters are a truly attractive place. Well lighted and warmed, spacious and conveniently located, they form a delightful rendezvous, and the club, anticipating many pleasant evenings in their favorite resort, extends cordial congratulations to all clubs similarly situated, and hearty encouragement to those contemplating a like enterprise.

TOXY.

THE MANHATTAN ARCHERY CLUB assembled at Mount Morris Square, New York, on Thanksgiving Day, and after some promiscuous practice chose a team to shoot a "Thanksgiving score;" and the result was as follows:—

30 arrows.	60 yards.	50 yards.	40 yards.
Mr. Davidson	11 39	14 63	21 103
Mr. Lawrence	6 14	13 70	23 115
Mr. Johnston	12 36	20 76	22 106
Mr. Millen	6 13	14 54	17 87

Total American round: Johnston, 218; Davidson, 210; Lawrence, 205; Millen, 159.

THE ARCHERS OF HIGHLAND PARK, Illinois, shot 27 November for a Spalding cedar and hickory bow, presented by Mr. H. C. Carver, over Mr. Carver's range, with a target at either end.

The last 24 arrows were shot in the dusk.

Each archer kept his own score; but a few were too modest to furnish theirs. Mr. Street did not complete his, but shot well for one having practised but little.

Score:—

	1st 24	2nd 24	3d 24	4th 24	5th 24	6th 24	Total.
Mr. Gray	18 94	22 96	19 103	17 79	18 96	19 73	113 541
Dr. Weston	19 81	17 84	22 108	22 104	22 104	15 47	117 527
Mr. Carver	16 84	18 88	20 94	21 85	11 85	20 82	116 515
Mr. Street	14 40	12 56	17 73	19 85	15 40		

Range, 60 yards; number of arrows, 144.

THE COFFEE PARTY given by the West Newton Archery Club, on Tuesday, the 16th inst., was a great success both socially and financially. The City Hall at West Newton was handsomely decorated with flags and archery equipments, one of the centre chandeliers being very prettily trimmed with the bows and arrows won by the ladies of the club at the tournament in September last. Fully two hundred persons were present, the archery fraternity being represented by the presidents and several members of the Waltham, Watertown, Newton, and Jamaica Plain clubs. Dancing was indulged in until one o'clock, to music furnished by J. Howard Richardson, when the party separated, all congratulating the West Newton Club on their success, and wishing them to repeat it.

AT THE MASONIC FAIR in Waltham, Mr. W. W. Marsh drew the bicycle, and Mr. Geo. L. Bartlett the archery set. To have such prizes offered shows the popularity of the sports this paper represents.

SEVERAL OF THE *Forest and Stream* correspondents have argued that American-made bows are better than English, because those using them have been able to win in some contests, notably at the Boston meeting of the Eastern Archery Association. By such a line of argument it is certainly easy to decide which maker's bow is best. For instance, it will be seen by the score at Highland Park, Ill., that Mr. Gray won. Now, Mr. Gray's bow was the poorest used in the contest. It was an Aldred lance, and there were several Aldred yews used. Therefore, a lance will not break as readily, and shoot stronger, in a word, is a better bow than a yew. Wouldn't it be well to give the shooter a share in the credit for some victories won?—*Forest and Stream*.

QUERIES AND ANSWERS

A. D. G., Independence, Iowa.—Q. Which size Columbia, 52 or 54 inch, for use on sandy roads, leg measure 36½ inches? A. 52.

T. R., Racine, Wis.—A. 1. Your friend's theory is apparently correct from one point of view, but you are right. In *practice*, ball-bearings (if well made) are easier than plain ones; and in theory they are, this way: take the *Æolus* for instance, which you cite, and suppose the balls not to revolve at all; then the steel collar, which is fixed to the axle and forms the bearing, revolves against the balls only, and as friction is less for less of contacting surfaces, you get an easier bearing than the plain one.

We have supposed a case of greatest possible friction of the balls against each other, you see, so much that they stop and don't revolve at all; but they do revolve, which shows that the friction of the balls against each other is less than the friction of the collar or bearing against them; and in so doing they *divide* the friction, *i.e.*, they make it less between the bearing and the balls; and so you have a still easier bearing.

You take a roller and place at right angles under a heavy timber and hold it from revolving, and you can barely push the beam along over it when you could not push it at all before; but leave the roller free to turn, and the beam is moved easily over it; and so it does with two or six rollers instead of one. It is the same thing in the *Æolus* bearing. A ball is a very short roller.

We explain this at length more willingly, because so good a writer as Mr. Sturmey, in his Handbook, has been led to say that ball bearings "are against all theory," while admitting their superiority "in practice." Fact and theory never conflict when your "theory" is right.

HEADERS

Urbs bicyclica, urbs beata—Boston. It is captivated by the iron horse; whereas old Troy was but captured by a mere wooden one. As Dibdin says, they "Clapt forty fine fellows in one wooden horse." Many more than that man the iron ones.

A fertile idea and a lively ceremony: The immaculate conception embodied in the bicycle, and the elevation of the host of riders. See circulars of his Wheeliness the Pope (Mfg. Co.)

A "still hunt:" Out for the early morning hare (air) on a bicycle.

It is a wondrous change that—when the elderly and married man becomes a gay “spinster,” old made young, by means of the bicycle.

A point of etiquette: It were not improper to address most mounted bicyclers as your Serene Highness; but nobody in the land can claim as a right such a handle-rod to his name,—and don't you forget it.

If you wish to “go as you please,” and to please and be pleased as you go, ride a wheelback,—and you don't forget it.

“Rural Youth”: No, you cannot ride a bicycle bareback; and, as to your city cousin having “seen a man on the Milldam road driving a pair of all-bright bicycles to a light wagon,”—his eyes must have been deceived in the throng of vehicles; or, more likely he was “playing it” on your milky simplicity. No one would harness the sensitive creature; it can't *stand* it.

Two tiresome truisms: It is better to be over the tire of a tall wheel than under the tire of a long walk.

Beneath the roll of man on-tirely gr at,

The Wheel is mightier than the Horse.

Sore travail on the boneshaker is now become travel and soar on the bicycle.

If a lady tells you that yew makes the best bow, you may make your best bow and say, “A yew bough will not make you as good a bow as the trunk.”

TO A FAIR ARCHERESS.

Glad lady mine, that glitterest

In shimmah of summah athwart the lawn,

Canst tell me which is bitterest,

The glamaw of eye or the glimmah of dawn,

To those with whose hearts thou flitterest,

The field where they fall at thy feet to fawn?

And a butterfly dost thou fluttah by!

How, whence, and, oh, whither art come and gone?

CHORUS.—How exquisite! How refined!

How really quite too far more than most awfully delicious.

—Punch.

LITERARY COMMENT

THE ATLANTIC MONTHLY for 1880, the January number of which is before us, appears in new and larger type, larger page, and sixteen pages thicker. It still retains the plain old cover, which by long association has become a sort of trade-mark, and which the publishers would as little relinquish for anything more tasteful as Mr. Child would the bad type and poor make up of the Philadelphia *Ledger*. There is a charming freshness within these covers, however, and for what the professor of rhetoric would call pure literature, the *Atlantic* still leads. It has no illustrations, but who would want them with the exquisite poems by Story and Holmes and Whittier, or the serial story of “The Undiscovered Country,” by Howells, already fascinating in the first two chapters. Here are “The Bonanza Farms of the West,” shown up without need of pictures; reviews of Whipple's Webster's Speeches and Gilman's new Edition of Chaucer, of French novels, and of a choice list of “Holiday Books,” interesting political “Reminiscences of Washington,” a rattling account of “Electioneering on ‘Big Injun Mountain,’ been criticism of some recent novels, and much else. But one reader at least has been most entertained by “The Contributors Club,” a sparkling miscellany of twelve short pieces of humor, satire, incident or suggestion, either one of which is worth the price of the number. Received of the publishers, HOUGHTON, OSGOOD & Co., Boston.

LIKE a magazine, — and it is a weekly one, of sporting in every phase, — *The Spirit of the Times* is out with a “Christmas” number for the holidays. In addition to its well-edited, regular departments, it has this time-issue a story by Wilkie Collins, an article on “The Delights (?) of Unsuccessful Speculation,” a tale by W. L. Alden, and others by Stephen Fisk, Florence, the comedian, A. Oakley Hall, and others; and for the first page, Keppler furnishes an allegorical illustration which is alone worth more than the price of the number. The paper is an authority on trotting, pedestrianism, and sporting in general.

As a clean, wholesome, sporting newspaper there is no greater success than *Turf, Field and Farm*. Its best specially relates to the culture and uses of the horse; but it has full and excellent departments for rifle-shooting, boating, billiards, chess, and other diversions. It gives sixteen large four-column pages weekly, for five dollars a year, and is one of our best exchanges.

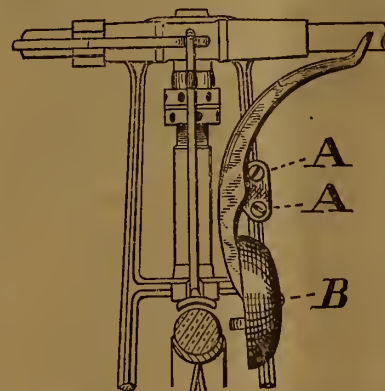
THE *Chicago Field* is in its twelfth year, and is a large and enterprising journal of sports. For all that relates to the dog and his care and training, it is easily best. Fishing and hunting, trap-shooting, and other subjects of the class, are given large space; and it has a continued tale of American field sports, entitled “Behind the Dog and Gun,” which is very entertaining.

SCRIBNER'S MONTHLY FOR JANUARY is just at hand as we go to press too late for a review, and the few minutes in which we might have written a “notice” has been filched from us by the fascinating excellence and interest of its many illustrations, of which there are no less than eighty-five, all specimens of the finest art in drawing and engraving.

INVENTION AND MANUFACTURE

A NEW “AUTOMATIC” BICYCLE ALARM. — The use of bells, for a long time avoided in this country, has now become quite extended, and is found to be not only useful, but more convenient and effective than the whistle in many city localities. The reason of this wider use lies doubtless in the fact that both Cunningham & Co. and the Pope Manufacturing Co. have, during the past season, produced and put upon the market good gong or alarm bells (each a differently constructed one), which might be easily attached to the handle-bar or head of the bicycle, and which are noiseless except when the rider wishes to sound them. The nuisance of a continuously sounding bell is thus obviated, and a convenient warning may at any time be given.

A very ingenious and effective alarm, in which the driving-wheel of the bicycle is made to do the sounding, has recently been perfected by Hill & Tolman, of Worcester, Mass., of which the accompanying cut and description will give a fair idea.



It consists of an ordinary gong-shell about three inches in diameter, held to a metal plate of a little less diameter within it by a screw bolt (B). To this plate are attached a suitably adjusted hammer, with a spring to hold it from the gong when not in the act of striking; a small wheel with a smooth periphery axled at right angles in the plate, and having a groove-cam

on one side, in which plays a stud from the hammer-lever; and a curved lever about eight or nine inches long fixed to the centre of the plate at one end, fashioned to a small thumb-piece at the other end, and pivoted, at about one-third its length from the plate, to a clamp or holding clip. This clip is made of three or four adaptations of form to suit different styles of bicycle heads. The “Duplex Excelsior” head is shown in the cut, and a clip to fit it. In attaching the alarm to the machine, the clip is turned on its pivot in the curved lever until a coiled spring between them is wound up to sufficient tension, is then slipped on to the head near the top, and moved down until the edge of the cam-wheel or roll is opposite the rubber tire of the wheel, and above the steel rim, and is then made fast by turning the screws AA, so that the whole contrivance is secured in place on the front of the head in such a way that by pressing the thumb on the thumb-piece, the roll is

moved against the tire of the wheel and made to revolve by it (when the latter is in motion); the revolving-roll communicates, by means of the cam-groove, stud and hammer-lever, a rapid action of the hammer on the gong, which produces a very effective noise. When the thumb is removed, the coiled spring moves and holds the roll away from the tire, and a projecting rubber-covered stud from the curved lever near its lower end acts as a stop against the fork to prevent the gong from swinging any farther than necessary from the tire. The gong is adjusted to and from the plate by the screw-bolt, B, to secure clear ringing.

PATENTS.—Letters patent of the United States have been issued, since those given in the BICYCLING WORLD, No. 1, p. 11, relating to bicycles velocipedes, as reported by C. E. Pratt, Esq., Solicitor of American and Foreign Patents, 40 Water St., Boston, viz:—

No.	Date.	Patentee.	Subject.
221,917	25 Nov. 1879	H. Hassonpflug.	Velocipede
222,222	25 Nov. 1879	P. Denham.	Velocipede
222,506	9 Dec. 1869	A. Kneip.	Velocipede
222,537	9 Dec. 1879	S. Sawyer.	Bicycle

The latter affords the first instance of the little "Bicycle" used in the U. S. Patent Office, and relates to an improvement, by a Massachusetts man who has been a successful inventor in other fields, and of which an account will be given in these columns at another time.

RELATIVE ATHLETICS

ICE YACHTING.—Quite a breeze was raised among experts, in October last, by a communication of Mr. Park Benjamin, in the New York *Evening Post*, arguing the capability of an ice-boat to outstrip the wind propelling it, as quite in accordance with the laws of mechanics. President Barnard, of Columbia College, and Professor Loomis, of Yale, were drawn into the discussion; and the result of the controversy is indicated in the language of the latter. "If the direction of the boat is nearly perpendicular to that of the wind, then, however fast the boat advances, it continually receives from the wind a new impulse, which increases its velocity, and this velocity may become greater than that of the wind itself." This must be understood to be true with a *variable wind*; for we can prove that *with a constant wind* from start to stop, other sources of speed being eliminated, it is not true.

This thrilling and venturesome winter sport is better established and more extensively indulged than most are aware of. Ice-yacht clubs exist in New Bedford, Massachusetts, Poughkeepsie, New Hamburg, Troy, Albany, and other places in the east, and in many places in the west. The first ice-yacht of any note is said to have been built on the Hudson in 1833; and so this beautiful river has another claim to distinction than that relating to Fulton's steamboat. In the winter of 1866 the Snowflake ran nine miles in eight minutes. On 19 January, 1871, the Zephyr and the Icicle, Poughkeepsie ice-yachts, raced the Chicago Express, the fastest train then on the Hudson River R.R., for two miles, and had to wait for the train to come up. *Brentano's Monthly* for December has some very interesting pages on this sport; and, if the author may be credited, he finds in it something which beats bicycling for speed,—at least as ordinarily practised.

• **HARE AND HOUNDS.**—The Harvard Hare and Hounds had another run on Dec. 13. The Hares were Captain Trimble and Thatcher, who had seven minutes' start, and laid the trail across the Common and through Cambridge to Spy Pond, around to Arlington Heights, thence to Belmont, and from there to Fresh Pond and home; the Hares reaching the starting-place about nine minutes ahead of the first Hound, Thorndike, who was followed by Hall and Freeland.

OUR EXCHANGES

ENGLISH WALKING.—Most Englishmen of the lower middle class and the lower class in cities have a way of walking which

is a distinguishing habit of common life. They lay themselves out in their walking, as if they were doing a day's work. They walk not only with their feet and legs, but with their hips and their shoulders and their arms, not swinging the latter, but arching them out more or less from their sides, and putting them forward stiffly as they step. Withal they look conscious of their walking, and seem well pleased that they are doing the correct thing. This gait and carriage of body is most remarkable in the soldiers that one sees about the streets of London and of garrison towns like Canterbury, and in the vulgar creature who has come to be known by the generic name 'Arry. You will meet two soldiers tightened up to the extreme of endurance in their scarlet shell jackets, with little flat caps so far down the sides of their heads that you cannot see why they hesitate at coming down all the way, and these two fellows, one of whom is pretty sure to carry a rattan with a jaunty air, will take up the room of three men by the set-out of their four arms from their four sides, and will walk as if their locomotion, instead of being by human muscles, were by clock-work and steam. The number of their imitators cannot be told; but an English gentleman has none of this toilsome swagger. He walks quite easily and unconsciously, and generally with a good, manly stride, just as a man of corresponding condition of life in Boston, New York, or Philadelphia will walk.—*January Atlantic*.

IN CONNECTICUT there is but one bicycle club, and that at Hartford. When the rink is opened here, a club will be formed in New Haven, and no doubt will increase in membership rapidly. Our local riders have not attempted much in the way of speed or long rides, with two exceptions. The first was in the case of Mr. Wurts, who is said to have made a half mile in 1 min. 34 sec., and the second is in the case of Frank Bigelow and George Fiske, who, a few months ago, rode to Saratoga on bicycles. Recently, Mr. Fiske made five miles on an East Haven shell road in eighteen minutes. A trip taken Thanksgiving day by four local riders will show the work they incline to. Messrs. Tyler, Marsden, Whiting, and Frisbie were in the party. Leaving at 9 o'clock in the morning they rode to East Haven Church, and then turned and rode south till they came to just this side of the old lighthouse. Here they turned and came up by Morris Cove, through Fair Haven up to North Haven, to Peter's Rock. They turned at this point and came down, crossing Quinnipiac bridge into Front street, along to Ferry, up Ferry to near the State-street car stables, down State street to Edwards, to Humphrey and home; in all a little more than twenty miles in two hours and three-quarters riding time. Three of the party were so little fatigued by this rather long trip, that they were out riding again the same night, enjoying a twelve miles spin by moonlight.—*New Haven Sunday Union*.

THE LOCAL of the *Gazette* is now the happy owner of one of those elegant machines, and he will pursue the fleeting item on lightning time.—*Kankakee Gazette*.

THE ENGLISH AND AMERICAN BICYCLERS.—A fine track of eight laps, in a large and insufficiently heated building, gave the riders much exercise in keeping warm, with their coats on. It was a funny race. As we are one of the "unattached," we saw it from our single wheel at a respectful distance. The Franco-Anglo team are professionals. They rode for pleasure and profit, and the odds given were simply sufficient to inspire a green team of ambitious American amateurs, who did as well as they expected, barring accidents. Men who shine in their profession must know their business. We are only learning, and we found in the Harrison brothers, and Rutland and Belard, much that is promising, and which can only be developed by time and experience. It was fairly patronized, and it is evident from the temper and opinion of the audiences that the sport is growing in taking interest. The fine spurting of the fire-fly Frenchman Terront, the fast short-distance riding and fine development of "Happy Jack" Keen, the champion of the world, from one to forty miles; the long powerful movement of the dignified and steady Stanton, and the tireless go-till-you-get-there of Cann, were points well appreciated by the spectators. Nor did they forget our own team, who, barring accidents, would have won easily. The falls, bruises, cuts, ill condition, and everlasting grit, of some of our untrained riders are pages in their unwritten history which will shine the brighter when future sporting writers write the biographies of the present team as the American champions.—*Chicago Field*.

THE PARK COMMISSION has been convinced that permitting bicycles in the Park will not strew the drives with wrecks of runaways. A single instance of a runaway in the Park caused by a bicycle has not yet been recorded.—*The (Philadelphia) Sunday Press*.

No OTHER SPORT ever brought before the public can equal bicycling for pleasant or healthful recreation, bringing into play all the muscles of the body. Bicycles are used extensively by surgeons in Europe. There are several medical men in this city who devote their leisure hours to this splendid exercise. — *The (Philadelphia) Sunday Press.*

THE MEN from England are certainly adepts, and have made by far the best time yet recorded. But give us another year or two at the most with this charmingly exhilarating sport, and we will beat the world. The bicyclers have a paper of their own called the BICYCLING WORLD; it is the successor of the *American Bicycling Journal*, and is a most excellent repository of all that is of interest to the bicycle fraternity. It is edited by Mr. C. E. Pratt, President of the Boston Bicycle Club. We do not see how a bicyclist can very well get along without this paper, as the information it gives is profuse and interesting. — *The Pilot.*

ADVERTISING RATES

THE BICYCLING WORLD is established on a sufficient cash capital to insure the fulfilment of all its promises. It is published regularly on alternate Saturday mornings, in issues of not less than three thousand copies, and its actual circulation is more than two thousand copies an issue. No part of this large and rapidly increasing circulation is thrown away; but it is founded on an annual subscription list already large and rapidly extending, on sales at news-stands, agencies, and races, and on a carefully selected and strictly interested "specimen-copy" list. It goes, to the extent of two thousand copies and upwards, to the hands and eyes of a young, active, and enterprising constituency, by which it is read, passed around, preserved, and made permanent for reference; it is not confined to bicyclers only, nor to the passing notice and loss of circulars, nor to the fleeting and hurried uses of newspapers. We mean to make these columns a live, choice, and profitable medium of advertising for our patrons. Our charges, until further notice, are at the following low rates:—

For one insertion

One page	\$25.00
One column	13.00
Half column	7.00
Quarter column	4.00
One inch	2.00

Special notices, 25 cts. per line brevier.

Continued insertions of the same advertisement taken at special rates. All remittances and orders for advertisements (with "copy" plainly written) should be sent to THE BICYCLING WORLD CO., 40 WATER ST., BOSTON, MASS. Specimen copies sent to advertisers free. For terms of subscription, see editorial column. All remittances otherwise than bank draft, registered letter, or post-office money-order, are at the risk of the sender.

ADVERTISEMENTS

VOSSLER'S CAFÉ RESTAURANT.

Dealer in

WINES, FOREIGN BEERS, ETC.,

19 HAWLEY STREET, BOSTON. 8 P. O. SQUARE

d.t.x.

THE ATLANTIC MONTHLY FOR 1880

Promises to be peculiarly attractive and valuable. It will contain **Serial Stories**, by W. D. HOWELLS, HENRY JAMES, JR., and T. B. ALDRICH. **Short Stories**, two or more in each number, of the excellent quality for which the short stories in the ATLANTIC are celebrated. **Political and Social Life at Washington**, for the last thirty years; a series of particularly interesting papers on persons and incidents of national fame, by one who has been on the spot and knows all about them.

Living Questions in Politics, Education, Religion, Art, Social Life, and Industrial Topics. The Literary Features of the ATLANTIC will be even fuller and better than ever before. **The Contributors' Club**, which has proved so popular a feature, will be remarkably full and varied. The Contributors will include Longfellow, Whittier, Holmes, Lowell, Mrs. Stowe, H. H., Rose Terry Cooke, Miss Larcom, Miss Preston, Miss Woolson, Miss Jewett, Mrs. Piatt, Warner, Waring, Norton, Stedman, Stoddard, Richard Grant White, Scudder, Mark Twain, DeForest, Bishop, and others. A superb life-size portrait of Dr. Holmes has been prepared and will be furnished to Atlantic subscribers for One Dollar. THE ATLANTIC will be printed with new and larger type and page, and 144 pages or more to each number. **Terms:** \$4 a year, in advance, postage free; 35 cents a number. With superb life-size portrait of Holmes, Lowell, Whittier, Bryant, or Longfellow, \$5; with two portraits, \$6; with three portraits, \$7; with four portraits, \$8; with all five portraits, \$9.

HOUGHTON, OSGOOD, & CO., Boston.

"IT CANNOT BE SURPASSED IN RICHNESS AND BEAUTY."

— *New York Commercial Advertiser.*

LIPPINCOTT'S MAGAZINE FOR 1880,

A profusely Illustrated Monthly of Literature, Science, Art, and Travel.

This Magazine enters its **Twenty-fifth** volume with the number for **January, 1880**. The publishers will spare no efforts to supply their patrons with a fund of the **Best and Most Attractive Reading**. The contents of the New VOLUME will embrace a highly interesting Serial Story, **Adam and Eve**, by the author of "Dorothy Fox," etc., to be commenced in the January number.

Dr. Oswald's Illustrated "**Summerland Sketches**," **Illustrated Articles**, treating of life, travel, and subjects of interest. **Short Serials** by American writers, **Suggestive and Practical Papers** on Medical Subjects, Household Art, Education, etc. **Picturesque and Humorous Sketches** of Life at Home and Abroad; by Mary Dean, Prof. T. F. Crane, Jennie Woodville, and many others. **Short Stories**; by the author of "Flitters, Tatters, and the Councillor;" "Ouida," Constance F. Woolson, Rebecca Harding Davis, Sarah Winter Kellogg, and other Popular Writers. **Poems, Reviews of New Books, etc.** Our **Monthly Gossip**, always an important department of this journal, will be carefully sustained.

Terms: Yearly Subscription, \$4. Single Number, 35 cents. SPECIMEN NUMBER mailed, postage paid, to any address, on receipt of 20 cents.

J. B. LIPPINCOTT & CO., Publishers,
715 and 717 Market St., Philadelphia.

"THIS SPLENDID MAGAZINE SHOULD BE FOUND IN EVERY READING FAMILY." — *German town Telegraph.*

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,

b.St.

HOUGHTON, OSGOOD & CO., Boston.

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.

PRELIMINARY PROSPECTUS.

The Granite Bridge Grounds Company.

CAPITAL, \$10,000, IN 200 SHARES OF \$50 EACH.

No allotment of shares will be made until the whole are applied for. Each share is then to be paid for in full. No liability will attach to any shareholder except for the amount of his shares.

Committee of Management (pro tem.). — Albert A. Pope, 87 Summer street, Boston, *Chairman*; Edward C. Hodges, 19 St. James street, Roxbury; Charles E. Pratt, 40 Water street, Boston; Willis Farrington, Lowell, Mass., *Treasurer*; Frank W. Weston, 178 Devonshire street, Boston, *Clerk*.

The rapid development of Amateur Athletics in this country has brought about a universal demand for increased facilities for athletic pursuits, and for the convenience and enjoyment of the spectators. In every case where the attempt to supply the demand has been properly made it has proven exceedingly profitable. Such an attempt is now about to be made in this city. Few cities of any importance in the Old World are without their suburban Athletic Grounds, and the need for such in this country is already being felt and supplied. In this city the Bicycling fraternity (which is likely to soon outnumber the votaries of any other special branch of athletics) has especial need of a properly laid out and constructed track for exercise and race meetings. It is not desirable that such a track or its surroundings should be in any way connected with horse-trotting or kindred sports, but they should be confined as exclusively as practicable to the purposes of Amateur Athletics, and specially adapted to such pursuits.

A piece of land of about twenty acres' area, in every way desirable and suitable for the purpose, can now be obtained at Granite Bridge, Dorchester, in the city of Boston. The approaches from every direction, whether for bicycle or other vehicle, are excellent, and two lines of railroad — the station of one of them being upon the road forming one of the boundaries of the estate, and immediately opposite thereto — offer speedy transit to and from the city. A bicycle track, of three laps to the mile, and of the proper width of thirty-three feet; an ample additional space and facilities for Archery, Lacrosse, Cricket, Base Ball, Lawn Tennis, Quoits, etc., as well as opportunities for Canoeing, Boating, Swimming, etc., afforded by the Neponset river, which forms one of the boundaries of the estate, can all be established on this land, — presenting a combination of attractions not to be excelled by any athletic grounds in the world. The price of this estate, if purchased at once, is \$15,000, — \$10,000 of which can remain on mortgage for a term of years, if required.

The objects of the proposed company are, — (1) To effect the purchase of this or some other suitable land, and (2) To build as quickly as possible the necessary fences, stands, buildings, and other erections, to construct the track, and to operate and carry on the same as a place of resort for the purposes set forth, and to the benefit of the stockholders.

The estate being on a solid bed of gravel, the cost of track construction will be but small, and the capital of the company will be ample to perfect the grounds for the uses as above, to pay the required purchase money, and to retain in hand a sufficient sum for current expenses. It will be lawful for the stockholders at any time to increase the amount of the capital stock of the company without affecting the par value of the shares to be now issued, — but the immediate and profitable business which awaits the company renders it very unlikely that such an increase will ever become desirable. The project is of such importance that it should prove attractive not only to those to whom it offers facilities for their special exercises or enjoyments, but to all who recognize the importance of and are in sympathy with open-air exercise.

The company also proposes, as is usual in all proprietary clubs, to establish a Membership List, to be composed of a limited number of gentlemen and ladies, who, while not wishing to become stockholders in the corporation, may be desirous of using the grounds for purposes in harmony with those set forth, and under such usual rules and restrictions as the by-laws may provide. For this privilege it is intended to charge each person the sum of ten dollars per annum; but, in view of the

fact that in an undertaking of this kind the first outlay is necessarily large, the promoters, to produce an extra fund therefor, hereby offer to those who will now attach their names to the Membership List, and pay into the hands of the Treasurer of the company, as soon as the company shall be incorporated, the sum of ten dollars, to extend to them the privilege of membership, without further payment, for the period of two years. The promoters, however, reserve the right to close this list at any time when the interests of the company may so demand.

Plans of the proposed grounds may be seen, and preliminary papers for subscribers may be found and signed at the offices following: F. W. Weston, 178 Devonshire St.; The Bicycling World Co., 40 Water St.; The Pope Manufacturing Co., 87 Summer St.; Cunningham & Co., 13 and 20 Pearl St.

SCRIBNER'S MONTHLY.

The monthly circulation has increased more than 20,000 copies within the year, and the edition for November — 100,000 — was exhausted within two weeks after issue. The English edition has recently doubled, and the magazine has everywhere taken its place as the most handsomely illustrated popular periodical published in the English language. **ANNOUNCEMENTS FOR 1880.** **THE REIGN OF PETER THE GREAT**, by EUGENE SCUYLEY, will begin in an early number, and continue through two years. Bureaus of illustration have been established in Paris and St. Petersburg, specially for the execution of the pictorial part of this enterprise.

THREE SERIALS IN SCRIBNER'S MONTHLY BY AMERICAN WRITERS. — **THE GRANDISSIMES**, a story of New Orleans Creole life, by George W. Cable. "LOUISIANA," a new novelette of American Life, by Frances H. Burnett. **CONFIDENCE**, by Henry James, Jr., begun in the Midsummer Holiday (August) number. **CANADA PICTURESQUE.** — A number of papers by Principal Grant, of McGill University, Kingston, and W. G. Beers and Charles Farnham, will give thorough accounts of the historical, political, picturesque, and other phases of the country.

PAPERS ON ART. — In this respect SCRIBNER'S MONTHLY will continue to occupy the leading place, both in the judicious selection and in the artistic execution of the subjects chosen. **POETS AND POETRY.** — Edmund Clarence Stedman will contribute to SCRIBNER'S MONTHLY, during the coming year, critical essays on this subject, including the beginnings of the poetic art in this country, and its subsequent history. Richard Henry Stoddard will furnish studies of subjects connected with English poetry, the first paper being on "The English Sonnet." **SAUNTERINGS WITH DICKENS.** — A number of unique papers to be contributed to SCRIBNER, by Alfred Rimmer, Esq., of Chester, England. For the illustration of these, Mr. Charles A. Vanderhoof has been sent on a special trip to England. **PRACTICAL PAPERS ON HOME SUBJECTS.** — Illustrated papers on "Small Fruits and their Culture," by Rev. E. P. Roe, of Cornwall, N.Y. Papers on "Church and Home Architecture" will be contributed by Russell Sturgis, Esq. **SPORTS AND RECREATIONS.** — In addition to an illustrated account of the recent excursion of the Tile Club in a canal-boat, there will be a number of special papers during the year upon odd personal experiences, such as Porpoise-Shooting, Walrus Hunting, Lobster-Fishing, Canoeing in the Rapids of the Hudson, Bicycling, and several papers of a novel character.

OTHER FEATURES OF SCRIBNER. — "Extracts from the Journals of Henry J. Raymond," edited by his son, H. W. Raymond; Accounts of the South Pass Jetties, American Arms and Ammunition in Europe, The U.S. Coast Life-Saving Service, The New Albany Capitol, Child-Saving Work, etc., etc. Sketches of Louisiana Life and Scenery, New York City and Vicinity, American Life in Florence, Kansas Farming, California Mountain Sheep and Forests (by John Muir), House-hunting in Paris, Sheep Ranching in the West, and the usual variety of essays, poems, and short stories.

Price 35 cents a number; \$4 a year. For sale and subscriptions received by all Booksellers, Newsdealers, and Postmasters, or sent post paid by the publishers on receipt of price.

SCRIBNER & CO., 743 Broadway, N.Y.

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,

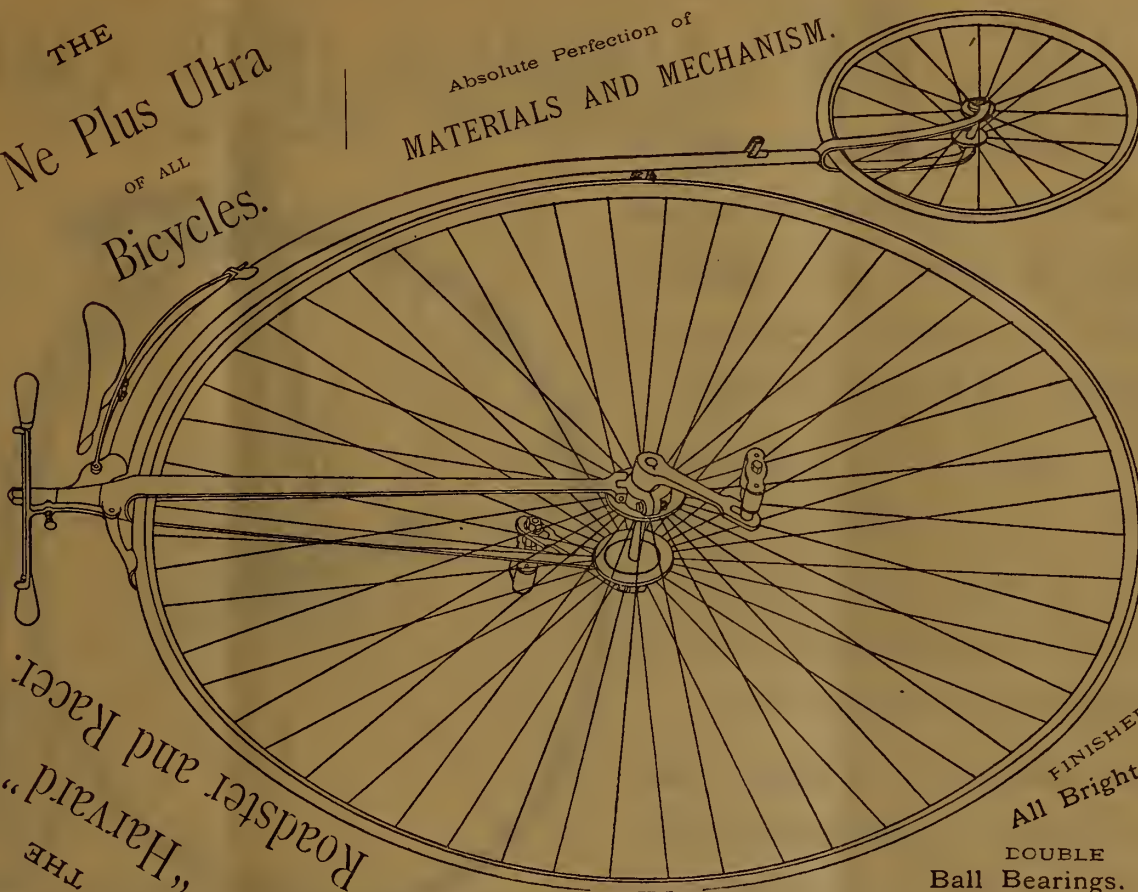
East Granville, Mass.

f.tx.3.

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

THE
Ne Plus Ultra
OF ALL
Bicycles.

Absolute Perfection of
MATERIALS AND MECHANISM.



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.

at St.

GOODS ALWAYS SENT C. O. D.

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. l. t. 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. 12, which is out of print, can be obtained as above. We will remit 15 cents each for any of No. 12, 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, CASH, 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.	353 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.	94 to 100 Fourth Avenue.	St. Louis, Mo.	Simmons Hardware Co.	9th St. and Wash. Ave.
Detroit, Mich.	W. B. Seymour.	Hilsendegan 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.	128 Centre Street.	Buffalo, N. Y.	Geo. R. Bidwell & Co.	557 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.