

Bicycling & Archery Field

\$3.00 a Year.
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A WEEKLY JOURNAL OF POLITE ATHLETICS

[Volume II.
Number 8.

CHARLES E. PRATT, Editor.
E. C. HODGES & Co., Publishers.

BOSTON, 31 DECEMBER, 1880.

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

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CURRENTE CALAMO

TRICYCLES on ice are served about Boston of late.

MORE season records are called for. Look over your logs, brothers.

THE *Wheel* has a “rascal” to “hunt down.” It says he started a report that the paper had suspended. By implication, Brother Jenkins don’t ride a suspension Wheel.

It will be WE with us in a grammatical sense as well as an editorial sense hereafter; and our readers will be gainers thereby.

THE place of meeting of the L. A. W. Board of Officers will be at the “Bossachusetts” headquarters, instead of 40 Water Street, as announced in our last issue.

THE BICYCLE is gaining ground. Mr. Edward Atkinson, in a lecture at Cambridge the other night on “The Solid South,” giving a very “rose-colored” view of it, speaking of the fertility and extent of the famous “Blue Grass Region” of Kentucky and Tennessee, said, in the most matter-of-course way: “You can ride on your bicycle 150 miles north and south through this region,” etc.

ONE of our esteemed contemporaries makes a specialty of the cyclometer lately. It appears from one article that “the perfect cyclometer must be (1) absolute, not passive; (2) positive, not negative; (3) simple, not complex.” Yes; and it might be added that it should be (4) plus, not minus; (5) actual, not potential; (6) visible, not invisible; (7) accurate, not inaccurate; (8) perfect, not imperfect; (9) obvious, not obscure. Now no one will have any difficulty in selecting, or even in making his own.

THE long boots of “Juvenis” strut through the columns of the same paper, the wearer evidently imagining that they are the classic buskins.

IF he has “some points against Mr. P.” why don’t he let them stick out? Then the editor might have something

better than an imported fling — or “shandy-gaff” — to rough “Brother Pratt” with.

THERE must certainly be something very bracing in the Chicago air. We read in a circular from New York that a mile has been made on a bicycle in 2 m. 23 sec. That record was obtained in Chicago with accurate and responsible timers.

AND now *three miles* are claimed in 9 minutes, and that also was in Chicago. Care should be taken in reporting such records, as every one knows that a mile has never been made in 2.23; and we certainly do not believe that three miles had ever been made in this country inside of 9.30.

SOME one tips us this hint: “It has been discovered that postal cards are made so that they may be used as blotters after passing the P. O.”

MISS MADELINE was not only surprised when informed that she was the object of much interest and curiosity among the “wickeder sex,” but was quite alarmed. She not only withdrew an article intended for this issue, which she imagined would give a clew to her identity, but expressed apprehension about the results of her engagement for our MIDWINTER number. There is no need for this apprehension. All good editors keep a combination lock on the *noms de plume*.

KOL KRON, in the New York *World* of 20 December, has an interesting article on bicycling, from which it appears that “the Yale riders of last season were content to join forces with certain resident graduates and others in forming the New Haven Bicycle Club; but an increase in numbers caused them to organize, in October, the Yale Bicycle Club, whose membership list embraces twenty-nine names. These appear in the Yale annals beneath a new club device, representing a cherub with bugle at mouth, whizzling down hill, ‘a-wheel-back.’ The vignette of the Yale Athletic Association also consists of a wheel driven along the

forked lightning by the winged foot of Mercury; and one of the *Banner's* cartoons, entitled 'Time is money,' depicts the Yale undergraduates of the year 1900 hurrying to morning prayers on their bicycles."

A VALUED contributor, "H." who is a member of several clubs, and of the L. A. W., has been studying the history and mechanical development of the bicycle, as well as the machine itself and the literature of it, and the catalogues of all the leading makers. He has written out, at our suggestion, some of the facts and conclusions at which he has arrived, in a long article which will be continued through several issues of this paper. It is not intended to be dogmatic, or that the writer's judgment shall be taken as final; but it will be an interesting and instructive handling of many things by a disinterested and conscientious author.

THIS is reprinted as a warning to those who have read too confidently the immortal treatise of ex-Minister Schenck on poker:—

THE GAME OF DRAW.

To draw, or not to draw, that is the question.
Whether 't is safer in the player to take
The awful risk of skinning for a straight,
Or, standing pat, to raise them all the limit,
And thus, by bluffing, get it. To draw—to skin;
No more—and by that skin to get a full
Or two pairs, or the fattest bouncing kings
That luck is heir to—'t is a consummation
Devoutly to be wished. To draw—to skin;
To skin! perchance to burst—ay, there 's the rub;
For in that draw of three, what cards may come
When we have shuffled off the uncertain pack,
Must give us pause. There 's the respect
Which makes calamity of a bobtail flush.
For who would bear the overwhelming blind,
The reckless straddle, the wait on the edge,
The insolence of pat hands, and the lifts
That patient merit of the bluffer takes,
When he himself might be much better off
By simply passing? Who would trays uphold,
And go out on a small progressive raise,
But that the dread of something after call,
The undiscovered ace full, to whose strength
Such hands must bow, puzzles the will,
And makes us rather keep the chips we have,
Than be curious about the hands we know not of?
Thus bluffing doth make cowards of us all,
And thus the native hue of a four-heart flush
Is sicklied with some dark and cussed club,
And speculators in a jack-pot's wealth
With this regard their interest turn away
And lose the right to open.

F. F. SUGGESTS: "You can get more real enjoyment out of a day's ride over our rough American roads than you can in the same length of time and distance on the English roads. Of course, if one wants to make a record and cover distance, give him English roads; but for excitement give him a path about six inches wide, where, if you lose your course, it is fatal. The comparison is as a mill-pond is to the ocean with its varied moods."

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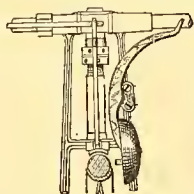
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Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 31 DECEMBER, 1880.

"A HAPPY NEW YEAR."—In heartily wishing all our readers the best things, and passing the formal compliments of the season in informal sincerity, we may take the liberty of making "a few general remarks." The wheel and the bow have contributed their large share of the happiness of the year just closing. Good health, good spirits, fraternal relations, quick will, and normally beating heart have been promoted by the increase of the noble arts we represent; and we trust, moreover, that the efforts of those connected with this paper—contributors, editor, and publishers—have added something to the right side of the balance of human weal and woe.

As we write, the frozen ground is covered with snow, and a chill wind whistles around the corners of the streets. It is midwinter, and the end of an austere December. Two months yet of winter asperities await us in this northern clime, from which it will be hard to filch or tease many days of out-door enjoyment. But these will quickly pass away, and the subsequent enjoyments be all the keener.

The prospects for 1881 are particularly promising. In the social and industrial

world the signs are auspicious; business prosperity is looming up as it has not for years; and in this country, at least, everything points to a season of prosperity. In bicycling and archery, whether considered as industries or as recreations, it is obvious that there has been a steady growth during the past year,—a vigorous life with no decay. There will be more rapid and general development during the coming year, and it behooves those upon whom the responsibilities rest to make ample preparations and to arrange for liberal resources.

The BICYCLING WORLD AND ARCHERY FIELD is following, or rather preceding, its own advice in this respect. We have made ampler preparations to perform our share in the year's work and impulse, some of which are already apparent to our readers, while some are held in reserve for your future acquaintance. One of the acquisitions, which we are sure our readers will welcome, is to be apparent with the opening year in the form of a new editor: a brilliant young writer for the press, an accomplished member of one of the older bicycle clubs, and not entirely inexperienced in archery. His graceful pen will relieve our perhaps too monotonous columns, and his genial presence will be more nearly ubiquitous than has been possible with us heretofore.

Our new editor will come in with the next issue; not, however, as a successor to, but as a co-worker with, ourselves. Our duties and our purposes have already grown too large and too many for the present editorial head and hands, busy as they are with many other things; and the prospects for future needs already hinted at are to be thus in part anticipated.

To all of our readers and friends we wish a cheerful, healthful, happy year; and we mean to keep on doing what little we can to help make it so for everybody.

EXCURSIONS

A LUCKY FRIDAY IN CONNECTICUT.

Editor Bicycling World:—Disregarding the popular superstition that Friday is an unlucky day on which to begin a journey, four of us, on the morning of Friday, Sept. 24, mounted our wheels and rode out of the streets of our infantile city, headed due west.

The party consisted of Capt. Dwight, New Britain Wheel Club, and the writer, who were starting for New York; and

Messrs. Beckley and Corbin, who kindly volunteered to accompany us the first ten miles of our journey.

We expected to be still further re-enforced by the presence of another of our wheelmen; but in response to an energetic agitation of his door-bell at five o'clock in the morning, a rather unkempt head was thrust from an upper window, and a voice in most lugubrious tones woke the echoes of Cedar street with "Suse won't let me go."

The morning was clear and cold; so frosty that, as we started, gloves were necessary to comfort. The first hill, however, warmed us up and banished gloves to pockets.

Through the villages of Plainville and Forestville we sped, and whirled up to the Widow Smith's in Bristol for our breakfast, having accomplished the ten miles in just an hour.

After satisfying the cravings incidental to our early ride, we regretfully bade our escort adieu and turned our wheels to the southward.

Leaving Bristol we found fair running for half a mile, when a sandy hill compelled a dismount and walk for a short distance; regaining our saddles we rode through two miles of woods, gradually ascending until we reached the summit of the mountain between Bristol and Waterbury.

This part of our trip was delightful. The road wound round and up the side of the mountain, and was for the most part ridable; below us could be heard, dashing against the rocks, a brook; the dew was still on the grass and foliage, while the air was filled with the resinous odors of the spruce and hemlock, filling our nostrils with delight, and our lungs with renewed life; the birds and squirrels chattered in the branches, and all nature contributed to the enjoyment which our early spin and good breakfast enabled us to absorb.

Breaking out of the woods at last, we commenced the descent, and in spite of sandy roads reached Waterbury before eleven o'clock.

A good dinner at the Scovill House disposed of, we spent most of the afternoon visiting friends and Mr. Parker's very flourishing bicycle rink. A number of the Waterbury riders accompanied us through the streets, when at four o'clock we again resumed our journey.

Leaving our new friends on the outskirts of the city, we found a beautiful road, smooth and hard, and gradually descending, which follows the Naugatuck river through the valley, and which soon brought us to the village of Naugatuck, where we were to spend Saturday and Sunday with friends.

A lively and pleasant Saturday, made doubly so by the presence of a brace of St. Margaret's "Daisies" from Waterbury, and a quiet Sunday followed, and Monday morning we again mounted, and following the Naugatuck to its confluence with the Housatonic, passed through the lively manufacturing villages of Sey-

mour and Ansonia to Birmingham, where we stopped at the Bassett House for dinner.

After enjoying a short rest, we crossed the Housatonic, ran through Huntington and out on to the meanest piece of country road that man ever dignified with the name of highway.

But even bad roads must have an end, and we finally attained it, though not without much walking and pushing, attended by vexation of the spirit and some bad language, and rode into and through East Bridgeport to Bridgeport, where we stacked wheels under the roof of the Sterling House.

Having an introductory letter to Mr. S. H. Hubbard, who, besides being one of Connecticut's crack marksmen, is an expert and enthusiastic wheelman, we presented it and ourselves to him that evening, and made an appointment for the morrow.

Next morning, under the pilotage of Mr. Hubbard, we enjoyed a spin through their beautiful Seaside Park and the grounds of P. T. Barnum, Esq., returning to our hotel in time for dinner; and just here allow me to remark, that if there is one thing in which the average bicyclist on a tour excels, it is getting around punctually to dinner. There's nothing subsequent about him. The afternoon was spent in attention to our wheels and in looking up friends.

Wednesday morning, under the guidance of Mr. Geo. H. Johnson, another of Bridgeport's knights of the wheel, who courteously left his business and steered us out of the city, we ran out Fairfield avenue, and bidding our guide good by at the city line, continued our way through the pleasant villages of Fairfield (where we encountered the schools just assembling, creating no small amount of envy in the hearts of the lads, and receiving a flattering recognition from a bevy of pretty school-teachers), Southport, and Saugatuck to South Norwalk, where we intended dining. Being ordered very brusquely to "get right down off those things" by an alleged guardian of the peace (as we were riding on the sidewalk, the centre of the street being unfit), we concluded not to stop but to push on to Stamford, which we reached in time for dinner at the Stamford House.

A short rest and we were again in the saddle, and passing through Greenwich, Darien, and Port Chester, turned squarely to the right, toward White Plains, where we arrived shortly after six o'clock.

This day's ride of forty-five miles would have been most enjoyable but for the prevalence of a stiff breeze that blew directly in our faces all the way up the Sound; the roads, though sandy, were not bad, having been packed by a two-hours' rain the day before, and the scenery was varied and pleasing.

As our friend Hubbard would say, we were pretty well "tanned out" that night, and sought our beds at an early hour, and without unnecessary fuss.

Next day we passed over a piece of very bad road to Tarrytown, where, striking a good macadam road, we rode northward to the Andre monument, and after spending some time about there, turned and rode to Yonkers, taking in Mr. Jay Gould's country-seat on the way. Mr. Gould was not there to receive us, but we did n't see any wolves hanging around his door, and concluded that he is not yet an object of public charity.

We arrived at Yonkers just in time to miss Messrs. Howard, of the Hartford Wheel Club, and Lee, of the Columbia College Bi. Club, who, as we afterwards learned, rode out of the place as we rode in.

Next morning we rode into the city and shed our knee-breeches for the less comfortable, but more conventional trousers.

For the benefit of wheelmen who may some time contemplate passing over a part or the whole of this route, I would say that the road from New Britain to Bristol is good; Bristol to Waterbury, poor; Waterbury to Birmingham, fair; Birmingham to Bridgeport, abominable; Bridgeport to Tarrytown, except that portion between White Plains and Tarrytown, and in seasons of drouth, good; and from Tarrytown to New York, so good that it's a wonder that every house on the way that covers a man or a boy does not also contain a bicycle.

L. D.

CHICAGO NOTIONS.

IN no case is the old saw, "there is no accounting for tastes," more fully exemplified than in the selection of a bicycle. To meet this emergency the market is filled with every conceivable form of machine, with all sorts of novel and strange attachments of more or less value; and after a long review of them all, it is a somewhat difficult matter to make a choice. To me it seems as if I should like to make a combination of the good points of them all; but as we cannot do that, the next best thing is to choose the machine that has the greatest number of points that in one's opinion are the most practicable. I have but lately passed through the "ordeal" of buying a new bicycle, and have closely investigated everything in that line, with a view to getting the very best machine the market could offer. I started out with ideas of my own; I thought I knew just what I wanted, but the further I made my researches the more desirable points I saw. Over a year ago I bought a 46-inch "Ariel," and commenced to ride. It pleased me so much that in three months I sold it, and bought a "Standard Columbia," 50-inch. This has carried me along nobly ever since over every conceivable form of road, and has averaged, perhaps, twelve miles a day. I have used it for getting to and from the office,—six-mile trips,—and for general business errands about the city, in all sorts of weather; and so far as it goes, the old Standard is excellent and durable. But I began

to feel that I ought to ride a larger wheel with ball-bearings, with the greatest degree of lightness consistent with strength and rigidity; close-built, to enable the largest diameter to be spanned, and with all the modern improvements that the combined skill of Europe and America could produce to bring the bicycle as near perfection as possible.

Of the many ball-bearings in use, I selected the *Æolus* on account of its ease of running, extreme simplicity of the adjusting arrangement, and neatness and compactness of design. Backbone large, with scarcely any swell; tire of one-inch rubber; back wheel 17 inches in diameter. My experience with the small back wheel is that it is much steadier, and is much more ready in getting out of a car-track than the usual American size of 18 and 20 inches. I prefer direct spokes in five-inch gun-metal hubs, and 72-inch large wheel.

I believe the direct spoke is much the steadiest of the various styles, and is quite as strong if the number is increased; besides, with the gun-metal hubs, they are easier kept clean. I do not like the loose, flexible springs of the "cradle" type; I prefer a spring possessing an easy up-and-down motion, firmly fixed at the tail and sliding at the head. Thus, if the fore wheel strikes an object in the road, the jar is not immediately transmitted to the rider, but is broken by the spring instantly sliding forward, and relieving the force of the blow. Again, in rough riding or in critical situations, I want my spring to be firm and steady under me. I ride directly over my wheel, and take the force of severe bumps in the knees, which to me is the most reliable spring. With a length of leg of 34 1/2 inches, I find a 54-inch wheel with narrow tread the most practicable for all use, and I have experimented thoroughly. I find that with this size I can go in places and maintain a steady equilibrium, that I cannot with any ease on the 50-inch wheel; that after long journeys of 30 miles over country roads I feel less cramped up; that it is *much* easier managed in a crowded street, and slides in and out of the deadly car-track most beautifully. But then Chicago and vicinity is one level plain. Everything is flat as a floor, and it will take a good day's journey before a hill worth mentioning can be found. In selecting sizes of machines the geography of the country must be taken into consideration: and immense diameters that would be impracticable in Boston or Milwaukee would be just the thing for us, and the Chicago young man with a minimum length of leg can span a maximum height of bicycle without having to allow for hill-climbing.

I like the long centre, appreciating its steadiness on a rutty road, or when going over block pavement at high speed. I admire the "Stanley" head for its neatness, and for the readiness with which the rider can get directly over the wheel;

but this style demands a short centre, and "lets it out" for me. If some manufacturer could secure a five-inch centre on this class of head, I think it would be a marked improvement. Everybody seems to prefer long, low handles, and so do I; but there is one essential point that is not generally noted, and that is the manner of attaching the handle-bar to fork. Now with me I think it quite desirable to have it placed at least 1-2 inches forward of the centre of head, so that in turning a sharp corner the bar will not be jammed too closely into the lap. I like a firm fork; hollow, because it is lighter with the same amount of rigidity. I do not desire the single hollow fork, because it gets jammed and dented, and I fancy that if it should be seriously bent, it could not be straightened out again. I have seen a beautiful "Harvard" completely ruined in looks by being let fall, causing the forks to collapse, and while they were straightened out all right so far as utility was concerned, they looked like a stove-pipe hat that had been out on a spree. I have seen the "Harvard" hollow handle-bar bent and twisted into all sorts of shapes, and yet it was straightened out again without showing a sign of denting. This led me to think that a round hollow fork, or fork consisting of two small round tubes, while possessing the solid and rigid features of the single and flat hollow fork, would also have the advantage of ease of repair of the hollow round tube. I think that bearings should always be brazed to the fork; complaints are numerous of the evils of detachable forks, yet the "Humber" seems to be about the only machine possessing fixed ball-bearings. Detachable cranks are good things, but everybody cannot use them with success. Indeed, this is true of many features which would be quite desirable if people only knew how to use them. It is very certain that if a rider allows loose screws about his machine, or slings it into a corner when through from a "run" without a close scrutiny as to these points, he will soon find something out of order.

With these points in view, I have bought an all-bright direct-spoke D. H. F. "Premier," whose construction, finish, and general qualities seem to nearest coincide with my judgment as to what is preferable in a bicycle. Of course it is not *perfect*, and I imagine many points that I should like to have incorporated into an already excellent combination; but then, my original ideas are but vague, and perhaps impracticable. We all, in our "search after the unattainable," have wild, fantastic notions of what we want; and yet when our longings are sometimes gratified, are frequently disgusted to find out what a difference there is between theory and practice.

"B." offers some very good suggestions, and gives a fine exposition of his ideas on this subject; and now that I have given mine, I join him in desiring to hear from others as to what they think is the nearest perfection in a bicycle. STENO.

CHICAGO, 17 December, 1880.

BICYCLES FOR BUSINESS. II.

IN a former article (BICYCLING WORLD, No. 4, Vol. I.) I tried to point out some reasons why all bicyclers should be glad to see the bicycle come into general use for business purposes, and indicated some uses to which it might be put. Perhaps I can go further in this direction with profit, for I am amazed to see how little the bicycle is recognized as a new aid to the rapid transaction of business, — equalled only, I believe, by the telephone, among the later inventions, in usefulness. I speak from an experience which permits me briefly to relate for the benefit of doubting business men. About a year and a half ago I was coaxed up into the Summer-street rooms, and much against my judgment was induced to mount a 50-inch wheel and be wheeled about the hall, guided by the genial Pitman. I shall never forget my "amazement and surprise" when after a few turns I found myself "going it alone." I immediately made an unsuccessful attempt to ride through one of the posts in the hall, but mounted again, for I cannot imagine any man who has once bestrode a bicycle being satisfied until he has mastered it. And here let me say that I think that the difficulty of learning and the dangers of riding the bicycle are *greatly exaggerated*. Allowance must be made for the disposition of all men to "magnify their office," and the bicyclist naturally claims rather more credit for skill and courage than really belongs to him. One more lesson, hardly more than an hour in all, and a few days' practice out of doors on a hired machine, made a bicyclist of me and convinced me that I could make it useful in a business way, and I bought a 56-inch machine.

For over a year I have used the bicycle (about as regularly and as satisfactorily as most men use their horses) in going to and from business, in doing all sorts of business errands, etc. I go to the bank on it, on buying or selling, or collecting or bill-paying calls, at a very great saving of time over ordinary methods of transit, *horses not excepted*; for observation shows me that my regular "gait" is faster than that at which any except the very fastest horses are driven, and I waste no time in handling the strap and weight, or at hitching-posts, in blanketing or watering. There are other advantages over a horse, — "fly time" has no nervous effect upon my steed, and snow-slides do not affright him. I approach a railroad without fear, and can pass a brass band or a "barrel-wagon" without nervousness. That constant feeling of anxiety which the ownership of a horse entails is entirely avoided; there is no sickness which a good machinist cannot cure, no lameness which the tightening of a nut or two will not mend.

There are of course seasons of the year when one cannot ride daily; but it must be remembered that any one using the bicycle for business will ride on a great many days when he would not think of going for pleasure. I have ridden

more or less in every month in the year, and nothing but *deep* mud, ruts, or snow prevents; on well-trodden snow the bicycle goes finely. In short, whenever it is *decent* wheeling or sleighing there is no difficulty in riding the bicycle. I need say nothing in this connection of the glorious exercise which it gives, or the wonderful exhilaration of riding, — I am speaking of the bicycle for *business* pure and simple; but it may be well to remind the reader that, while the neat and becoming costumes worn by pleasure riders are light, appropriate, and picturesque, they are by no means a necessary adjunct to "the wheel." The man of business can step from his office, store, or house to his always saddled and bridled steed in his ordinary clothing with perfect propriety and comfort, and the chances of soiling his clothing are much less than if horse-back riding. The first out-of-doors ride that the writer took on the bicycle was enjoyed in a heavy winter overcoat and a "stove-pipe" hat, besides ordinary clothing, and with \$100 in silver in the pockets for ballast. In conclusion, it is safe to say that any business man residing at a little distance from his business, or with out-of-door duties to perform, can save the cost of a bicycle in *time* saved in one year, and enjoy a great deal besides by its use.

A. S. PARSONS.

ABOUT BICYCLES.

(From the Brooklyn Times' "Letter Box.")

I KNOW that there are men who laugh at Dr. Peck for being so biassed as to condemn all theatres because some are bad, who think that bicycles should be abolished because a skittish horse will occasionally shy at seeing them. I have seen human beings more thoroughly startled at perceiving a man go by on a bicycle than I ever have a horse. Human beings get used to them, and even find a source of delight in looking at them. Horses have and will get used to them. Some people wanted the elevated railroads taken down because they were a nuisance, and because horses would get frightened at them. But now New York horses never notice the flying trains. Any strange object will frighten a horse, and they have some singular dislikes. My friend Miggs, now, has a fine horse that gets frightened at nothing but small boys, but my friend Miggs is not an unreasonable man. Being philosophical in his inclinations, he perceives that the thing to do is not to insist on the absolute and unconditional extermination of the small boy, but is rather to cure his horse as best he may of the failing. To banish everything from the public thoroughfares calculated to frighten horses when they first saw them, would, you must consider, be a very singular measure if carried out. Most men who drive in carriages do so for recreation and health. It is for the same object that the bicyclist mounts his two-wheeled carriage. No outdoor exercise is more graceful, elegant, and healthful. The bicyclist

has no fiery steed before him who is likely to run away, trample people under foot, and break his driver's neck. The bicyclist has his carriage absolutely under control, can stop it within a few feet, and make no clatter as he goes along about his business. Although any man can ride in an ordinary carriage, any man cannot ride a bicycle. In view of this fact, I conceive it to be the easiest thing in the world for some men to be a little narrow-minded on the subject. I might more especially concede the latter possibility to such men as found they could not ride a bicycle by having tried. It may not be exactly pertinent to this discussion into which I have entered to say that bicycling has gained tremendous popularity in Great Britain, where doctors, postmen, etc., use them in business, and men of all ages, ranking from noblemen down, use them in pastime. They are just fairly beginning to be popular in this country. The *Eagle* (strange bird) tells me that every bicyclist ought to know that he presents a picture of imbecility. Now the bicycle is one of the most graceful of machines, and a man who has a particle of grace in him must show that particle to advantage on a bicycle, where his attitude is nearest to that of walking, and where he is seated in greater conformity with his physical construction than even when on horseback. My friend, the enthusiastic bicyclist, says: "As compared with horseback riding, bicycle riding is safer, gentler, readier, and less monotonous, while its less expense and care places it within the reach of many who could not afford the other. Than gymnastic exercises, it is more natural, evenly distributed and stimulating, and it is out of doors. Physicians whose attention has been called to it unanimously pronounce in its favor, and it finds a large number of votaries among them. The testimony of many a professional man, of sedentary habits and impaired health, to which I may add my own, is that of gratitude for its benefits and rejuvenation." Let me say a word in conclusion to the individual who refers to bicycle riding as a nuisance. Let me tell him that many things become a nuisance to a man who is biased, selfish, and intolerant. To the driver of fast horses, children, horse-cars, or any sort of pedestrians are a nuisance. To the horse-cars, bakers, and milk wagons, and a hundred other vehicles that get on the track, are a nuisance. Old soreheads call church bells calling people to the house of God a nuisance. And thus the thing goes. Some day one of these fellows will be calling gin-mills a nuisance.

A BICYCLIST.

BROOKLYN, N. Y., 26 October, 1880.

WHAT excuse has any one for having such unprovoked prejudice against a machine which is at once an innocent as well as a very healthful enjoyment? Is it because certain parties do not happen to like that particular style of amusement, or are they opposed to all athletic exercises? Why is it that the present alderman of the Thirteenth Ward opposed

bicycling last spring, and does all in his power this season in the same direction? He cannot say that his own horse becomes frightened at a bicycle, for the following is a proof: I rode out with a gentleman who said he was driving the alderman's horse for exercise; to use his own words, he was "getting rank," having been in the stable for two weeks. While driving through one of the streets of the Western District, a bicycle was ridden within six feet of us; yet this horse, which had been in the stable for two weeks and was being driven just for exercise, did not shy or even notice it. There are a great many bicycle riders in Brooklyn, — men who command as much respect and have as good records as their opponents, and who know what their rights are and mean to have them respected. They mean to vote for the men who stood by them in the Board of Aldermen last spring, and they know full well who they are. I could recite a hundred ways by which accidents and runaways have happened, while there has only been the one referred to by bicycles, and that has not yet been proved to be caused by it. A gentleman was driving a team of horses in the city and supposed they would not become frightened at anything; and yet they shied on the sidewalk at seeing a goat cross the street. Another was thrown out of his vehicle by coming in collision with a swill-cart. I would not have time to cite the numerous other accidents which occur almost daily. Aside from anything else, a bicycle rider has the law on his side. Every person has the right to travel on the highways either on foot or with his conveyance, team, or vehicle. The bicycle has been decided to be a "vehicle" or "carriage" by the Department of Justice at Washington, as indeed it would be decided anywhere else; and being a vehicle, it brings its rider and itself under the laws and ordinances regulating the use of vehicles upon the highways, and prohibiting its use in other places. Towns and cities have the right by their charter or by statute to regulate travel on the streets and roads within their boundaries, but not to prohibit. Indeed, nothing short of State statute can drive the rider or his wheel from the street except by discontinuing the street, and then such statute would be void if it should discriminate unequally against any part of the public. In closing I would state that bicycles are ridden by just as responsible parties as buggies or other vehicles, and are owned by owners of horses. Yours respectfully,

C. W. GREEN.

BROOKLYN, E. D., 29 October, 1880.

AMERICAN experimenters with the bicycle, who wish to improve its construction, or who have immediate notions about introducing novelties, will do well to study its mechanical development, and also to find out the history of invention relating to it. There are many things that have been tried and thrown aside. It is poor use of time and money to waste them on such things.

A COMPARATIVE STUDY OF THE BICYCLE.

BY H.

THE following notes are intended to be a brief account of the progressive development of the bicycle, and a critical study of its various parts and construction.

I am liable to err in judgment, but I have studied the subject with considerable care, and think that the majority of wheelmen have not done so. My motive in writing is to instruct those who have hitherto had no means of learning, and to provoke discussion.

Our bicycling journals have given altogether too little information in regard to the details of construction of the machine, too little criticism of bad machines, and too little commendation of good ones. In fact, a bicycle journal informs us, in its advertisements, where to buy, but stops there. Perhaps this is necessary, when we consider the relation between the paper and bicycle manufacturer; but no such restraint rests upon me, and I call the reader's attention to the fact that the editor is not responsible for what I write, and that he will probably often disagree with me. I even chuckle at times over the thought that I may exasperate him into a little friendly fight before these notes are done.

The velocipede died a natural death, as it had fatal defects which forbade its ever becoming a successful machine for road use. Still it was the progenitor of the bicycle, and it is interesting to look back upon its career.

Apparently men first thought of wheeled aid to human locomotion about one hundred years ago. In 1779 a crude machine was exhibited in France. Nothing came of it, but a Mr. Dreuze improved it, and his invention was used by country postmen for a brief time.

Others followed, and in 1819 this country was considerably agitated by the exhibition of an English Hobby-Horse, or Dandy Horse, as some named it. All the machines I have referred to had two fore-and-aft wheels, and were propelled by the rider pushing upon the ground with his feet. In March, 1865, a machine was patented in France having a driving wheel in front, with cranks and pedals and two smaller rear wheels. It was, in fact, the boys' tricycle-velocipede of today, and I think deserves all the credit of the great principle of foot-and-crank propulsion. In November, 1866, a genuine two-wheel crank-action velocipede was patented, in this country, by a Frenchman who had made and ridden the machine some time previously in Paris.

The velocipede became very popular in the United States, and was the cause of a wilder excitement than the bicycle has ever produced. During the year of its great success here, 1869, the bicycle was created, it is said. The velocipede went to the lumber yard; and after a very deceptive lull on the subject, press notices

about the bicycle commenced coming to us across the water. A few Americans abroad wrote and spoke of it, and finally a preposterous 84-inch Ariel, with others of reasonable size, were shown at the Exhibition in Philadelphia in 1876.

Then a machine or two strayed across the ocean, and finally Boston took to riding, and the sport became a fixture in the United States.

The Indispensable Bicyclists' Handbook, by Henry Sturmey, first published in 1878, gives us the first general knowledge we have of English machines. That book was a perfect revelation to Americans. None of us, before reading it, knew what an amount of study, inventive talent, and expensive experiments had been bestowed upon the bicycle. We owe Mr. Sturmey a great deal for his excellent writings, and also for his courtesy to American correspondents and bicyclers.

The percentages given throughout these notes are made up from the Handbook, by counting the details of nearly every one of the three hundred and thirty odd machines therein described.

The "Pacer," made by the thousand, and the "Ripper," by the dozen only, each count as one in these percentages. How could I do better? It is difficult to get statistics here, far from the centres of the great bicycle industry. But I do not get so far astray as might be supposed. This system illustrates the ideas and tastes of makers all over England, and not of a single locality.

I have also taken the percentages of all machines made in Coventry, the most thoroughly representative bicycle manufacturing centre in the world, and also of 36 principal machines of all England. These latter are made up of roadsters, excluding all which have less than a $\frac{7}{8}$ inch front tire. I have taken the one principal machine of a manufacturer, and only one, and with these restrictions have chosen the most costly machines made, supposing them to be the best. I presume I am, in the main, correct in this latter supposition.

A comparison, which I give here, of various details from these three systems of making percentages, shows that they confirm each other pretty closely. Perhaps if I had extended the statement of percentages of best machines, I should have come quite near to the truth which most of my readers desire to know.

We want the highest type in this country, and I have studied these almost to the complete neglect of the cheap machines. My thirty-six best machines are none of them below £15 sterling in price.

This represents a high standard. The reader must remember that the machine which costs \$75 in England sells here for nearly fifty per cent more, owing to patents, a high import duty, and want of competition.

The following table I give merely to compare the percentages obtained in the different ways named:—

	All Machines.	All Coventry.	Thirty-Six Best Machines.
Crescent Rims . .	58 per ct.	58 per ct.	81 per ct.
U " " " "	18 " "	15 " "	
V " " " "	13 " "	15 " "	
Potential " " "	" " "	" " "	8 " "
Hollow " " "	" " "	" " "	6 " "
U V " " "	" " "	" " "	3 " "
V U " " "	" " "	" " "	3 " "
Hollow Forks . .	39 " "	67 " "	86 " "
Direct Spokes . .	67 " "	50 " "	78 " "
Locknut " " "	29 " "	28 " "	11 " "
Nipple " " "	9 " "	22 " "	2 " "
Tangent " " "	" " "	" " "	8 " "
Ball Bearings . .	39 " "	56 " "	77 " "
Cone " " "	11 " "	3 " "	3 " "
Plain " " "	26 " "	42 " "	11 " "
Stanley Heads . .	87 " "	53 " "	86 " "

The best machines have an average length of handle of $22\frac{1}{2}$ inches, placed a little less than 5 inches above the tire.

The first machines, so far as can be made out at this long distance from their birthplace, had tall socket-heads, and short handle-bars which revolved and worked the rear wheel spoon or roller brake, by means of a cord running along the backbone. This last-named part was a solid bar of iron, carrying a simple flat saddle spring with roller attachment at its rear end. The saddle was placed farther back than at present, and the rear wheel was considerably larger. Block pedals were attached to cranks having from two to four holes drilled through them for adjusting the length of stroke.

Nipple spokes were the first in use, and soon drifted into the locknut form. Rims were made of good, honest angle iron, and were strong, clumsy, and not over good to hold the tire securely. Spokes were few and far between, the rims being trusted to give more of the needed rigidity of the wheel than at present. Many tangential devices were early adopted, a very natural resort when so few spokes were the rule.

Plain bearings first ruled, and were followed by cones. The front forks were made of flat bars 3-8 inch thick and 1-4 inches wide at top, and one inch wide at the bottom. The solid bayonet fork soon followed, as was natural, giving a neater appearance and better distribution of the metal to meet the strain upon it.

The tires have varied but little since they first came into use.

The position of the saddle, and large rear wheel, often two feet in diameter, must have made the rider's seat easier and more elastic than in our present bicycles. The small size of the early driving wheels, and removal of the weight somewhat from this wheel, certainly tended to make them easy to propel; but the position of the rider, so far behind his pedals that he could not put his weight upon them, certainly had the opposite tendency. The high handles helped to increase this trouble. The plain bearings of early days, aside from want of dust-proof qualities, probably gave nearly as good results as any of our modern substitutes.

[To be continued.]

CORRESPONDENCE

BRATTLEBORO', VT.—The secretary of the Brattleboro' Bi. C. gives us a glimpse at wheel matters there: "We are just aching for the snowbanks to disappear, so we can once more mount our favorite steeds. We have regular club meets the first Tuesday of each month at our headquarters, and hope to be able to keep in good spirits until early spring. Could not do without my BICYCLING WORLD these gloomy days. I should have probably broken my neck ere this, had it not been for your last issue, containing the bicyclist's experience on ice; for I had the fever bad, and that article thoroughly discouraged me."

LOUISVILLE, KY.—Concerning the spin taken by Mr. M. Thomas Pope, on 12 December, noted in the last number of this paper, a member of the Louisville Bi. C. writes: "The distances are as follows: Louisville to Shelbyville, 32 miles; Shelbyville to Frankfort, 22 miles; thence to Lexington, 26 $\frac{1}{2}$ miles. Total, 80 $\frac{1}{2}$ miles. The road to Frankfort is very hilly, but the road-bed is good. Beyond there the country is comparatively level, there being no hills but what are easily ridden. Taking everything into consideration, the run is considered a very creditable one."

"NAMES."—*Editor Bicycling World*:—I wish to enter one for the scrub race of odd titles given to wheelmen on the road,—next after the one recorded in your issue of 24 December, page 102. T'other day I was out for a spin with an older and intimate friend who always rides with me. He had on a shaggy blue overcoat, gray pants, tucked into boots, and a brown cap. Small boy sung out to another, "There goes Robinson Crusoe up in the air." This is a fact, and no invention of mine. "Friday" was not with us,—it was a Sunday. JUVENIS.

QUERIES.—A valued Western contributor raises the conundrums: "How best can a rider protect himself in a header, with long, low handles over his lap?" "What is the science of falls, or aids in falls?" "Why does not Pope put more weight in the rim of his Special roadster?"

CHIRON'S M. I. P.

MOST likely there is bicycling in the next stage of existence, or up in the skies; for are there not meteors and double stars there, a "prime vertical" and "arcs of right ascension," and, sad to say, of "declination" also? From a book published of late, called "The Spirit World: Its Inhabitants, Nature, and Philosophy," we get the following extracts, giving some interesting particulars: "There are various kinds of wheeled vehicles in the heavens above the third, and in each heaven successively they are more elegant and graceful than in the heaven below. They never wear out or require repairing, or become tarnished by time and use." Again:—"It should be a source of gratification to

young people to learn that they will not be constantly engaged in devotional exercises." They are "able to transport themselves from place to place, from one heaven to another and to earth; and advanced spirits are able, with the speed of lightning, to wing their flight from this planet to another without exhaustion and with little effort." In the same edifying work there is a detailed account of a *steamboat explosion*, said to have occurred in one paradise. This, if true, quite takes the point out of the old joke about the "brass-mounted revolver, and of such is the kingdom of heaven."

A VIRGILIAN exhortation to the little ones riding three-wheelers on a certain avenue (but don't get in the way so much): *Macte motâ virtute, puer, sic itur ad Rotam.*

MR. INFELIX, of Ours, observing how many in that heavenly instituted wedlock complain of being held there, and break away, says that when the breaches are made (or worn) by the insubmissive she, t' other wheel of your bicycle getting uppermost is a good symbol of the result. We can remind him that one remedy, also, may apply in both cases,—some court-plaster, with a "bill" from judge or doctor.

ALTHOUGH the bicycle is so much of a horse, its balance is not a case of "stable equilibrium."

MOSES AND I.

Like Moses on his mount, on mine
Bicyc'er cuts a wondrous shine,
Until he strikes a rock, and then
Resemblance ceases 'twixt the men. D.

A NEW reading of an old proverb:
"There is many a slip between the saddle and the hip."

Some people cry
To me,—O fie!
Why don't you make your own?
The reason why,
Just like the Bi.,
I cannot stand alone. T. W. O.

PERSONAL

MR. GEO. D. HOFFMAN, of the Chicago Bi. C., is heard from (with renewal of subscription) in Rome. He will shortly be in Dresden.

L. W. SEELEY, Esq., Capital Bi. C., has our thanks for many favors and appreciative expressions. He sees the dignity of the bicycling cause, and promotes it.

MR. GEORGE E. STYLES is promoting wheel matters in Burlington, Vt. It's a tough time now; but his three riders will be thirty a year from now.

MR. HERMAN H. KOOP, Jr., of Brooklyn Bi. C. and L. A. W., writes complainingly of the weather in Bremen, Germany. Has Vennor extended his tactics so far?

THE POPE MANUFACTURING COMPANY have taken new quarters at 597 Washington street, Boston. They are a flight lower down, but will try to make

their flight higher when the season opens again.

MR. WILLIAM SHAKESPEARE has taken an agency for the Columbia and Mustang bicycles at Waltham, Mass.

JACK EASY hands in this for his week's contribution: "When you see a man wearing an ulster which lacks some eight inches or so of its usual length, you may safely assume that he neglected to remove it when he first tried the new Harvard tricycle. The cog-wheel gearing only subtracted one corner, however. The tailor did the rest. Most of them will try and get along without a new ulster till next winter, but they all of them carefully take off their present remnant whenever they mount the three-wheeled tempter,—and don't you fail to remember it: they don't, not one of them."

"RAD," of Providence, is the latest victim: As nursery rhymes are in order, here goes:—

There's a jolly young fellow named Barton;
That he is so, is morally certain;
He never shows fight,
Though he's "open all night,"—
This jolly young fellow named Barton.

A MEMBER of the Massachusetts Club gladdened the heart of one of his friends by presenting him with a full-nickelled fifty-inch bicycle. The wheel was exhibited at Percival's before it went into the young man's stocking. Generosity of this nature is most commendable.

CUNNINGHAM & Co. are also contemplating a change in business location, which will shortly be announced.

THE POPE MANUFACTURING COMPANY have brought suit under their patents against Mr. Charles Koop and several other individual infringers. They say they regret that they are compelled to do this to defend their rights: if they let off some, all refuse to respect their patents. They are always ready to settle with one who imports one or two machines, for the usual royalty, before expense incurred; but if this is not paid, the costs have to be added.

NEW YORK NEWS AND NONSENSE.

THERE is nothing but nonsense this time, all the news being snowed up. Captain Ames is seen occasionally riding about with his split-tail ulster on, one half blowing out like horse blankets on either side of his backbone. P. D. Johnston, or, as he is called by the boys, "P. D. Q.," is busying himself over a patent cow-catcher for his Harvard. Mr. Chas. W. Minor will soon add his genial presence to the list of disconsolate city wheelmen, the fun at Stamford being over for the season. Harry Blake is making out his list for New-Year's day. Wilmerding and Dr. Neergaard dine together frequently, with very happy results. Sidney is provoked because Vignaux won. Dr. Marsden has secluded himself in Red Bank since Sarah left town. Pier e Noël lunches all the boys. The E. C. and N. R. R. is progressing.

Charles Duane, Esq., of 160 Fulton street, has n't laughed since Christmas. Bronson had the bones of his left arm taken out so he could play polo on skates. A long, narrow, patent-leather foot-print appears frequently in the snow, on 19th street. Brown has passed favorably on the "American Roadster." Walker does n't call on his friends any more. Louis and Theodore are probably dead. Wright has brought out Magnin, Guedin & Co., or words to that effect; and the cyclometer on the wheel of 1880 registers nearly 365 laps.

BUT one sonnet to the new year has been received thus far, therefore we reserve our decision for one week, with the expectation of receiving others.

THE following was cut from *Cycling*: "You have probably seen an oak-fence; have you seen a trouser-guard? You may have seen a wheelwright, or a river-reed, but have you ever known a n-arrow squeak or a backbone holloa? Many hunters have seen a brook-jump; I have seen an Arab cradle spring. I believe it is nothing extraordinary to have seen a rope-walk, a mountain-slope, a horse-fly, or a mill-race, but have any of you known a tricycle race for the championship?" That's nothing: the BICYCLING WORLD has a running pen (Currente Calamo), spells Wright in every number, and in every issue has a Pope who never made a bull.

DEAR OCTOGENARIAN:—Don't be discouraged. Age is no drawback. We can teach you in three lessons to become a fair bicycle poet; terms, \$5.00 per lesson. If you can't raise \$15, we will swap knowledge of poetry for instruction in bicycle riding. A great many New York wheelmen have become bards under our tutelage, as you have probably noticed by our back budgets. It is very simple, and you have an immense advantage in living within the halo of Athens. First select three words that rhyme,—say verse, terse, and hearse; then two words, as unique and Greek. Place these five words thusly,—

verse,
terse,
unique,
Greek,
hearse.

THIS is your outline; now with a rapid brush daub in the background, Munich style:—

He strove for the triumphs of verse,
But failed to be pithy and terse;
Still his lines were unique
For their Latin and Greek,
And won him—a shroud and a hearse.

If time were not so precious, we could squeeze crape and pall-bearers into the poem, but the lines will do as a sample.

KNICK O'BOCKER.

New York, 26 December, 1880.

ADVERTISERS will find the MID-WINTER NUMBER of the BICYCLING WORLD AND ARCHERY FIELD, with its rare attractions and its issue of 15,000 copies, a valuable opportunity to take advantage of.

THE Bicycling World

ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 31 DECEMBER, 1880.

THE PERPETUITY OF ARCHERY as one of the chief of recreative arts admits of no question in the mind of one who has either practised it to any considerable extent, or studied it to a clear understanding of its theory and practice. Not because its history relates back to a time when the memory of man runneth not to the contrary, nor for its universal culture by all nations, nor for its effectiveness as a means of defence or destruction,—not for these reasons do we expect its future continuance. They are interesting as matter of history, and they give a prestige and attractiveness to archery, which work much in its favor. So also does the fact, so often adverted to, that it is a pastime in which the presence and competition of ladies and gentlemen together can be enjoyed; and the other fact of the grace and elegance pertaining to and promoted by good bowmanship.

Archery is in the highest degree a game of skill. It tests the finest physical and intellectual faculties. Like fencing and dancing, it is a graceful exercise and promotes gracefulness of carriage. Like billiards and fine skating, it involves nice calculations and delicate applications of judgment. Like whist and the play of stringed instruments of music, it stimu-

lates quick memory and alert mental processes with ever-changing combinations of many factors. Difficulties are its charm; and so long as the human mind delights in mastery of the bodily instrument of its action and in conquest with and through it over other minds with their bodies, or over material forms and forces, in gentle competitions, so long will archery find its devotees amongst gallant men and graceful women.

ARCHERY IN THE WINTER TIME.

Editor Archery Field:—I see that some one is advocating the practice of archery by gas-light, in halls or armories, during the winter season. Concerning the success of this glorious pastime, when Boreas has loosed all his cold winds upon us, I wish to remark: Cupid is the only archer who can operate with any success in the winter time. Archery as an amusement is something which is set apart for the summer time, the same as sleigh-riding and skating are for the winter; and whenever we are compelled to resort to artificial means to enjoy a pleasure, we lose half of its real good.

We learn a great deal from experience. Assertions avail nothing in this country, unless they can be substantiated. Self-experience and foreign experience are the best convancers.

The first year our club was organized, archery seemed to be the prevailing mania in and around Cincinnati. We could not begin to be satisfied with what shooting we could do in the summer and autumn. So when the cold November winds began to blow, the archer began to look, in the face, a great deal like the target. And as he held his hands in his pockets to keep them warm, and "blew" his breath upon his fingers, he would usually hit a "blue" instead of a gold or a red.

Nothing would do the leading members of the various clubs in this vicinity, but a hall or place of resort for shooting during the long winter evenings. So the Exposition Hall at Cincinnati and less commodious halls at other cities were rented and lit up by electric and gas lights, targets were set up, and the jolly archer stepped forth with a buoyant step and a light heart. I cannot in this paper describe the fun, the suppers, or the general good times we had at these halls; but alas! our practice did us no good. It is true, we scored as high as 244 points at 40 yards, with thirty arrows, and 200 points at 80 yards, with 48 arrows; but as I said before, Cupid was the only successful archer who shot an arrow in these halls.

Now I shall tell you why.

"When the springtime came, and flowers bloomed, and birds sang light and gay," instead of having full and enthusiastic meetings, several of the clubs disbanded, and others went to the ranges as if it were an imperative duty rather than a

pleasure; having lost all enthusiasm by the winter meetings.

I also wish to say that shooting in a hall by artificial light is quite different from shooting in the field. Every archer knows, if he has studied philosophy, that the refraction from the gas lights and the cross rays change the aim. And the wall or "back-stop" serves for a guide, which the archer soon misses when he goes out to the field. These, with many other little things, place the archer in a worse condition than he would be in if he were to remain in a "hibernated" state. The "fun" also cost us more than would have bought a fine yew bow for each member.

So we have concluded that archery in the winter time is not the thing. And when the bright days in spring come, every member of our club has his bows and arrows ready, and as soon as the day for practice arrives, every one enters the field with a spirit and a will, and you would be surprised to see how soon each one is shooting as well as ever.

I simply throw these hints out to warn archers of an error into which they may be drifting. I hope a word to the wise will be sufficient. Archers, wait until the warm days come; then

"Cheerily blow the bugle horn
In the cool, green woods of morn;
Loose the hounds and let them go,
Wax the cord and bend the bow."

J. W. B. SIDERS.

EATON, O., 20 December, 1880.

SAN FRANCISCO NOTES.

Editor Archery Field:—Since my arrival on this coast I have met quite a number of the leading archers, and have seen the following scores made at the York Round:—

Frank C. Havens,

100 yds.	80 yds.	60 yds.	Total.
26-84	25-113	19- 85	70-282
24-94	33-123	20-110	77-327
13-63	35-145	22-102	70-310
19-67	26-106	17- 89	62-262

Isaac P. Allen,

27-87	24-80	20-112	71-279
21-77	20-76	19- 89	60-242

A. W. Havens,

10-36	15-55	13- 51	38-142
11-31	19-67	15- 59	45-157

J. G. Cadman,

8-45	9-37	7- 23	24-104
12-40	15-55	12- 48	39-143

R. J. Bush,

17-65	13-41	10- 36	40-142
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— Coffin,

9-45	11-47	13- 53	33-145
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The York Round is new to nearly all of the archers, they having up to the present year confined themselves to the American Round distances; but it is expected to see larger scores soon, as the archery season lasts from 1 January to 31 December.

Mr. Frank Havens's style of shooting is the continuous draw, while bring-

ing up the bow with a trifling pause or steady on the aim, a style both easy and pleasing to the eye. His great point is his nerve, which holds him up to his best work at the last of a match.

Mr. I. P. Allen brings his bow downward to the full draw, and holds on the aim, shooting from the "dead loose." His arrows fly very prettily and smoothly. He uses the California yew bow exclusively, of which I have seen some very fine specimens, though all seem to have the defect of bending under the hand, making a curve from end to end instead of throwing the action into the limbs of the bow.

A party in this city has a large quantity of the yew, which has been seasoning for a year or more, and soon we shall probably see some good bows, and probably cheaper and more lasting than those imported, as the wood seems to be remarkably free from knots.

The revaluation of the target (1 to 5) is being considered, and I am informed by several of the leading archers that the values 1, 2, 3, 4, and 5 will probably be adopted at the commencement of the new year, as it would have been last year but for the recommendation of a few that they hold off for another year and see if the old values were not substantiated; but the new revaluing by points to cover the defect which they claimed existed has decided the question of their adopting a simple schedule of values that will at one computation be equitable to all. Even the author of the article on the subject lately copied by you from the "Pacific Life" favors the 1 to 5 values.

Yours truly, A. N. DREW.

SAN FRANCISCO, 13 December, 1880.

P. S. — It would be a point for the National Association to make it a special object for a team from this city to visit Brooklyn and take part in the next Grand National Meeting.

ARCHERY CLUBS

JOLLY ARCHERS.

Editor Archery Field:—I notice in your last issue a call to secretaries of archery clubs to send in reports in regard to the doings of their clubs, etc. Although our club is not a member of the National Association, and although quite a small one as to numbers, still we take a great deal of interest in the "noble sport," and have endeavored to do "good" work, both in the field and in inducing the other archers here to practise long-range shooting.

The "Jolly Archers" were regularly organized last summer. The officers are C. Williams, president, and W. R. Lansing, secretary. Number of members, eight, three of whom are ladies. Summer before last, five of us commenced practising, but we only shot at 25 yards, at a 27-inch target; but at that distance some of us began to show they had good material in them,—notably Mrs. W. R. Lansing and Mr. C. Williams. Last

spring we commenced on "long-range." We labor under some disadvantage in our range, as we are unable to practise the York round, as 80 yards is the longest distance we can get. We trust we may get a better one this summer. The range is level, with an abrupt incline at the spot at which we place our targets, for one end, and smooth at the other. As for score, I will only say that they have ranged between 250 and 375 points, with 96 arrows at 60 yards; Mr. Williams making the highest score for the gentlemen hits, 65-375, and Mrs. Lansing, the highest of the ladies, viz., 315 at a single Columbia,—hits 53. We use bows mostly lance, or beef backed with lance, of Feltham and Horsman and Highfield make. Mr. Williams uses a 40-pound self yew, Spalding's make; Mr. R. H. Lansing, a 40-pound Highfield lancewood; W. R. Lansing, a 40-pound Horsman lance; and the ladies all use Feltham's bows, from 26 to 30 pounds' pull. The arrows used are the "Granger" arrow, except Mrs. Lansing, who uses Horsman's.

We hope that the coming season will show a marked improvement in our scores, as we intend to practise as intelligently as possible. Very truly,

W. R. LANSING,

Secretary Jolly Archers.

ROCHESTER, N. Y., 21 December, 1880.

DRIFT AND WAG

WE wish you a happy year.

Now, in this "winter of our discontent," is the time for writing up the summer and autumn pleasaunces.

MR. I. P. ALLEN has a bright letter in *Pacific Life* of 18 December, in which he sets forth some things learned from a year's practice.

HE must have been a good boy, for he says he "never killed a bird with an arrow." But he can "hit the side of a house now," that is, "if it is n't too far off."

HE bought a Highfield bow and half a dozen arrows, and began archery. "I thought it was the easiest thing in the world, but oh! how mistaken I was. I stood about 30 yards from the target and pulled away for dear life. The pulling was all right, but I could n't let go."

MENDING broken arrows is very neatly done by at least one of our correspondents, who sends us a perfectly true and apparently sound 28-inch arrow, "made up of the fragments of five broken ones. This repairing was not done with special care, but the fact that it is still a practical arrow, after being five times broken, is perhaps proof that arrows broken are not necessarily entirely useless. I have a half-dozen Granger arrows in use, all of which have been broken and repaired. The method of mending is quite simple, and if this matter, in your estimation, is worthy of treatment, I shall be happy to tell what I know about it."

OUR correspondent is earnestly invited to contribute his suggestions, as no doubt they will be of practical value. There is something about the keeping of one's instruments in repair which inspires confidence in the owner's ability to use them and respect for his love of the art.

WHEEL CLUB DOINGS

CENTAUR BI. C. — This club was founded (in Philadelphia) 16 December, 1879, and was fully reported on page 218 of the *BICYCLING WORLD*, Vol. I., and is entitled to full possession of that name. At present it includes ten active members, and its officers are as follows: Captain, John E. LeConte; secretary and treasurer, Richard D. Baker (1414 Arch street, Philadelphia, Pa.); bugler, L. H. Dulles.

CHAUNCY BI. C. — This club is composed solely of amateurs connected with Chauncy Hall School, and now numbers twelve members. At the late annual meeting the following officers were chosen: Captain, W. D. Brewer; sub-captain, Lewis Wood; secretary and treasurer, Edward Rose (100 Washington street, Charlestown, Mass.). The club is in a prosperous condition.

HAWTHORNE BI. C. had a very enjoyable two-hours' spin on Christmas morning. The half-inch of snow on the ground, together with the threatening weather, doubtless kept many at home, but the faithful nine found fun enough to repay them for turning out; and if the roads were a little rough, what did it matter to those who had n't had a chance to ride wheel-back for weeks?

MERIDEN WHEEL CLUB. — The bicycle riders of Meriden, Conn., have recently organized under the above name, and elected the following officers: President, George A. Fay; captain, Theodore S. Rust; secretary and treasurer, Frank S. Fay (9 North Colony street, West Meriden, Conn.); first lieutenant, Eli C. Birdsey; second lieutenant, Frank F. Ives; and these officers and William N. Lane constitute the club committee. The wheel is a familiar object in this city, where fair riding is found, and very little prejudice.

PORTLAND CYCLERS have been specially favored the past two weeks, the streets being nearly free of snow, and rolled hard and quite smooth. Think of it! Fifteen inches of snow in Virginia, and bare ground in Maine! Christmas day was a glorious one for the wheel. The president of the Portland Bi. C. and director Lamson of the L. A. W. took a delightful spin about the city in the afternoon.

IN BOSTON there was some wheeling on Christmas day, the president of the L. A. W. taking his with a tricycle, while director Hodges and others were out on their bicycles. Mr. Stall, of the Waltham Bi. C., Harrison and Shillaber, of the Massachusetts Bi. C., and others have

been improving the December riding days, though they could not be squeamish about the condition of roads.

A RECORD and reference list of all the bicycle clubs, with their names, addresses, officers and distinctive colors, badges and costumes, is very desirable. The BICYCLING WORLD furnishes the only complete one, and every new club should report through its columns; those who promote new clubs consult its pages, and will respect prior appropriations in the particulars named. Beyond this, club secretaries will do well for their own clubs, and contribute to the enjoyment of others, if they will promptly send all matters and doings which are not mere routine, briefly reported, to the same columns, to be published under this heading.

DETROIT NOTES.

BICYCLING in Detroit and on the roads thereabouts was very bad during the late autumn; but now that the roads have become hardened and there is no snow on the ground, the wheeling is superb. Capt. Howard ran to Saline, 41 miles, in five hours a few days ago, and although he went alone, reports a pleasant trip. However, out here we consider that the "companionship" afforded by bicycling is one of its greatest charms, and seldom make extended tours alone. Bates, our venerable and bald-headed president, rides every day to and from his daily bread-winning locality, and I observe that he occasionally finds time to indite a pleasant letter to the WORLD. May he live to write them for many years. Our honorary veteran, Reed, still strides his wheel, and a few days ago came bowling up to my suburban residence after a hearty spin. He is about sixty years old, and bicycling is making him younger and jollier in appearance every week.

Other members of the club are riding every day, and with us the bicycle has become the conveyance of the day. We ride as much for business as for fun, and that we *do* ride will be shown the readers of the WORLD when, after our next club meeting, we make public the record of the number of miles we have "logged" this season. By the way, I think the yearly record of runs made should constitute part of the written history of every bicycle club, as it is of every yachting or rowing club.

One of the new Yale machines has reached this city and is ridden daily. It seems to give satisfaction, and many of us who use the earlier makes of machines are watching its work with interest. I set it down that next season there will be redoubled interest in bicycling in this city and State, and when the fun begins I will keep the WORLD's people posted about it. Excuse haste and a thick head.

HIND WHEEL.

AGENTS AND DEALERS wishing an extra quantity of our MIDWINTER NUMBER will favor us, and be more likely to receive what they want, by sending their

orders in immediately. There is no advance in the price.

PROVIDENCE B1. C. — *Editor Bicycling World*. — At the regular monthly meeting of the Providence Bicycle Club held Saturday evening, 18 December, after transacting the regular business and electing three members, it seemed to be a general feeling that the Providence Club was behind the times in the matter of a room, and a committee of three was appointed to have the matter in charge, look up a suitable room, and report at a special meeting to be held Tuesday evening, 21 December, and at that meeting they reported that they had the refusal of a room at 87 Westminster street, up one flight, of good size, very conveniently located, and in their opinion just what was wanted. After a little discussion their report was accepted and the committee discharged. It was then voted to hire the room, and a club-room committee of three was appointed (consisting of Cross, Handy, and Richmond), who should have full authority in its management; and last Thursday evening it was opened to the club without ceremony. It is a large room on one of the main business streets of the city, convenient of access, with a billiard and card table; and although not furnished in as stylish a manner as many of the members would like, yet will make a very pleasant place to pass an evening and take a brother wheelman. The club, notwithstanding the weather, is in an active condition, Mr. Thurber having used his vehicle every day for the past two weeks in riding from his house to his store in the morning and back at night, and other of the members using theirs in and around the city. The club have in prospect an amateur dramatic entertainment, and hope in some future number of the *World* to report a successful entertainment, both to the public and the club treasury. Our secretary had the pleasure of a call from a member of the Buffalo Club a short time since, and would always be pleased to see a visiting wheelman, with or without his wheel. We of the Providence Club think "Madeline" should have a tricycle for her interest in bicycling and her journalistic effort, and are surprised that Percival has not before this offered one for her use. Richmond's Rink is a success, and ice bicycling also, notwithstanding various letters doubting its practicability. OPEN ALL NIGHT.

27 December, 1880.

HOBBY HORSES.

To the Editor of the *Bicycling News*. — I bought not long ago a book, published in the early part of this century, entitled "Hobby Horses," which, I fondly hoped, would tell of the early days of our sport, but alas! on examination I found it to be merely a poem on the usual meaning of the word, viz., the favorite object of pursuit. The concluding lines, however, are worth reproducing: —

"Let him who rides the Horse of strong Desire,
First, of some Judge his character enquire.
If Conscience can return a good account,
Let him ride on — 't were vicious to dismount.
If bad — draw in the bridle of Remorse,
Dismount, and seek some better Hobby Horse."

However, the earliest mention that I can find of any carriage to go without horses is in August, 1769; but I fancy there must have been something prior even to that date. The description, which appears in a magazine of the time, is heralded by an editorial note as follows: "The conversation of the public having been so greatly taken up with a machine to move without horses, we are persuaded the preceding plate, with the following explanation, will be not a little agreeable to our readers.

"Mechanical Projections of the Travelling Chaise without horses, shewing plainly by inspection the constitution of these machines. By John Vevers, Master of the Boarding School at Rygate, in Surry."

You see, sir, that even then the school-masters were infatuated with the idea of wheels. The dear old pedagogue proceeds with a long-winded description, but I will only inflict the first paragraph on your readers. He starts with a truism, and our *Dominie* spins out terribly, as follows: "Ignorance of mathematical sciences makes mechanical problems appear abstruse and astonishing to those who are not exercised in mechanical studies. For to find out an unknown hypothesis, required, amongst a confused infinity of others, to be accustomed to discern the proportions and the force of mixtures; to take a right method in resolving the most intricate and perplexing propositions, is to have the mind well cultivated and clear in geometry, arithmetic, astronomy, and mechanics, which are keys to unlock the understanding and solve the greatest difficulties. Therefore, upon the above-mentioned principles the construction of these carriages are here demonstrated," etc. There! that's clear and concise, isn't it? Surely he must have had a prophetic eye in mentioning astronomy: he could only have meant in its connections with REVOLVING CYCLES.

It was a four-wheeled affair, the master sitting in front to guide it, while the poor "footman" stood over the two hind wheels, and, by a pleasant little treadmill arrangement, worked the wheels slowly round by means of a pulley and levers.

The ingenious and ingenious school-master adds a postscript, which, like that of the proverbial young lady's, contains the pith of the whole matter, and is certainly the most charming little bit of naïve comicality I have ever come across: —

"N. B. — The velocity of these carriages depends upon the activity of the footman."

Bicycle and tricycle manufacturers please copy. But I fear I have spun too long a yarn; however, if acceptable, Mr. Editor, I may again "take up the parable" at a future time. — *Clarion, Canonbury B. C., in Bicycling News.*

L. A. W

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

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

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

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

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

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

CHILLICOTHE BI. C. (all residents of Chillicothe, Ohio): Albert Dump, Thomas J. Nye, Charles Duncan, Russell Bartlett, Perry Lunbeck, Samuel E. Wayland.

ADDITIONAL. — *Saratoga Bi. C.*: Frank W. Lawrence, "Excelsior Spring"; Tracey Walworth, No. 523 N. Broadway; both of Saratoga Springs, N. Y.

Crescent Bi. C.: H. W. Keyes, No. 19 Union Park street, Boston, Mass.

CONSULS APPOINTED. — Consuls have been appointed for different towns in Canada, as appears from the following:

LEAGUE OF AMERICAN WHEELMEN, CANADIAN DIRECTORATE. — ALBERT S. PARSONS, Esq., Cor. Sec. L. A. W.: — *Dear Sir* — We beg respectfully to nominate the following gentlemen as consuls of the L. A. W. for Canada, viz.: H. M. Blackburn, Toronto, Ont.; C. J. Sidey, A. T. Lane, Montreal, Quebec; A. H. Hatchard, Richmond, Quebec; Jno.

Moodie, Jr., Hamilton, Ont.; Mr. McIntosh (*Daily Advertiser*), London, Ont.; R. W. Leeming, Brantford, Ont.; J. G. Hay, Woodstock, Ont.; R. R. Baldwin (Bank of Commerce), Guelph, Ont.; P. Healey, St. Catharines, Ont.; W. Caswell, Ingersoll, Ont.

HORACE S. TIBBS,
BRANTFORD, 17 December, 1880.

S. W. McMICHAEL,
Directors for Canada.

MONTREAL, 23 December, 1880.

HADDONFIELD TURNPIKE CASE. — Under date of 29 November last, a vote was submitted to the Board of Officers L. A. W., under Rule 12, a copy of which, with the papers relating to the matter, were published in No. 4, Vol. II., of the BICYCLING WORLD. The president of the League has now declared the vote carried, as follows: —

LEAGUE OF AMERICAN WHEELMEN,
28 December, 1880.

In the matter of the Haddonfield Turnpike Case, the vote upon recommendation of committee in which was submitted under date of 29 November last, thirty-four written ballots have been returned, and the vote is as follows: —

Whole number of the Board . . . 46
Necessary to carry a vote . . . 24
Ballots received at this date, blank 1;
no, 3; affirmative, 30.

I therefore declare the vote carried, as hereto annexed.

CHARLES E. PRATT,
President L. A. W.

To J. FRANK BURRILL, Esq.,
Recording Secretary.

"VOTED, That this Board approves and appreciates the efforts of the Philadelphia and Germantown Bicycle Clubs toward securing the rights of wheelmen on the turnpikes of New Jersey, and deems it proper that the League should assume the expense of the "Haddonfield Turnpike Case as presented by a committee from the first-mentioned club; and accordingly, that the Treasurer be, and he hereby is instructed to pay from the funds of the League in his hands, to H. B. Hart and H. A. Blakiston, committee, or their order, the sum of fifty dollars (\$50), with which they may 'foot the bill' in that case as requested."

NOTICE OF JANUARY MEETING.

To the Board of Officers of the League of American Wheelmen:—Gentlemen,—The January meeting of the Board will be held in Boston on Tuesday, 4 January, 1881, at 10 o'clock A. M., at the headquarters of the Boston and Massachusetts Bicycle Clubs, No. 40 Providence street, corner of Park square (opposite main entrance of Boston and Providence Railroad Station), these headquarters having been kindly offered for the purpose by the clubs. Should you be unable to attend the meeting, any suggestions you desire to make may be made in writing.

Per order of the President,
ALBERT S. PARSONS,
Cor. Sec. L. A. W.

WILL SOME BROTHER EXPLAIN?

SITTING here this Christmas eve, my Columbia gleaming pleasantly at me in the firelight, I pick up the BICYCLING WORLD for 10 December, and my eye is caught by an excellent article by a Detroitter, giving some of his "notions about bicycles." Now, on the whole, I agree with him, but yet I have a notion or two that I would like to air.

And first, as to means of fixing tires, I must say that I consider cementing as altogether too primitive and unreliable. Why, I have had more bother, more delay, and more nasty falls on account of my tire coming loose in spots, than from all other causes put together. I have never seen a bicycle with the rubber tire attached in any other way than by cement; but I find in "Sturmeys' Indispensable Hand-Book" descriptions of two methods of fixing by means of metal clamps: one used by Grout on the Portable and Fusion bicycles, and the other used on the Arab and constituting one of the specialties of that machine. Either of these plans seems to me to be vastly preferable to the use of cement. Perhaps if I were to see them in actual use, I might change my mind; and I hope some correspondent of "Ours" who has had practical experience with them will favor us with the results.

Then the tire itself. The tendency of late seems to be for rubbers of lesser diameter than seven eighths or even five eighths of an inch on front wheel.

This may do in England, the perfection of whose highways has been dinned in our untravelled ears *ad nauseam*, or even for the neighborhood of the modern Athens, where, if report speaks truly, the principal roads are planed and sandpapered once a week during the season; but it won't do here, where we have clay roads that are very bad, very good, or excessively indifferent, according to the length of time since the last rainy spell. No one with any regard for himself or his machine would, I think, use less than a 1-inch tire on his front wheel hereabouts. I indorse what "B." says about the need of an easy spring and saddle. The "Arab cradle spring" seems to fill the bill as to springs, but it seems to me that the suspension saddle might be made still more comfortable than it is.

I agree, too, with "B." in his idea that 6-inch cranks are needed for going over sandy or hilly roads, while 5-inch cranks will answer for smooth roads; but I don't quite understand his idea of three sets of detachable cranks, 5, 6, and 7 inches. Does he mean to have one set in use and carry the others along, to be changed according to the nature of the roads? Surely that can't be; and yet I can't see what else he does mean. It seems to me that a single set of cranks — say 6½ inches, with a good long slit which would permit the pedals to be shortened in to 5 inches — would answer all purposes.

Another point of great interest to riders in a hilly country (all our best routes here have steep hills on them) is some

means of shifting the centre of gravity towards the rear when about to descend a steep hill. The adjustable rake seems to be open to the objection of lessening the rapidity of the machine as a whole; but the Centaur movable saddle appears to be free from this, and indeed all other objections, and to provide a very important element of safety for "those who go down hill on bicycles." Will some brother who has tried it rise and tell his experience?

"B." has another good point in regard to dispensing with bright, polished, and nickelled work. When I am rich enough to sport a groom, whose sole business shall be to look after my wheel, I'll be ready to spend \$15 to \$20 extra for burnish or nickel; but so long as my impetuosity forces me to depend upon my personal stock of "elbow-grease," I am in favor of having a machine painted, spokes and all. Now, finally for this time, as to handles and handle-bar: it seems to me that most of our handle-bars are made too short—another concession to the riders on sandpapered roads—for ordinary country roads; 24 inches is none too long, the increased ease of control over the machine fully compensating for any disadvantages as compared with shorter handle-bar. The handles should be large and nearly spherical. The soft rubber handle seems to be a good idea. Will any brother who has tried it rise?

You see that this is a letter from a rider who wants to know, and will be glad if any of his more accomplished fellow-wheelmen will reply to his modest inquiries. J. E. B.

DUNKIRK, N. Y., 24 December, 1880.

BOOKS AND PAGES

SOMETHING NEW in skating 's shown up, for the boys, in *St. Nicholas* for January. "Every Boy his own Ice-Boat" is the title of an article, written by Mr. C. L. Norton, and finely illustrated, which sets forth the latest improvements in skate-sailing, diagrams of the sails for tacking, etc., and a sketch of a fleet under sail.

FAN TACTICS, as an elegant entertainment and exercise for girls, is also shown up in an illustrated article entitled "The Children's Fan-Brigade," in the *St. Nicholas* for January in a charming way. This magazine is wonderfully bright and original, and one wonders how all the new things in its pages can be thought of.

THE MIDWINTER NUMBER of the BICYCLING WORLD AND ARCHERY FIELD will contain a very interesting account of an excursion through England, by Alfred D. Chandler, Esq., with full-page map of the country. It will also contain stories by "Madeline" and "Ixion," poems by "Kol Kron," F. H. Walworth, Esq., and others; and sketches and papers of unusual variety. Some comic sketches will be given, and a portrait or two. Archery articles will not be neglected, and some

of the papers will be valuable for reference. Amongst the latter will be a paper on the "Bibliography of the Bicycle," by H. Blackwell, Jr., of London.

A PORTRAIT of "Juvenis," the dapper young contributor to our New York contemporary, will be looked for eagerly in the same number, as he rarely keeps still long enough to be sketched. Our artist has several other subjects under his pencil and graver. The number will be sent to all our subscribers without extra charge; but it will be a good one to distribute to friends, and can be had at the usual rates in any desired quantity, if ordered early enough.

LIFE ON THE PALE BICYCLE.

(Book of Revolution, ch.-vi., v. 8.)

WALKERS attend, where wheelmen join
And swell the jovial lay;
Your needs and aptitude combine
To hail the vivacious way.

In heaven the virtuous ride began,
When white bicyclic wire
Among the feathered psalmers ran,
And strung a bolder lyre;

And struck the winged with amaze
To see new double suns
Around the stellar orbits race
And pass the common ones.

It filled the island kingdom too,
When down to earth it rolled;
The size, the hue, and shape were new,
And more than Britain could hold.

From o'er the sea, with cry "Ahoy!"
An impetuous corner ran
An angel one, with eager joy,
To tell the Yankee man.

Now on the lively lift they shout,
Longfellow leads the song;
"Good wheel and pace" is heard throughout
The League A. W. throng.

To see life on the rover pale
The walkers will ascend!
Though steam and horse and boots should fail,
Its race shall never end.

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In answer to many letters of inquiry regarding our *Directory of Agents*, we have set up a few names, to show the arrangement space, etc.

This directory is designed to meet a demand for a cheap and profitable method of advertising for those agents who do not desire to occupy a larger space in our columns during the winter season.

It will show what agents are alive to and doing the business, and be a handy page of reference to the touring bicyclist, directing him where to find sundries, get the latest news and best information as to routes, hotels, etc., and where to introduce friends who intend purchasing machines.

The directory will appear in every issue of the *WORLD*, and will commence probably with No. 9, 7 January, 1881. Applications for space should be sent in on or before 1 January.

E. C. HODGES & CO.

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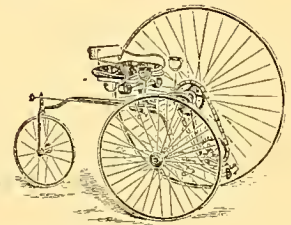
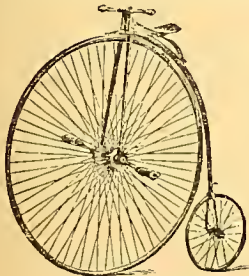
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E. C. HODGES & CO.,
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BOSTON, November, 1880.