

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

CHARLES E. PRATT,
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[No. 17



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VOLUME I]

CONTENTS

[NUMBER 17

	Page		Page
Advertisements	284	Invention and Manufacture	00
Archers and Archery	280	Literary Comment	279
Club Doings	277	Personal Items	283
Coming Events	00	Races	276
Correspondence	279	Rates and Terms	284
Currente Calamo	273	Relative Athletics	00
Editorial	280	Special Notices	00
Glances Abroad	278	Tours and Excursions	274
Headers	290	Tricycles, Velocipedes, etc.	00
Rota Anglica			
The Clubs Reviewed. XXII. Capital Bicycle Club	273		
In the White Mountain Region	274		
Hare and Hounds on Wheel	275		
Portland, Maine	276		
Annual Ten-mile Race of the Prov. Bi. C.	277		
Chit-Chat from Abroad.	278		
Our Premium List,—Our Wheelers Londonward	280		
A New Sight for the Bow	280		
Prizes for Archery Tournaments	281		
Second Annual Field Day of the Brooklyn Archery Club	282		
Rules for Club Teams	283		
An Index to <i>The American Bicycling Journal</i>	289		
Club Directory Supplement,—L. A. W.,—Headers	290		

CURRENT E CALAMO

Don't all speak at once about that second English touring party.

Numerous inquiries have been made for the "Early Bird" of our last issue; but the secret is profound.

It is proposed to issue "A Clergyman's Explanation," which appeared in our number 15, as a home missionary tract.

The article presenting a legal opinion as to rights of bicyclers in highways and parks must stand over to next number.

The Cleveland Bi. C. takes its well-attended runs every Saturday afternoon.

During the first week in June, Capt. S. B. Hawley, of Yonkers Bi. C., made a run from Yonkers to Tarrytown, a little over 11 miles, in 50 minutes, without dismounting.

A sight seldom seen was witnessed at the Reservoir, Friday evening; three fifty-eights, one fifty-four, and a fifty, riding abreast.

Bicycling has received a set-back in several localities, on account of the difficulty in getting orders for machines filled by the dealers.

ROTA ANGLICA.

BY MR. JINGLEBOSOM.

O wheel of wire, misjudged by walking man,—

The power of John Bull's pace,

What rides are here since thou and Jonathan

First greeted face to face!

He doomed to creep, thou on him didst impress

The pattern of a ruddy wheeliness.

Yes, it was well; for so, 'mid cares that rule

Us men to business tied,

The charm uplifts us from the chair and stool

To seats before untried.

We wheel our course like pigeons or like hawks;

Who rides with us he flies, he is but dust who walks.

THE CLUBS REVIEWED

XXII. THE CAPITAL BICYCLE CLUB.

About five years ago some of our members saw the first bicycle ridden in this city by an exhibitor, who dignified himself with the title of "Professor," and who, with a variety troupe of the better class, occupied one of our theatres for a short season. The riding of the "Prof.," though at the time considered something wonderful, calling forth the admiration of all who beheld him as he glided by on his ghostly steed, is now surpassed by a number of our riders both in speed and elegance. Of course the "Prof." tried and succeeded in passing numerous fast horses, and this achievement, coupled with the fact that no one saw him take a "header," won a respect for the steed at the Capital that has not been shaken by all the subsequent hurried dismounts of tyros. In September, 1878, an "Ariel" came to Washington to stay, and from that time forward the bicycle was an established institution. This Ariel made a bid for fame, as the vehicle used by one of the original members of our club in a ride of what he claims to be one hundred miles in the remarkably quick time of seven hours and fifteen minutes.

When the number of riders in Washington had reached seven the formation of a club was agitated as the best means to promote the cause and ward off adverse action by the authorities; but the latter, the press, and the general public took kindly to the new vehicle, and we have had to contend with a minimum of opposition.

On the thirty-first of January, 1879, a meeting of the bicyclers was called at the east front of the capitol, and the result was the formation of the Capital Bicycle Club, with a roll of seven members, of whom the following were officers: M. H. Vice-Pres.; H. S. O., Capt.; and L. O. E., Sec. and Treas. Subsequently, upon the adoption of a constitution, Messrs. F. D. O. and G. C. S. were elected to serve upon the club committee, consisting of the officers, *ex officio*, and not less than two other members. Like Artemus Ward's soldier company, an incipient bicycle club usually consists almost entirely of officers, and for a time our club made no exception to the rule. In July, 1879, complaint about the bicycle having been made to Major Morgan, then Chief of Police, but now one of the Commissioners of the District, that officer, with a proper regard for the rights of the bicyclist, called upon the club for a conference relative to the adoption of regulations for riding in the streets. The regulations were drawn up by the club, submitted to the Chief of Police, received his approval, and were then published in the daily papers for the information of the public and the guardians of the "unattached." Since that time not the slightest complaint has been made, and riders of the "steed" are seen wherever a horse may go.

In September, 1879, our efficient and enthusiastic secretary was obliged to resign, on account of pressure of private business, and Mr. F. G. Collins has, up to date of last club meeting, well and faithfully filled the office, when to the regret of all, he, too, tendered his resignation. Mr. E. H. Fowler has been elected to succeed Mr. Collins, and has duly entered upon his office.

In the fall of 1879 our original number having more than doubled, it became desirable to have a permanent club room. Suitable quarters were found and properly fitted up, and the institution soon acquired such popularity as to make it necessary to find larger and more desirable rooms. We are now pleasantly located at 412 11th street, and members of other clubs visiting this city are invited to make their head-quarters at these rooms. Before our door is a broad asphaltum pavement, which is used as a kind of practice ground for all kinds of fancy riding. In our club room is found all the bicycle news of the day, and the conversation in regard to the ideal machines would give many of the manufacturers some fine points; there are none of the members but what are well acquainted with their machines.

The capital is a paradise for the bicyclist, with its fifty (or more) miles of asphaltum paved streets. There are also some beautiful runs outside of the city, especially towards the northern part of the district. Nearly every night club runs of ten or twelve are made about the city or through the beautiful grounds at the Soldiers' Home.

Among the pleasant reminiscences of the club was its first anniversary, when all looked forward to a pleasant run to Marlborough and back, a distance of 40 miles. But few of the members have made extended trips on their machines, although "Nine Pin" went from Portland, Me., to Philadelphia, and two from this city to Boston. Long tours are being planned for the coming season, and Niagara Falls is talked of as the objective point.

Our club has not distinguished itself upon the track, for the reason that there is no place suitable for the purpose; yet several of the members have made the quarter mile in less than 40 seconds. Races were projected to take place at the National Fair, last November, but the track was found so heavy that they were of necessity abandoned; but it is hoped that the track will be in better condition next fall, when gold and silver medals will be offered. The motto lately adopted by the club is, *Swiftly and Silently*.

We are pleased to know that a second club has been formed in the city, as the two will create more interest among the bicyclers.

OFFICERS, 1880.

<i>Vice-President</i>	H. M. SCHOOLEY.
<i>Captain</i>	H. S. OWEN.
<i>Sub-Captain</i>	J. McK. BORDEN.
<i>Secretary and Treasurer</i>	E. H. FOWLER.

COMMITTEE.

Max Hausman and F. D. Owen.

MEMBERS, MAY, 1880.

Allen, C. G.	1700 14th st., N.W.
Beckham, C. M.	1108 F st. "
Borden, J. McK.	501 13th st. "
Blain, J. G., Jr.	821 15th st. "
Cate, E. H.	110 I st. "
Chandler, J. G.	1421 I st. "
Chester, Wm.	125 B st., S.E.
Collins, F. G.	1509 Vermont ave., N.W.
Cook, G.	cor. 12th and G sts.
Coyle, A. M.	1406 L st., N.W.
Donaldson, D. A.	1113 Penna. ave., N.W.
Fitzgerald, N. W.	1014 15th st. "
Fowler, E. H.	U.S. Coast & Geodetic Surv.
Godwin, H. L.	1305 Riggs st.
Hausmann, Max.	724 13th st.
Hawley, C. E.	1720 H st.
Hawley, J. J.	1720 H st.
Jesemofsky, L. N.	Printing Office, Signal Service, Pa. ave.
Lewis, J. W.	City P. O.
Lewis, H.	1009 H st., N.W.
Merrill, D. F.	722 13th st. "
Noyes, F. H.	721 First st. "
Owen, F. D.	924 Mass. ave., N.W.
Owen, H. S.	924 Mass. ave. "
Pritchard, E. F.	813 Mass. ave. "
Sexton, J. G.	Columbia Institute for Deaf and Dumb, Kendall Green.
Schooley, H. M.	1113 Penna. ave. N.W.
Schafhirt, F.	Cor. North Capitol and H. st., N.W.
Seely, L. W.	Lenox Building, cor. 7th and G sts., N.W.
Smith, H. L.	810 12th st., N.W.
Smith, R. M.	810 12th st., N.W.
Thompson, Ross	1419 I st., N.W.
Wilkins, F. G.	103 East Capitol st. N.W.
Wood, F. G.	520 Third Capitol st., N.W.

"HINKS."

TOURS AND EXCURSIONS

IN THE WHITE MOUNTAIN REGION.

At about this time last year a somewhat novel touring combination was projected by a Chelsea gentleman, Dr. William C. Cutler, and the project was carried into execution during the month of July. The tourists comprised three horse-back riders,

two bicyclers, and two wagoners. The equestrians were Dr. Cutler, Arthur P. Hodgkins, a Harvard law student, and Joseph M. Brown, of West Medford, a sub-master of Emerson School of East Boston; the wagoners were Geo. A. Veazie, Jr., Supervisor of Music in the Chelsea schools, and Eli Veazie, manager of the commissary of the expedition; the bicyclers were Darius Hadley, of Everett, Sub-master of Harvard School, Charlestown District, and the writer. The course was previously laid out by James Hovey, for many years Principal of Phillips School, Boston, who has summered among the White Mountains and their suburbs for nearly thirty years, and who in a buggy preceded the party as *avant courier*, sometimes two or three days ahead, and sometimes awaiting its arrival at some stage of the journey, and occasionally leaving messages and directions upon trees or at farm-houses. The tourists, with horses, wagons, bicycles, and all camping equipments, left Boston in the steamer for Portland, and from thence proceeded through Westbrook, Windham, Raymond, Casco, along Sebago Lake, Harrison, Waterford, Albany Town-house, West Bethel, the Androscoggin valley, Gilead, Shelburne, to Gorham, N.H. Here a five days' camp was made, during which excursions to Mount Washington, the Alpine Cascades, Berlin Falls, and other locations were taken, and there breaking camp, the course was continued *via* Jefferson Hill, turning aside for a night and day at Crawford Notch; then through Bethlehem to Franconia, over Cannon Mountain, past the Profile to the Flume; thence to Woodstock, where the writer left the party on its way to Portland *via* Sandwich Notch, while he wheeled it down the Pemigewasset and Merrimac valleys through Plymouth, Concord, and Haverhill to Chelsea. The rest of the camp went back by way of Portland, in order to save two days' travel for the horses, who were pretty well used up, although the average daily progress was only about eighteen miles while travelling. Mr. Hadley would also have wheeled it through to Boston but for taking a "header" in the wood near Jefferson, which broke the steering-bar of his machine and necessitated sending it home by express. It is needless to say that the journey, which lasted three weeks, was full of enjoyment, novelty, adventure, and incidents. The bicycles, being the first that ever appeared in the Mountains, of course attracted much attention, and excited wonder or admiration all along the route, and it was amusing to hear the curious questions and comments evoked. Many supposed they were for measuring the roads, and asked what the distances between places were. Notwithstanding warnings and prognostications of non-bicycling friends, the bicyclers found the roads in the mountain regions very practicable and averaging much better than the country roads this side, either in Maine or New Hampshire, and they found no difficulty in holding their own with the saddle-horses, while the commissary wagon was always behind. Including mountain climbing and soft roads, the bicyclers were obliged to walk only about ten per cent. of the way. Throughout the trip they were in excellent physical condition, neither of them once having occasion to resort to the medicine-chest, and they invariably came into camp with joyous spirits and keen appetites. The feed, under Mr. Veazie's management, was a constant surprise and delight, both from its variety and excellence. The party adopted a name, the "Boston Bicycle-Equestrian Association," and so registered itself at the very few public houses it visited. As announced in the last issue of the *WORLD*, the association is arranging another trip, all, except Messrs. Brown and Hodgkins, of last year's party, going this year. In addition this year the following have signified their intention to join: City Solicitor Eben Hutchinson, C. H. W. Addison, W. A. Norris and Orville Armstrong of Chelsea, C. F. Cutler of Framingham, Geo. W. Norris of Woburn, and Alexander McDonald of the Mt. Auburn Marble Works, Cambridge, and a New York friend. These are all either wagon men or equestrians, only Mr. Hadley and the writer thus far representing the wheelmen. As will be seen by reference to the last number of the *WORLD*, the route will vary much from that of last year, and the party may still further revise the order of return according to circumstances. It will be a pity, however, if more wheelmen do not avail themselves of this opportunity to roll the machine through one of the finest and most varied regions in the country, and the writer will be

glad to see or correspond with any bicyclers who may think favorably of it. The trip will not exceed three weeks, starting immediately after July 4, and the expense, based on the same number as last year, will not exceed, *pro rata*, \$12 per week. Any particulars regarding outfit, conditions, etc., will gladly be given by Dr. W. C. Cutler or the writer,

WILLIAM E. GILMAN.

Chelsea, Mass.

HARE AND HOUNDS ON WHEEL.

GERMANTOWN, 5, 16, '80.

Editor Bicycling World:—When you learn that this "antient cittie" is possessed of a "Hare and Hounds Club," which disports itself on horseback, will you think it strange if the G. B. C. recently took up the idea of having a paper-chase on bicycles? I think some of the wise men down your way have had one already. Oh, we don't doubt but that some one will find out you had one six months before we dreamed of it. As soon as the idea was broached every one was in for it. So on the 15th twenty-five bicyclers, representing the Philadelphia, Centaur, Pegasus, Germantown, and unattached riders of the city and vicinity, out of about one hundred and fifty invited, turned up. These were accompanied by two doctors, who believed they could make a good thing out of it, and several female relatives, in capacious family carriages, which they expected to use as ambulances. The hares, T. K. Longstreth, Philadelphia B. C., W. H. Poley and Jo. Pennell, Germantown B. C., had been previously chosen, and at 3.30 p. m. a start was made. Ten minutes later the hounds were let loose, and with a rush made for the trail. Now, when twenty fellows try to lead at the same time on a narrow road, something *must* happen. So, at the first corner four suddenly made an "involuntary dismount," and the rest ran over them; but our "club surgeon" was on hand, and only reported two beautifully twisted wheels, whose owners sorrowfully sat on the curbstone. On again for a mile, then up a steep sand-hill. Here some began to lag, and wanted to know where the fun came in anyhow, while the "chirurgeon's" horses are puffing, and the three or four phaetons are distanced altogether. Then out on to our Main-street cobbles. Here the *wind* seemed disposed to scatter the scent up side streets, though the heedless hounds didn't see the placid grin which overspread the faces of certain small boys on the corners. *They* didn't fool 'em. Oh, no! Now on again, over some sandy roads which would have made the fastidious "Kol Kron" groan with anguish, "going it blind" down a stone pile *called* a road. Then, with a rush up the opposite side, now out on to the old "Pine Kiln Pike." Suddenly there is a yell from the front, and the four leading fellows make a dash forward, "Freddy" running right away from them. The hares are in sight. "Cap." away behind, Tom next, and Jo. about a quarter of a mile ahead. They hear it and shout. Now comes a tug. The "Cap." is soon overhauled, but Tom makes a sturdy pull of it, and is not reached by Freddy for a mile or two; while the "long man" works away in his own sweet style till he suddenly measures his length in the sand, and Freddy then taps him on the shoulder; but, even though caught, the hares do not stop and spoil the fun. Still we hear the "Cap." whistling a halt in the distance. Here comes that "Slimy Dan," riding like mad. He don't see the gutter in front of him, so in he goes, and lands flat on his back about ten feet ahead of his machine; but before the "Doc." who thinks he has a case, can reach him he is up and off again. Now we have a straight stretch for half a mile, smooth and level. Here "sweet Willie," Fred., Jo., and the Doc. have a spurt, and though the "Doc." whipped up his horse, Willie, amid cheers and dust and general rumpus, came in first, Jo. second. Eight miles in forty-five minutes, not much for time, were it over ordinary roads; but here it wasn't the quantity, but the quality. Here we meet several fellows who "don't care about hurting themselves, you know." Now they fall in and rush ahead. So we give them a little "cross country" and down through the town. The hunt now stretched out for a mile or more, and on yet to Branchbow. Now comes the rush for home. Freddy still leads, going with might and main. Next comes Jo., head and body away over

the handles, arms a-kimbo, and doing his "high-pressure act" to perfection. Down Locust-avenue hill with our feet up, at least twenty miles an hour. Oh, how we flew!—people scattering and carriages pulling into the gutter. No dismounting for horses now. Here we are, on the home stretch again, in the same position. Oh, how hard it was! dig, dig, dig!—our throats dry and parched, feeling as though every turn of the wheel would be the last. One final effort: we are in and tumble off, F. W. Corse first, Jo. Pennell second, Washington Pastorius third. Time, 1.30; distance, 15 miles. Messrs. Corse and Mears went almost two miles further, having lost their way several times. Mr. Corse's time (Germantown Bi. C.) was very fast, considering the state of the roads over which the hunt was taken. Mr. Mears (Pegasus Bi. C.) also rode pluckily, although he had several severe falls and had an attack of cramp. By twos and threes the rest came in, some riding, others walking, and one carrying his pieces. But the "Cap." again sounds his whistle, and we start this time headed for Harkinson's. Over the scene which ensued the darkness of night, which had now fallen, may be drawn as a veil. Suffice it to say that the boys were filled, the pretty waiter-girls shocked, and Harkinson got his money.

LONG JOE.

PORTLAND, MAINE.

I must acknowledge that Portland is way behind the rest of the world in having only eight machines in a city of 35,000 inhabitants. But our city is *just beginning* to feel the influence of the universal excitement in favor of the Bi. which prevails in the rest of the world, and great interest is now manifested, and we hope to double or treble our number before the season is over. We have not *yet* organized a club, but contemplate doing so *immediately*, when, no doubt, you will hear from our honorable secretary immediately, and perhaps we may send a delegate to the grand convention at Newport.

Portland, as you know, is a very beautiful city; but its physical configuration is *not specially* favorable to the enjoyment of the wheel, it being situated upon a long ridge of land, comparatively low in the middle and rising into high hills at each end. The sides of the city slope down to the harbor on the one hand, and to the waters of the back cove on the other. The business portion is on the lowest part of the ridge, and most of the residences on the higher ground; thus a ride *to* business is an unalloyed pleasure, but the ride home is a matter of some exertion. However, the rise up to the *western* end of the city (which is the most beautiful section) is so gradual that it is quite easily taken, even by the inexperienced rider, and after having reached the highest part there is some excellent riding, as some of the streets crossing the city are very level and smooth; among them, Emery, Thomas, and Vaughan streets may be mentioned, and particularly the Western Promenade, a wide street or boulevard, situated upon the verge of the western bluff (which here terminates the hill), a hundred feet in altitude, and commanding (all travellers acknowledge) as beautiful a prospect as can be seen in this country. *Here*, of course, is the chosen rendezvous for our morning and evening rides.

As yet the greater portion of the country roads about Portland have been unexplored by wheelmen, and we anticipate great pleasure this summer in making discoveries in this direction. Most of the country riding, so far as I know, is rather rough and hilly, with numerous short stretches of sand, and the tyro is apt to be discouraged for a while after attempting a country tour; but a rider of experience can, no doubt, pick out his way in most any direction so as to have a very enjoyable spin.

Any ride into the country, of course, involves a walk up the hill on the return into the city; but that is a small objection to the enthusiast. One pleasant little run is out to Woodford's Corner, in the neighboring suburb of Deering, where Ocean street offers a mile stretch of very fine, undulating road.

In the same direction, a little farther out, is Evergreen Cemetery, the Mt. Auburn of Portland, out to which and return (five miles) is a favorite run for us. The longest ride yet taken by any of us is out to Gorham, a beautiful village ten miles west of Portland. Another ride often taken is to the

Portland-head Lighthouse and Cape Cottage, on the easterly point of Cape Elizabeth—four miles rather rough riding; but a sniff of the bracing salt-sea air, or a picnic on the craggy cliffs of the cape, will amply pay for all the trouble of getting there.

We all hope to be able during the coming summer to join with our Boston brethren in some of their future wheels around the Hub.

C. H. L.

RACES

ELIZABETH ATHLETIC CLUB had its annual games at Elizabeth, N.J., on the 31 May, 1880. One of the events was a two-mile bicycle race, open, won by C. O. Morris, jr. (Union Bi. C.), in 9.52; W. Hastings being second, in 10.2; and W. H. Foote, third, in 10.5.

MONTREAL had its second annual handicap games on the grounds of the Montreal Lacrosse Club, on the 7th of June. A three-mile handicap bicycle race for members of the Montreal Bi. C., resulted as follows: G. M. Smith (1 min. 45 sec.), first; no time taken; H. S. Tibbs (scratch), second; A. T. Lane (1 min.), third; J. D. Miller (1 min. 15 sec.), fourth; C. J. Sidey (scratch), fifth. A fall lost Mr. Tibbs the first place.

NEW HAVEN, CONN. — On the 8th June a second bicycle tournament took place at the American Bicycle course, on Howard ave., at four o'clock, p.m., resulting as follows:—

Amateur Races. — 1. Ten-mile race. Three prizes. 1st prize, solid gold link sleeve-buttons, to C. P. Wurts, jr.; time, 35m. 29s. 2d prize, gold locket chain charm, to Alexander Wurts; time, 37m. 38s.

2. Two-mile race. Three prizes, 1st prize, gilt French clock, to Wm. M. Frisbie; time, 6m. 28s. 2d prize, BICYCLE WORLD for one year, to E. F. Cleveland, of Hartford.

3. Slow race. Prize, gold-plated compass charm, won by Copeland.

4. One-mile race, boys, one prize, nickel-plated bicycle bell, won by Frank C. Reed in 3m. 27s.

Club Races. — 1. Two-mile race. Two prizes. First, a gold medal, won by C. P. Wurts, jr., in 6m. 10s. Second prize, miniature compass charm, to Wm. M. Frisbie, in 6m. 28s.

2. Slow race, 100 yards. One prize, a hub lantern, to Alex. Wurts.

3. Fancy riding. — Omitted on account of rain.

4. Three-mile race for the club championship; one prize, club champion banner, won by C. P. Wurts, jr. He surprised all present by making the first third of a mile in this race, after riding 16 miles, in 57 seconds, and winning the race easily, his competitors falling out before completing the first mile.

INDIANAPOLIS, INDIANA. — A grand bicycle tournament was held at this place on Monday, 7 June, at the exposition grounds, before a large and select concourse of spectators. A mile race was won by H. C. Emery (scratch), in 4.07, with A. Hibbard (scratch), second. A 100-yards slow race, there being too many competitors, was run in two trial heats and a final one; the first was won by J. J. Landis, the second by A. Hibbard, and the third by J. J. Landis. A competition in fancy riding proved Mr. H. C. Emery the winner. In a two-mile race, E. Braden (20 yards) came in first, in 7.58, with A. Hibbard (scratch), second, and J. J. Landis (20 yards), third. A contest between the winner of the mile race and a man with a velocipede was on the programme, but the latter backed out, and in place of this event a 100-yard dash was run by H. Russell, S. Haughey, and H. C. Emery, and won by the latter. The racing was on a half-mile trotting track which was very heavy for bicycling.

AN ERROR crept into our mention of races last issue, which we are glad to correct, as appears in the following:—

PITTSBURG, 6, 16, '80.

Editor Bicycling World:—In your issue of June 12th, you state that Mr. Wurts, of Yale, won the two-mile bicycle race at Mott Haven. W. P. Field, of the Princeton College Bicycle Club, won by 100 yards, in 7.57.

Please correct your statement, and oblige.

THOS. S. CLARKE,

Sec'y and Treas. P. C. Bi. C.

Other letters have reached us in correction, one being from

a member of the Essex Bi. C., which has the first membership lien upon Mr. Field and pride in his accomplishments.

THE CITY OF BOSTON bicycle races for the 5th of July, beginning at 3 o'clock, p.m. The programme indicates that they are to be more interesting this year than they were last year. In the last number of this paper the events, prizes, names of the committee, judges, with some other facts, were given.

The order of events has now been arranged, and is as follows: 1. One-mile amateur race. 2. First heat, professional race. 3. Quarter-mile amateur race. 4. Second heat, professional race. 5. Two-mile amateur race. 6. Third heat, professional race. 7. Half-mile amateur race. 8. Half-mile amateur slow race.

Great pains will be taken to put the track in suitable condition, and, provided the day be pleasant, it will be one of the interesting occasions of the year. Rules adopted by the judges and the committee are substantially the same as last year, with one or two variations, to suit the difference in events. The first, relating to professional races, is as follows: "The first prize in the professional race will be awarded to the winner of two in three heats; the second to the contestant who finishes in the best position in two of three heats, who does not win first prize; and the third to the one who finishes in best position in two of three heats who does not win second prize."

The third rule has been changed in its language for this year, to conform exactly to the definition of the National Association of Amateur Athletes, which is, and will hereafter be, the standard rule in that respect, namely: "An amateur is a person who has never competed in an open competition, or for a stake, or for public money, or for gate money, or under a false name; or with a professional for a prize, or where gate money is charged, nor has ever at any time of his life, taught or pursued athletic exercises as a means of livelihood."

As the prizes are of greater value, and the number of professionals as well as their proficiency has greatly increased through the last year, it is expected that this part of the races will be specially interesting. Several entries from a distance have already been received, and many more should be made, either in person or by letter, at the office of William H. Lee, Clerk of Committees, City Hall, Boston, before two, p.m., Friday, 2d July. Persons entering for amateur races should state what clubs they are members of, or if non-members, should name a reference as to their *status* as amateurs.

THE ANNUAL TEN-MILE RACE OF THE PROV. BI. CLUB.

The annual ten-mile race of the Providence Bi. Club, for a medal given by Mr. Jesse Howard, took place at Park Garden, Providence, R.I., Tuesday, 5 June, at 4.45 p.m. The attendance was good, and all seemed very much interested in the result. The men were called into line, and drew for positions, the following answering to their names: Thurber, Churchill, Lippitt, Richmond, and Phetteplace. The start was a flying one, and on the first trial the men got away, with Lippitt leading, and closely followed by Churchill and Thurber. The first mile was made in 3.45, showing good speed for the distance. The remaining men were soon dropped, and the race was continued by the three leading men. The same order was kept up to the commencement of the fourth mile, when Lippitt suddenly swerved from his course and crossed to the outside of the track. Churchill, who was following closely, took the pole in order to avoid collision, when Lippitt turned towards the pole again, crossing and striking Churchill's front wheel, breaking six spokes, and almost sending him over the handles. Thurber then went to second place. Churchill rode some laps with his disabled machine, and finding that he was losing distance, changed to a fifty-six, and continued the race. He had thereby lost fully one-half a lap by the collision and delay in changing machines, but pluckily went to work to make up distance, which he succeeded in doing, after some very hard pushing, and finally passed both his men in handsome style and took the lead. Lippitt now began to show the effects of the pace, and dropped slowly to the rear, but pluckily hung on. On the fourth lap of the last mile Thurber made a splendid spurt, and, passing Churchill, took the lead amid great excitement. Churchill, owing to the additional work caused by the collision, could not

respond, and Thurber continued to spurt until at the finish of the last mile had opened fully $\frac{1}{4}$ of a lap on him, and came under the wire a graceful winner, in 40 min. 41 sec., with Churchill second, in 40 min. 47 $\frac{1}{2}$ sec. Churchill entered protest against Lippitt for foul, which was allowed, but as no claim could be made against the winner, it did not alter the result of the race.

A great deal of credit must be given Mr. Churchill for the plucky manner in which he rode, notwithstanding the disadvantages he labored under; and his friends claim that he is the better man of the two, and are ready to substantiate the claim at any time.

Mr. Thurber is only sixteen years old, and for so young and undeveloped a rider he is a wonder.

Lippitt attributes his failure to sideache, but probably the pace was set too high for him at the start, thereby using him up. The judges were: Col. A. A. Pope, Mass. Bi C.; Capt. E. C. Hodges, B. Bi C.; and Mr. C. R. Percival, of Boston.

The judges were entertained in a very handsome manner by the Providence Club, and will have occasion to remember their courteous treatment long into the future.

The time made by the leader in each mile was: 3.45, 7.53, 12.48, 16.20, 20.33, 24.51, 28.25, 32.42, 36.43, 40.41.

CLUB DOINGS

COLUMBIA COLLEGE Bi. C. — The club took a run to Fort Lee on 25th May, starting at 6 a.m., and taking breakfast at the hotel. On the 5th of June a run was taken to Brighton Beach, the club starting from 34th street, and going by boat to Peck slip, and crossing Wall-street ferry. The riding was excellent all the way, except for the dustiness of parts of the road. The club expects to take a run to Philadelphia for the regatta for the child's cup, 28 June.

ELITE Bi. C. — Organized 3 June, 1880, with twenty members, in New York City. Officers: President, W. P. Bolles; Vice-President, H. V. D. Black; Secretary and Treasurer, L. F. Gantert (812 Broadway, New York, N.Y.); Captain, F. E. Davidson; Sub-Captain, G. P. Bedford; Lieutenant, S. J. Montgomery; Bugler, G. W. Pond. Head-quarters at 791 Broadway. Costume, colors, etc., not reported.

HARTFORD WHEEL CLUB. — There are few, if any, New England cities possessing better advantages for bicycling than the pretty city of Hartford, Conn., and consequently the sport has already gained a very firm footing there, there being nearly forty who own machines, most of whom are very enthusiastic in "wheeling." The Hartford Bicycle Club was the first to organize in Connecticut, and this pioneer club has had many enjoyable runs and meets.

Probably the organization containing the most bicyclic talent in the State, however, is the newly-formed Hartford Wheel Club, which is made up of skilled roadsters and successful fancy riders. Although an offshoot of the old Hartford club, in a certain sense, the best of feeling prevails between the two organizations, and the practice runs of each are indulged in oftentimes by a goodly number of the members of the rival club. The president of the Wheel Club is Frederic C. Penfield, who is well known in that section of New England as a journalist. He was one of the first to stride the wheel in the Charter Oak city, and is an ardent supporter of all legitimate out-door sports. Of the fancy riders, Messrs. Clark Lawrence and E. F. Copeland have gained the most notoriety, and though avoiding professional fame, both have given exhibitions which have been applauded by thousands. Of long-distance riders the club also has members which have won favorable comment, and, as a whole, the new club is an organization of experts. It is officered as follows: —

President. — Frederic C. Penfield.

Secretary and Treasurer. — Elmer C. White.

Captain. — Clark Lawrence.

Senior Sub-Captain. — Arthur H. Eddy.

Junior Sub-Captain. — Richard D. Perry.

Club Committee. — F. C. Penfield, Clark Lawrence, E. M. White, Joseph D. Hamilton, and J. N. Cavanaugh.

Its membership is fifteen, with flattering prospects of a much larger number within a few weeks.

The club uniform consists of seal-brown corduroy knee-pants, blue-stockings, gray flannel shirts, with trimmings of blue, and polo caps of the same material as the pants, embellished with gold monograms on the fronts, the letters "H. W. C." being artistically grouped on a miniature wheel.

SECRETARY.

INDIANAPOLIS BI. C. — Organized June, 1880. Officers: President, Harry Bates; Treasurer, Schuyler Haughey; Secretary, Fremont Swain; First Captain, Charles B. Fletcher; Second Captain, Herbert Emery. Other members: Milton A. Morris, John J. Landis, J. Mansur, J. L. Hunt, H. Russell, E. D. Braden.

LA FAYETTE BI. C. — Organized 16th June, 1880, with officers as follows: President, Prof. H. K. Wiley; Captain, John J. Perrin; Sub-Captain, Charles Brownell; Secretary and Treasurer, Brandon Lewis, 49 Columbia street, LaFayette, Indiana.

MIDDLESEX BI. C. — Organized at Malden, Mass., 10 June, 1880; 13 members. Officers: President and Captain, Chauncey R. Winslow; Secretary and Treasurer, Sylvester Baxter, Malden, Mass. Badge, costume; color, not decided. It is proposed to make this club cover the towns of Malden, Medford, and Melrose, and should there be sufficient number, to have them sub-organized in each town under a sub-captain.

NEWPORT BI. C. — Organized 5 June, 1880. Officers: President and Captain, J. Neilson Howard; Secretary and Treasurer, T. B. Bronson; Second Captain, Stuyvesant Le Roy. Fourteen members; costume, etc., not reported.

NORTHBORO' BI. C. — The wheelmen of Northboro', Mass., met on the evening of 22 of May, last, and organized, under the name of Northboro' Bicycle Club, with officers as follows: President and Captain, A. E. Wood; Secretary and Treasurer, James Corey; First Lieutenant, M. Connelly; Second Lieutenant, Charles Harrington. Other members are Wm. J. Potter, M. H. Connelly, Frederick Twitchell.

GERMANTOWN, PA. — Although not heralded as a "Sunny Party," yet, on Saturday, the 17th, we shipped four of our members and one Centaur for England, with the intention of doing it on their machines. These gentlemen were each under the special protection of a certificate of membership most *admirable* to behold. On the 5th of July "Iowa," Longstreth, Fred Corse, and J. Pennell intend taking an *eighty* (80) mile run up the Chester Valley to Coatesville and return, provided they do not fall by the way.

On the 8th of July, the same party starts for a tour through the eastern portion of the State, going as far north as Port Jervis, and expecting to be gone for a week or ten days. As most of this has never been ridden on the wheel before, we expect some "rich" experiences.

The Germantown Club is "just nine" to day, nine months old, I mean. We started with six members, and now have thirty-two, and "still they come" at the rate of about four a meeting. We have runs every week, which are *not* attended by our members generally.

CHIT-CHAT FROM ABROAD.

GLEBE HOUSE, GREENSIDE,

Ryton-on-Tyne, Co. Durham, England, }
14 May, 1880.

To the Editor Bicycling World: — I wonder if there exists in England an enthusiastic bicyclist, who, seeing his steed and a fine morning, and having no particular business to attend to, would not think it a tempting opportunity for a spin? Perhaps not, but if not I am afraid I must forfeit my claim to being enthusiastic in the cause of bicycling as far as practical riding goes, for I invariably commit the atrocity (?) of going round a corner in order to examine a weathercock, so that I may ascertain which way the wind blows. Generally I take a weekly run to Newcastle-on-Tyne to get the latest news on matters bicycling. If the "fowl" above referred to, however, tells me that

a high wind is blowing from your part of the world, I at once try to think how much jollier it would be to do a little reading. Yesterday, however, the wind happened to be favorable, and it was not long after breakfast before I had reached the bottom of the first hill, which, be it known, is not far from four miles in length, and commences almost at my door. I don't know whether my fellow-countryman "Faed" would call me a "butterfly rider," I'm sure, but if he sees the BICYCLING WORLD and this letter in it, as I suppose he will, he may pronounce his opinion. I seldom venture out for a *short run* (in the case of a *tour*, I, of course, make a distinction), I mean for a few miles, unless the weather is fine. On all sides I depart downwards. The roads for the most part are fearfully bad, and colliery villages, with their usual objectionable characteristics (for bicyclers), are scattered freely over the neighborhood. In taking a ride, say to Newcastle, I start out with the wind against me, for suppose I do not arrive at the bottom of the four-mile hill, coming back, and if the wind is strongly against me, it is impossible to toil up the hill, or, at all events, quite so if in addition to the wind I have muddy roads. I do not know whether many riders ascertain in what quarter the wind is before a run, but personally I consider that in all cases the position of the wind, if it is at all high, has more to do with the enjoyment of a ride than anything else. If it is at your back, bad roads, wind, and even perhaps a bad machine, may be got over as well as hills; but if, on the contrary, the wind is blowing *at one*, how much less enjoyable a ride proves.

Going to Newcastle, yesterday, against the wind, and over bad roads, I was not particularly happy until I turned my thoughts towards bicycling in America. I always read and think of the BICYCLING WORLD with a great amount of interest, and I may say the same as regards the doings of the enthusiastic wheelmen, in the midst of whom it is published. I need mention my run itself no further, but I may say that some time ago I was reading *The Cyclist*, one of our English weeklies, doubtless known amongst many of you, when, to my surprise, I came across a paragraph in which I was upbraided by a Detroit rider for having taken no notice of the mention you made several times with regard to the Bicycle Touring Club. Our secretary's name was mentioned with mine, but, on his behalf, I must say, — in justice, too, to him, — that he has more work to do than any man I know, and all bicycling work, too. Now and then he will receive from eighty to one hundred letters in a day, and it is really all he can do to give a short reply to these. Did *The Cyclist's* correspondent know this state of affairs, or if he could see Mr. Welford at work, I do not think the remark would have been made. I, however, as President, may have deserved what I got, although presidents over here are looked upon, and generally act as, inactive officers. Recognizing, however, the desirability of some one officially attending to the club's interest abroad, I was asked by the Council to take the office of Foreign Chief Consul, and I agreed to undertake the duties for the present. In this latter capacity chiefly, therefore, I now write, and I must apologize to the cyclists of the United States on behalf of the Council for the delay which has occurred in thanking you, Mr. Editor, for your much-esteemed kindness in mentioning several B.T.C. matters, and cyclists generally, for the applications for membership and good wishes the Club has received from them. When Mr. Weston and his companions arrive here, however, I will see them and send back to you lots of friendly communications which I can hardly write at length on paper. By the way, whilst speaking of this intended tour, I may say that I hope Mr. Weston will take the opportunity of going over to the Isle of Man when here. He would, I am sure, enjoy his visit, and he and his companions will find me in the Island to receive them.

Now, to mention this great American meet at Newport, which I most heartily wish every success. I was very glad to see a proposal to form, at Newport, a combined Bicycle Touring Club and Bicycle Union. I cannot speak on behalf of the latter body; but as regards the B.T.C., I think an American branch could hardly be of any practical use to you. To work the club well in the United States, it would be necessary to levy at least a double fee on all living there; and we should require a special secretary here, and perhaps in the United

States as well, to carry on the club in a satisfactory manner. Therefore I think it would be better to have an association of your own. The "consuls" of your association would doubtless act for us, if we required any information, as well as for their own club; and I am sure that our chief consuls would act as consuls for you. But difficulties, I think, may arise in the formation of your association. A small membership will not be good for the new club, more especially when the number of bicyclers in the country is actually so small as to prevent the membership being otherwise. The B.T.C., you know, is about 2,000 strong, as it is increasing exceedingly fast. Another matter which occurs to me is, that you will not be able to obtain representative meetings unless you appoint, say the bicyclers of Boston to represent other towns at meetings, which I am inclined to think a bad plan, especially as this is one of the points to which the non-success of our own Bicycle Union may be attributed in the Provinces (*i.e.*, out of London). Therefore, unless representatives from the towns can personally attend meetings, say bi-monthly (and the expenses of such a representative *night*, I should say, be borne by the bicyclers of a town), — and this, I think, would prove the most satisfactory plan, — unless, I say, this can be done, then I should suggest the appointment of a managing secretary. Here a difficulty again arises, as the said secretary would have to devote nearly the whole of his time to the association, or else, as *paid* secretary, would have to be appointed. However, all this matter will doubtless be easily settled at Newport, especially if the general meeting appoints a committee to work out the details, and make the said committee the permanent one.

In conclusion, I must call "Jack Easy" to book. We officers of the B.T.C. do our very utmost "to combine, in the aims of our body, all that is harmonious in Freemasonry." Let "Jack Easy" come to the North of England meeting at Harrogate, and he can judge for himself. I hope "Jack Easy" and all his fellow-bicyclers, or a great many of them, will join the B.T.C., in addition to the new institution, which, I am sure, I, for one, would be willing to join, to promote this spirit of Freemasonry.

And wishing you all good-by for the present,

I remain, yours very truly,

STANLEY J. A. COTTERELL,

*President and Foreign Chief Consul-General
Bicycle Touring Club.*

LITERARY COMMENT

THE MODERN ARCHER for May, 1880 (being the seventh number of the fifth volume, John Wilkinson publisher, Chicago), is on our table, and the first four pages are very compact with archery news and suggestions. It contains rules for archery, a description of the "Implements of the Craft," with some other very useful hints to archers. From the editorial we take the following well-considered remark: "We are well aware that the best bow and the best arrows do not alone make a fine archer; more important are a steady nerve and a practised eye."

BRENTANO'S MONTHLY for June, 1880, is the fullest and freshest magazine afloat, and covers its usual wide range of topics incident to the elegant sports. Mr. Henry Chadwick has a pertinent article on "Archery Clubs," which will interest all who have to do with organizing them; and the yachtsmen and canoeists will find much of especial charm in this excellent number.

WE HAVE RECEIVED from Daniel D. Comes, publisher, 133 Broadway, N.Y., a copy of a pamphlet of 31 pages, containing the Constitution and By-Laws of the National Association of Amateur Athletes of America, the rules governing the conduct of athletic meetings, and the laws of athletics, adopted and put forth by that association. For terseness and comprehensiveness these rules are models in their way, and bear evidence of much careful study and experience in their preparation. We have had occasion to call attention several times to the definition of amateur, which is in Article IV. of their Constitution, and which has become the standard rule of this country. Article V. of the By-Laws, which establishes the championship games, includes "bicycle racing two miles." The rules for the government of athletic meetings define the duties of the clerk,

starter, judges, scorer, measurer, referee, with other incidental matters, and the laws of athletics define and limit the various games included in the list. The rules in respect to bicycling are brief, but sufficient, when taken in connection with other pages in the book, for the successful conduct of any race meeting. Appended to the whole is a list of the amateur champions of America, from 1876 to 1879, inclusive, and also a table of the "best on record in America, May 1, 1880." It is a useful little book, and should be in the hands of all who take a part in conducting athletic meetings.

THE (NEW YORK) WORLD for Monday, 31 May, 1880, in the department of "College Chronicle," contains two very interesting articles by our correspondent "Kol Kron," filling more than two columns, entitled respectively, "On the Wheel" and "Bicyclers at Newport." The first reviews the state of bicycling at colleges in this country, from fresh and first-hand information, gathered and put together as only "Kol Kron" knows how.

HARPER'S YOUNG PEOPLE of the 22 June (and not *Harper's Weekly*, as we suggested in the last number might be the case) is to be looked for, for a sketch of the wheelmen at Newport.

ACKNOWLEDGMENTS. — SCRIBNER'S MONTHLY for July, 1880, New York: Scribner & Co. Received by A. Williams & Co., "Old Corner Book Store."

LIPPINCOTT'S MAGAZINE for July, 1880, illustrated. J. B. Lippincott & Co., Publishers, Philadelphia.

ATLANTIC MONTHLY, Vol. 46, Number 273, for July, 1880. Houghton, Mifflin & Co., Publishers, Boston.

Want of space prevents us noticing articles of interest in each of these.

CORRESPONDENCE

HYDE PARK, ILL. — A correspondent assures us that he likes our paper better and better every number, and wishes it came every week; and says: "I am glad to see the interest in our sport growing every day, and would be still more glad if the South Park Commissioners would agree to allow the bicyclers the use of several drives and boulevards through this, one of Chicago's prettiest attractions."

THE CYCLOMETER still troubles some users who doubt the accuracy of this very useful instrument; but not to anticipate our correspondents, we will simply suggest to those using them: — First, be sure you get a good one; second, be sure if it records miles, that it is designed for the size of wheel you apply it to; third, rely more on your cyclometer than you do on any popular notions as to distances between places; fourth, remember that the cyclometer, if you read it properly, purports to measure distances between points at which the reading is taken, and when some stager tells you the distance between Smithtown and Jonesville is ten miles and your cyclometer reads but seven, the probability is that you and the stager had different starting or ending points in mind; fifth, bear in mind that the cyclometer is not a bee-line register, because you take a zig-zag course more or less; and that it is liable to under record distances, to a trifling extent, on rough roads, or where you travel with great rapidity, as, for instance, on down grades, on account of the throwing over the weight.

PLACE AUX VÉLOCIPÉDES. Mr. Herman C. Eggers, S.F. Bi. C., furnishes the pleasing intelligence that the streets of Oakland are now free to rubber-tired bicycles on all except Washington and Broadway. "The order was passed against velocipedes some years ago, to prohibit them from riding only on certain streets. But as large numbers of bicycles have been coming into use, and have not been allowed, some prominent bicyclers wisely appeared before the City Council, and asked them to amend the law, which has been done." And it is greatly to the credit of the City Council.

There will be a bicycle meeting and races at Elgin, Ill., on the 5 of July, at the fair grounds, and probably a parade of the riders, before the races.

Vol. 1] THE BICYCLING WORLD [No. 17

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

BOSTON, 26 JUNE, 1880

OUR PREMIUM LIST, republished in our last issue, still attracts many, and the offers are being responded to. There is, however, some holding back of names of subscribers, we learn, until a sufficient number for a premium be obtained. We will therefore call attention to the fact that we open account with every one who starts for a premium, and credit him with names as fast as they are sent in. Names and addresses of subscribers should, therefore, be sent in at once, so that the paper may be had and read by them meanwhile.

OUR WHEELERS LONDONWARD arrived off Queenstown on 31 May. "Jack Easy" informs us, in a letter written at that time, that the quintette had a very jolly time on the passage over,—so jolly, indeed, that his promise to write a letter for the BI. WORLD "must go for another piece of pavement." From Mr. Robert F. Green, of Liverpool, we hear of their setting out from that city, "in excellent form," on the 3 June, in company of Mr. J. R. Thomas, of the firm of Bayliss, Thomas & Co., who met them at Liverpool and conducted them by way of Wolverhampton and Birmingham to Coventry. Here they were very courteously entertained by a dinner in honor of their visit. They expect to arrive in London on the 22 July. They cannot fail of enjoying much and relating some parts of their experience for others' enjoyment. Our English brothers are treating them very cordially, and had the company been as large as was sometimes reported before their departure, the reception given them by the clubs and the B. T. C. would of course have been more imposing. It is a small party, but may be regarded as a forerunner of many larger.

There are many more American wheelmen now in Europe, and proposing to go, not as bicyclers but as general visitors, intending to ride some after getting there. From a private letter we learn that a party of wheelmen have gone from Philadelphia to try the roads of France. They have kept the matter very quiet so far, but we hope they will collide with some of our French correspondents, who will tell us all about them.

ARCHERS AND ARCHERY

A NEW SIGHT FOR THE BOW.

The true theory of aiming is likely to have an appendix. When a short time ago, a couple of gentlemen in Chicago, who had not been distinguished as particularly good shots at long range, stepped into the archery field and overtopped the best scores at the York round, there was quite a ripple of excitement, which scarcely subsided when the little instrument which had at once given them the key to excellence at long range was discovered.

If accounts may be credited, and if the theory of this little device be not altogether misleading, our champion archers will have to look well to their laurels, or else look well to their own and their competitors' bow strings. Indeed, it may be that something like the revolution which was made in long range rifle shooting by the combination of the telescope with that instrument may be looked for in the use of the bow.

Not larger than a dime, with an ingenious little screw clamp attachment, this peep-sight may be affixed to the bow-string, and adjusted to any point upon it, so that when the string is drawn the archer may look through a small hole in the centre of the sight, across the pile of his arrow, at the target, and thus get not only a correct aim sidewise, but also a correct aim for elevation, which for the long ranges will be a most desirable attainment. The point on the string at which the sight should be fixed, will, of course, have to be determined for each bow and string, just as the knocking point is fixed, by experiment. When once this place is found, the direction of the arrow may be made very nearly constant.

With this little instrument, the inventor, who formerly used an 85 pound bow and a 34 inch arrow, now uses a 46 pound bow and 27 inch arrow, and although an indifferent shot, made on the 26 May last, 886 at the double York round.

Doubtless this little invention will meet with opposition from the conservatives and those who love the traditional in their pastime more than the actual results accomplished as indicated by the score; but it may be that they will look with favor upon it, if by its means greater accuracy can be attained in archery without sacrifice in its other directions; and it would certainly seem as if the interests of spectators, at least, in archery contests, would be much more intense if the shooting were more effective and gold hits more frequent.

We do not wish to be too sanguine, but we do feel just a little stirred at this advent of Yankee ingenuity into the archery field; and it gives us just a little hope for improvements yet to come, aside from the fine improvements in materials and workmanship which some of our manufacturers have already been treating us to. We shall certainly invite our correspondents who furnish us accounts of target competitions where high scores are attained at the York round, to make a note of the winners' bow-strings, and report which are made with the peep-sight, and which without it.

Perhaps until some further experiments have been tried with it, it will be better for us to withhold the name of the manufacturer, as, in case it should prove a pernicious departure, we should not wish to be held responsible for disseminating the means of its promotion.

AS THERE WILL BE representatives from the Pacific Coast Archery Association, the Eastern A. A., and the P. P. Club, at

Buffalo, why would that not be a favorable opportunity for considering the cash prize and professional question?

The eastern archers feel that the question should be met and settled before any may have unintentionally fallen into that condition.

WILL H. THOMPSON, ESQ., writes in a private note.—"I am glad to say that no *cash* prizes will be offered at the Buffalo Meeting, and I feel *sure* that *all* archers will be permitted to contest for the many fine special prizes."

NO DEFINITE PROGRAMME has yet been arranged for the tournament of the Eastern Archery Association, but the following will probably be the order of matches:—

Sept. 1.—York round and American round, for gentlemen.
National round and Columbia round, for ladies.

Sept. 2.—Same.

Sept. 3.—Team matches.

Gentlemen, at 50, 60, and 80 yards.

Ladies, at 40, 50, and 60 yards.

Special matches.

Several parties have already made offers of special prizes.

PRIZES FOR ARCHERY TOURNAMENTS.

Editor of the Bicycling World:—Now that another archery season is fairly upon us, and the tournaments of the various associations over the country are shortly to take place, this seems to be a propitious time to discuss the somewhat mooted question as to what kinds of prizes it is best to offer at these tournaments, and how the prizes may be most satisfactorily distributed. Indeed, a discussion of this question has been invited by a correspondent in the last number of your journal.

In regard to the kind of prizes at our tournaments, the division of opinion is as to whether or not cash prizes should be offered. What the argument in favor of cash prizes is I have never heard; however, I imagine it may be inspired by the spirit of cupidity; and, if the argument should rest on such inspiration, no genuine lover of archery—no one who loves archery as a beautiful *recreation*—will be found to support it. At the present time it is safe to assert that none in this country have been attracted to archery except for the health and pleasure to be found in its practice, for the social enjoyment it leads to, and for the opportunities it affords for friendly comparisons of competitive skill; and it seemingly should be the endeavor of our archery associations so to conduct all public and private tournaments that the sport may have no attractions less elevated and salutary than these. And if our archery associations would be successful in such an endeavor, they cannot with safety offer money prizes; since in offering money prizes they will be making a bid for the professional archer, and will be holding out inducements to a class of persons with whom the great majority of American archers will not care to mingle. If money is offered for skilful shooting at our tournaments, many persons will be attracted to them solely by the prospect of pecuniary gain, and where is the archer to-day who would care to match himself against such competition? Where is the archer who loves to draw his delicate yew, who delights in the steady flight and graceful curve of his arrow, and who feels a tremor of exultation as the winged shaft buries itself in the gold of the distant target, who would be willing to enter the lists against one who sees no beauty in "a well-shot arrow lodged in the right place," and is pleased with it only in proportion to the number of dollars it may put in his pocket? No, we want no such competition as this; yet it will inevitably come to the surface if we bait it with money prizes. Another argument against money prizes is that such prizes will surely sink our tournaments in the estimation of the public, and they will soon be regarded as little more respectable, little more fit for ladies and gentlemen to take part in, than are walking-matches, or shooting-matches, or any matches where the object of the contestants is profit and not pleasure. And the visitor at one of our tournaments, with a sarcastic turn of mind, might even ask where pools were sold, and where the wheel of fortune?

Shooting for money prizes is too much like shooting at pennies, and is a practice so inimical to the preservation of archery as a purely amateur sport that, to my mind, it should be pro-

hibited by the constitution of every archery association in the country. It may be thought by those who are in favor of cash prizes, that a sum of money would, as a rule, be the most acceptable prize that could be given to a successful archer: in a money prize he would surely find something he wanted and could make use of. But I do not look at the matter in such a light. I should think that any archer would prefer a prize that he could preserve as a souvenir of a joyful occasion, and as a proof of his skill: a medal, a piece of jewelry, a badge, or anything he could always keep. Money a man can make at home in his business, whereas a prize for superior shooting with the bow and arrow is a reward not so easily won, and should be valued above its mere money worth. And why would it not be well for our archery associations to offer for the principal prizes gradations of medals, or badges, or both? They need not be expensive, and at the same time be beautiful and appropriate. I do not think much of bows and arrows for prizes: they are seldom of any use to the winner—too light or too heavy—and do not make very pleasing souvenirs. Before bringing my letter to a close, I would like to say a few words with regard to the distribution of prizes. It seems to me that prizes should be awarded exclusively on the basis of *average merit*: and that no archer should be allowed to carry away more than one, or perhaps two prizes at any one tournament. And, to attain these ends easily, it would be best to offer prizes only for gross scores at the different rounds that may be shot. There are many objections to the manner in which prizes were awarded at our tournaments last year. If prizes are awarded for best ends, most hits, most golds, most reds, etc, it is more than probable that a few of the best shots will carry away everything desirable; and it may often happen that an archer with a high average will get nothing, while the veriest muf in the world at his side, with a few chance arrows, may win a trophy. Now, this state of things is, to my mind, not at all desirable, and to be changed for the better if possible; and the change may be easily effected by awarding prizes for gross scores only. If an association decide to offer twenty-five prizes at the York Round, let these prizes be given for the twenty-five highest gross scores. And if this association has twenty-five prizes for the American Round also, let them be distributed in a like manner: then no archer will be able to take more than two prizes; and each winner of a prize will get what he or she merits. I have not taken handicap matches into consideration, for they should be so arranged as to virtually bar out all winners of prizes in the other matches.

These remarks refer only to prizes offered by associations; they cannot apply to special prizes offered by patrons of archery; these of course must be awarded as the donors may desire.

DEAN V. R. MANLEY.

Toledo, 11 June, 1880.

Editor Bicycling World:—The following are some of my best scores:—

30 Arrows at 40 yards.				
June 9th,	29	hits.	value,	193
" "	30	"	"	226
" 15th,	30	"	"	208

24 Arrows at 60 yards.				
June 15th,	16	hits.	value,	76
" "	21	"	"	103

Truly yours,

CAPT. JACK.

Editor Bicycling World:—It gives me great pleasure to express my hearty concurrence in the views of two correspondents in your number of May 29, 1880, upon the subject of cash prizes at Archery Tournaments.

I am a member of the National Archery Association, and trust its officers and managers will soon appreciate the truth of the fact, that when archery is made the means of earning a livelihood by contests for cash, its charm and attractiveness will soon disappear, and it will degenerate, as has base-ball. Now it is a *pastime*, and what a magnificent one! and those who are so skilful as to win prizes at our National contests should be rewarded by something belonging to an archer's out-

fit, and valuable *because won* over many a manly competitor; or medals, as suggested by one of your correspondents.

Should the present system be adhered to, those who shoot because they love the sport will retire from the field, and we will have *professional teams* travelling through the country and contesting for cash prizes or upon a division of gate money.

I earnestly hope that day will never come.

Let us, as archers, turn our attention to another kind of *gold* than what is known as *filthy lucre*. H.

Des Moines, Iowa.

BOSTON, June 21, 1880.

Editor of Bicycling World:—The almost want of archery statistics is a fact much to be regretted. In all branches of athletics a similar scarcity exists, although to a less degree. The cause of this want perhaps arises from a feeling of modesty, or rather a shrinking from newspaper publicity. This feeling is very natural, and, to some degree, very proper. It may be best to avoid personal items in the daily papers, for the sake of a reasonable amount of privacy, but I do not see any reasonable objection to having your friends know what scores are being made in your club, and such other matters as may be of interest to them, provided they favor you in a similar manner. All of us are very glad to hear what is going on in other clubs, and it seems no more than fair that we should make some return for the enjoyment which any such news may have afforded us. There is a general feeling of interest among the archers, and as news and statistics from other clubs is always so welcome, it is to be hoped that in future the members of the different clubs will do all they can to increase the stock of information already published, and in that way relieve the want so long felt.

Yours, etc.,

M——.

THE SECOND ANNUAL FIELD DAY OF THE BROOKLYN ARCHERY CLUB was held on their grounds at Prospect Park, on last Decoration day, and brought to the butts the largest number of archers ever seen together at any meet in the State.

The grounds of the club are situated at the 9th-street entrance to the park, and are quite well fitted for the purpose. The Park Commissioners have built two large butts, 15 feet long, 8 feet high, and about 65 yards apart, for the ladies, while the gentlemen shoot in the open field, but the grass is kept short so that no trouble is experienced in finding arrows. The only trouble is, that as the field is not level, the opposite targets are sometimes found to be one on a little hill and one in a slight valley. This makes it necessary to obtain two elevations, and to keep both in mind while shooting. The grounds are large enough to set six targets (double end) at 100 yards, and two at sixty yards. Shooting was to begin at 1.30, but it was 2.30 when the New York Archery Club and the Ascham Archers rode up to the Ninth-street entrance, and three o'clock before the bugle sounded for the first shot, the ladies starting at 30 yards and the gentlemen at 100 yards, to win the prizes, as per the following programme. Shooting commenced with a stiff breeze blowing down the range:—

LADIES.

30 Arrows at 30 Yards, and 30 Arrows at 20 Yards.

(Ladies' Prizes, open to all.)

Best gross score, at 20 and 30 yards—Silver Arrow Case.

Best score at 30 yards—Prize Quiver.

" " 20 " " Arm Guard.

First gold—Prize Glove.

Most gold, at 30 yards—Silk Bow String.

" " 20 " " Archery Tassel.

Best score at 20 and 30 yards—Brownell's Score Book.

Most reds at 20 yards—Bow String.

Poorest score—Horseman's Book of Instruction in Archery.

GENTLEMEN.

Will shoot the York Round 72 arrows at 100 yards; 48 arrows at 80 yards; 24 arrows at 60 yards.

Also, the American Round, 30 arrows at 60 yards; 30 arrows at 60 yards; 30 arrows at 40 yards.

(Gentlemen's Prizes.)

Greatest number of hits at the York and American Rounds combined, (open to club members only)—Gold Club Badge, presented by Mr. Thos. S. Tice.

Best score at the York Round (open to club members only)—a Prize Bow.

Best score at the American Round (open to club members only)—a Prize Bow.

(The winner of the bow at the York Round not to be a competitor.)

Best gross score at both the York and American Rounds—a Prize Bow.

Open to all members of the Brooklyn Club (*not having won a bow*), and all invited guests, members of any organized archery club.

(The following Prizes, open to all.)

First gold at 100 yards—John Wilkinson's Score Book.

Poorest score at the York Round—new and revised edition of "How to Train in Archery," by Maurice and Will H. Thompson.

Most gold, at the American Round— $\frac{1}{4}$ dozen best Bow Strings.

Best score at 50 yards—Archery Tassel.

Best score at 40 yards—Grease Pot.

Most reds—Brownell's Pocket Score Book.

Most whites at 40 yards—Brownell's Score Card.

Poorest score at American Round—Graves' Patent Target Gun.

At the ladies' targets there was not much use in trying to make decent scores, for the space was so crowded with spectators, who allowed their children to come in between the archers and the targets, that it is a great wonder some of the youngsters were not shot. As a consequence, the scores made by the ladies are not much more than half their average. The field for gentlemen was clear, but as the most of the archers present had not pulled a bow at over 60 yards, no scores comparing with those reported from the West were made. A good day's sport was had, however, and the archers were made acquainted with each other, saw the different styles of the best shots East, and all learned something. We do not propose to criticise any. The score tells the story. We will only say to those who won the laurels, that to hold them they must double the best scores made. Many of the archers who made low scores shot in better form than those who won high prizes, and shot out of doors for the first time at this meeting.

She will now get to work for the season, and will, we trust, some of them give a good account of themselves at the meeting of the Eastern Association.

Below are the scores of the contestants in the various colors, and following them the fortunate winners of prizes.

BROOKLYN CLUB.

Name.	York Round.		American Round.	
	Hits.	Score.	Hits.	Score.
Mr. Nash	30	118	60	238
Hoyt	23	85	53	239
Johnston	18	70	49	189
Constable	16	56	31	125
Stoutenborough	13	55	39	139
Parker	16	50	35	135
Pearsall	18	46	47	169
Miller	11	41	22	84
Nast	9	29	15	49
X. Stoutenborough	3	11	—	—

ASCHAM ARCHERS.

Mr. Brown	18	78	50	164
Chapman	17	59	55	295
Geyer	21	59	41	179
Gerow	8	30	23	75

NEW YORK ARCHERY CLUB.

Mr. Roper	30	124	70	276
Sutton	28	112	50	234
Frazer	25	89	57	223
Pond	16	76	—	—
Auten	19	63	44	164

Hill	15	47	19	65
Dr. DeLuna	11	39	37	149

MANHATTAN BOWMEN.

Dr. McLean	22	88	68	234
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TOXOPHILITE CLUB, DOVER, N. J.

Mr. Hurd	23	91	54	212
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PEQUOSSETTE CLUB, BOSTON.

Mr. Brownell	28	114	72	330
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LADIES.

30 Arrows, 30 Yards.

Name.	Hits.	Score.
Miss Morton	23	97
Mrs. Andrews	21	89
Mrs. DeLuna	25	83
Mrs. Horsman	11	47
Mrs. Pearsall	10	30
Mrs. Hoyt	7	29
Miss Horton	6	24
Mrs. Hill	10	22
Miss Brett	7	21
Miss Woodward	2	10

30 Arrows, 20 Yards.

Name.	Hits.	Score.
Mrs. DeLuna	28	172
Mrs. Andrews	29	153
Miss Morton	29	147
Mrs. Hill	22	94
Mrs. Horsman	20	72
Mrs. Pearsall	15	57
Mrs. Hoyt	16	56
Miss Peckert	14	50
Miss Horton	13	47
Miss Sturtevant	8	38
Miss Brett	8	26
Miss Woodward	5	9

PRIZES WON BY LADIES.—Best gross score at 20 and 30 yards, by Mrs. Dr. A. B. DeLuna; score, 255; New York Archery Club. Best score at 30 yards, Miss E. T. Morton; score, 97; New York Archery Club. Best score at 20 yards, Mrs. Dr. A. B. DeLuna; score, 172; New York Archery Club. First gold, Miss E. T. Morton, New York Archery Club. Most golds at 30 yards, Miss E. T. Morton, New York Archery Club. Most golds at 20 yards, Mrs. Dr. A. B. DeLuna, New York Archery Club. Second best gross score at 30 and 20 yards, Miss E. T. Morton, New York Archery Club. Most reds at 20 yards, Mrs. Andrews. Poorest score—"Horsman's Book of Instruction"—Miss Woodward, who shot for the first time.

PRIZES WON BY GENTLEMEN.—Mr. Nash won a badge for the most hits at the York and American Rounds; also, first bow for the best score at the York Round. Capt. Hoyt won second bow for the best score at the American Round. Mr. Brownell won third bow for the best gross score at the York and American rounds. Capt. Hoyt got the first gold. Mr. X. Stoutenborough won "How to Train in Archery." Mr. Chapman made the most golds at the American Round. Mr. Brownell made the best score at 40 yards; also, the most reds. Mr. Brown made the most whites at 40 yards.

RULES FOR CLUB TEAMS.

ADOPTED BY THE EXECUTIVE COMMITTEE OF THE EASTERN ARCHERY ASSOCIATION TO GOVERN COMPETITION FOR THE CLUB CHAMPIONSHIP OF THE ASSOCIATION.

1. A club team shall consist of three ladies and three gentlemen, and in all cases at least five persons shall be present and shoot in the team.

2. All members of a team must have been active members of the club which they represent for thirty days, and must not have represented any other club for the same length of time previous to the match.

3. In case of a vacancy in a team there shall be added to complete the score of that team two-thirds of the average score of the persons of the same sex, and should any member of a team arrive after the commencement of a match, he or she shall be allowed to commence with the end being shot at the time of his or her readiness to shoot, and for the ends previously shot

two-thirds of the average score shall be added as above provided.

In addition to these rules the following were recommended for adoption by the clubs, members of the association, for the purpose of establishing some recognized rules to govern independent competition between clubs:—

4. Short range, for club matches, shall consist of the Columbia round for ladies, and the American round for gentlemen.

5. Long range, for club matches, shall consist of the National round for ladies, and the 60 and 80 yards portion of the York round for gentlemen.

6. A general range, for club matches, shall consist of one match at short range, one at long range, and one of 72 arrows at 50 yards, for ladies, and 72 arrows at 60 yards for gentlemen.

7. Matches may be either single, or best two three-scores.

8. In a series of matches, one shall be shot on the ground of each club, and one on a neutral ground, except by mutual consent.

9. The challenge club shall name the time and place for the first match, to be within two weeks of the receipt of the challenge. The challenging club shall name the time and place for the second match, to be within two weeks of the first, and the third shall take place within two weeks after the second match, to be within two weeks of the first; and the third shall take place within two weeks after the second match; provided, however, that the time or place may be otherwise mutually agreed upon.

10. For general range competitions the challenged club shall name either the place or distance, and time for the first match. The challenging club shall name either the place or distance, and time for the second match; provided, however, that if one club shall name the place or distance, the other shall name the distance or place.

11. A club failing to present a team at the time and place appointed shall forfeit that match.

12. No practice shall be allowed after the time for the match to commence.

PERSONAL

MR. ALBERT S. PARSONS, Corresponding Secretary of the L.A.W., is reported from Chicago as being "here recently, giving smiles and pleasant words to our wheelmen." We have received several equally pleasant notes of his visits in Indianapolis and other cities of the West.

WE LEARN indirectly of Mr. L. H. Johnson's taking early breakfast runs. As we have taken some ourselves lately, we can imagine how it braces him up.

MR. FRANK SIVRET, of the Boston Bi. C., has recovered, we are glad to learn, from injuries received by a fall, when riding in the evening, recently. The fall was caused, we believe, by one of those pestilent hydrant tops, which in one or two of our suburbs are placed in the roadway, and as the macadam wears away about them, are very unpleasant blocks in the way of smooth wheeling.

SCHUYLER & DUANE, a well known firm of N.Y. city, have recently been abroad, and made arrangements for importing English bicycles, and will hereafter carry on a prompt and considerable business in that line.

MR. E. F. TOLMAN and Geo. W. Doe, Secretary and Sub-Captain of the Worcester Bi. C., recently made a trip on the wheel from their city to New York, making the journey by easy stages of 30 to 40 miles a day, visiting various points of interest. They were greeted cordially, and escorted to Coney Island by Sec. Putnam of the New York Bi. C., and several members of the Manhattan Bi. C., after which they started on their return trip.

WE REGRET to learn from the *Brockton Advance* that Mr. M. C. Holmes, of the Brockton Bi. C., met with quite an accident on the 8th inst., by a fall from his machine. The injury did not prove very serious, however.

THE BICYCLING WORLD. We are glad to welcome this handsomely printed and attractive journal into the newspaper world. As its name indicates, it is devoted in the main to the development and promotion of bicycling in the United States. Incidentally it treats on archery and other pleasant and health-

giving pastimes. Its editor is Mr. Charles E. Pratt, a lawyer of Boston, who is author of "The American Bicyclist," and President of the Boston Bicycle Club. Mr. Pratt's ability as a writer, and above all his experience and love for the pastime of bicycling, eminently qualify him to conduct—with assured success—just such a journal as THE BICYCLING WORLD. We bespeak for it from all lovers and devotees of bicycling, a hearty support and recognition. — *Brentano's Monthly*.

Vol. I.] THE BICYCLING WORLD [No. 17

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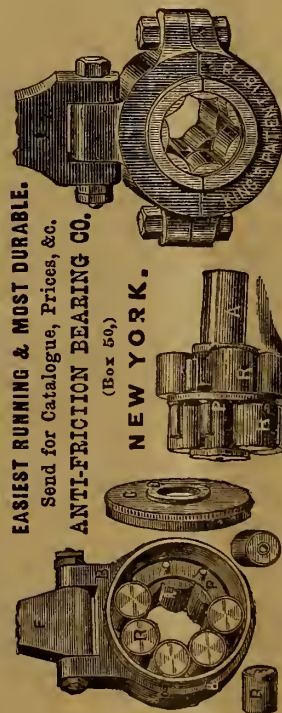
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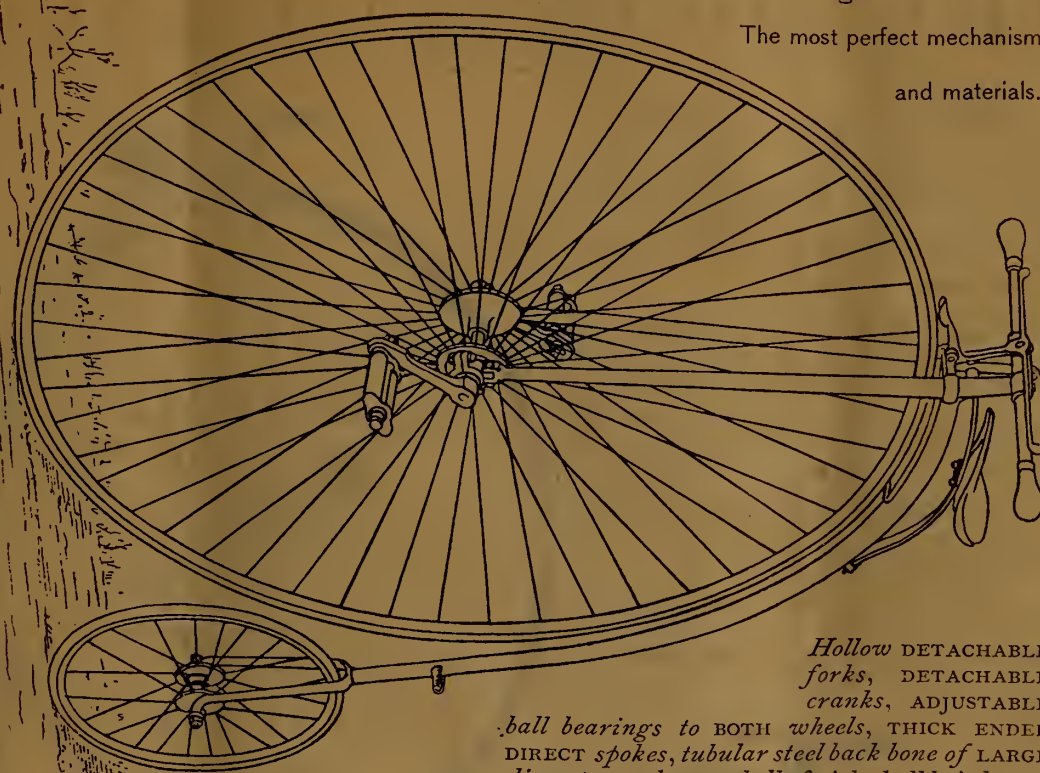
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Vol. I.] THE BICYCLING WORLD [No. 17]

SUPPLEMENT, 26 JUNE, 1880

AN INDEX TO THE AMERICAN BICYCLING JOURNAL.

[The eighteen numbers of *The American Bicycling Journal*, issued between 22 December, 1877, and 15 November, 1879, were not paged consecutively, but separately; hence, in the following index the figures in the first column denote the *number* of the paper, and those in the second column the *page* of that number. No. 12 is out of print, and has been supplied by a reprint in pages of *The Bicycling World* inserted in its place. We hope to have made this early American record still more valuable and more convenient of reference by the following substantial list of contents. — ED. BI. WORLD.]

A Bicycle Meet on the Point Lobos Road	16	9	Bicycling as a Student's Pastime	3	10
A Bicycle Ride of 1,000 Miles in Six Days	8	2	Bicycling in Cambridge, England	6	6
A Bicycle Story of a Bygone Day	7	12	Bicycling in New York	17	6
A Bicyclical Tempest	2	3	Bicycling in Philadelphia	18	10
A Bicyclist's Controversy	8	9	Bicycling in the North of England	14	3
A Card	10	5	Bicycling in Washington, D.C.	15	11
A Circular Run	13	2	Bicycling Itinerary	5	4
A Clergyman's Views	16	11	Bicycling on the Great Wall of China	5	12
A Coöperative Idea	14	7	Bicycling on the Great Wall of China	6	12
A Debate upon Bicycling	13	3	Bicycling Song	16	6
A December Ride in Notts	13	3	Bicycling vs. Horsemanship	13	4
Adventures of a "Wary Wobblor"	13	15	Bicycl-pathy	8	5
A Fact	9	4	Bohemianism	9	10
A Fearful Swing	11	11	Born to Good Luck	8	11
A Gentle Bicyclophobe	11	10	Boston Bicycle Club Rules	4	9
A Holiday Tour	13	2	Boston Bicycles	10	6
A Horse That Don't Eat	13	2	Boston to Campbello and Back	12	5
Albert Wilcomb	12	1	Brutal Assault on a Bicycle Rider	14	6
A Letter from Booth	7	2	Calisthenic and Utilitarian	6	8
A Medical Opinion	3	11	Careful Senior's Song	15	2
American Bicycling Journal, Aims of	1	1	Carmen Bicyclum	15	5
American Club Directory	16	2	Caveat Bicycler	11	8
American Club Directory	17	2	Challenge Medal Races	18	11
American Club Directory	18	2	City of Boston Bicycle Races, Club Directory	16	2
Another Sea Yarn	3	2	Club Directory	17	2
Another Two Days' Run	18	2	Club Directory	18	2
A Novel Photograph	10	9	Club Uniforms, etc.	11	9
A Novel Photograph	11	5	Congratulatory	7	5
An Unfair Discrimination	17	5	Correspondence	16	12
A Pair of Donkeys	8	4	By "Arthur and I"	1	14
A Point to Be Made	6	11	Charles A. Booth	7	2
A Pot of Ale	5	5	Fred H. Browne	18	10
Apropos of Sunday Exercise	18	9	Cunningham, Heath & Co.	1	14
A Race at Cincinnati	16	10	Harry Etherington	18	6
A Raid on Ettrickdale	2	5	"Go As I Please"	17	11
A Relic of Bygone Days	15	4	Ixion	2	4
A Run from New York to Saratoga	16	6	Jack Easy	7	10
A Run through Surrey and Sussex	1	5	Jack Salty	4	3
A Run through Wisconsin	16	11	London	5	2
A Run to Taunton	15	6	Wm. R. Lovell	18	12
A Run up the Hudson	18	3	Oberon	1	14
A Run with the Tower Hamlets Bicycle Club	6	6	Will R. Pitman	17	5
A Sea Yarn	2	12	W. H. Poley	18	5
A Six Days' Race in N.Y.	17	9	Sandy	18	10
A Sunday Run to Providence	15	5	Secretary Essex Bi. C.	18	12
A Test Offered	2	10	Frederick Striffler	7	5
A Toast	9	1	Henry Sturmy	17	9
A Two Days' Out and Home Run	17	10	D. K. Trimmer	18	10
Australia	2	4	The Writer	5	10
A Velocipede Revival	1	7	Cyclor vs. Pedestrian	15	5
A Very Pleasant Meet	9	10	Cyclicus Scriptor	7	6
A Villanous Purpose Foiled by a Shark	10	11	Denver, Colorado	1	3
A Word in Greeting	15	8	Deposition of Coke U. Littleton	10	10
A Word to Learners	2	8	Dismount, To	1	3
Bags and Baggage	7	8	Distinguished Bicyclists	10	2
Balance	1	2	Editorial Confession	12	4
Balloon Travelling	19	11	Ejaculations	17	10
Before the Public but Behind the Age	2	4	Emma	9	2
Benefits of the Bicycle	2	8	English Inter-University Bicycle Races	13	5
Bicycle Clubs	4	1	Explanatory	10	7
Bicycle Enterprise	15	12	Fast-Day Festivities	10	2
Bicycle Manufacture	11	8	Fifty Miles Tricycle Race	18	6
Bicycle Race at San Francisco	16	7	Forty Miles in Four Hours	1	13
Bicycle Riding School	3	9	Frightening a Horse	17	3
Bicycles	1	5	From Boston to Portland	17	9
Bicycles are Carriages	4	6	From Pittsburg to Boston	10	9
Bicycling	12	2			

From Kankakee	18	7	The Bicycle in Boston	5	6
From Maine to San Francisco	10	7	The Bicycle in the Books	5	8
Going to Coventry	7	6	The Bicycle on Vacation	13	4
Going to the Derby	4	4	The Bicycle on a Hot Day	11	4
Gulf of Genoa and the South of France	3	13	The Bicycle Union	7	5
Improvement in Physique	3	5	The Boston Bicycle Club	5	3
In Continuation	16	8	The Boston Bicycle Club	7	2
Initial and Celestial Cycling	11	4	The Boston Bicycle Club	7	9
International Courtesies	7	1	The Brockton (Mass.) Races	18	5
Is It Possible to Fly	8	8	The Championship of America	7	3
John's Letter Home	6	5	The Cinder Track	18	7
"Laura"	12	2	The Club Photograph	19	5
Learning to Ride	1	2	The Courtesies of the Road	3	1
"Let Bygones Be Bygones"	16	8	The Danvers Races	18	5
Locomotory	10	11	The Dress for Bicycling	2	8
London to Scarborough	3	4	The Elizabeth Bicycle Race	18	7
Long Rides	8	6	The English and French Professional Champions	17	6
Lunatic Asylums	1	6	The English Champions	18	8
Machine Locomotion	9	2	The English Mile Championship	15	11
Maps	1	3	The English People	5	11
Medical Opinions	8	5	The First Gold Medal Race of the London Bicycle Club	6	0
Medical Opinions	9	7	The Fools of the Road	6	17
Miscellaneous	7	7	The Hampton Court Meet	13	4
Mr. Pitman's Ride	8	3	The Hebrew Fair Bicycle Races	16	4
My Bicycle	14	7	The Law and the Bicycle	16	11
New York to Chicago	17	2	The Light of the Stud	18	10
Nursery Rhymes	10	2	The Murder Out at Last	3	12
On Choice of a Machine	4	8	The New Haven Races	18	5
Our Especial Sport	11	6	The New York Tournament	16	10
Our Progress and Prospects	9	8	The Orange Races	18	5
Our Purchasing Agency	15	13	The Over-Cycles	7	6
Out-door Exercises	3	6	The Pilgrim	15	4
Out of Doors	11	2	The Pioneers of American Bicycling	15	10
Pickings and Stealings	7	13	The Point Still to Be Made	8	10
Poets and the Bicycle	3	7	The Practicability of Bicycles	3	8
Practical Remarks on Wheels	8	9	The Protest Matter	16	4
Primitive Pedestrianism	11	10	The Providence Club Tournament	18	4
Professional Bicycling	2	9	The Quickest Hundred Miles on Record	15	2
Professional Bicycling	3	9	The Railway Beaten at Last	18	7
Professional Bicycling	4	6	The Rochester, N. Y., Race	17	8
Professional Bicycling	5	2	The Schnitzler and Breitman Philopode	9	3
Professional Bicycling	7	2	The Schnitzler and Breitman Philopode	10	3
Professional Bicycling	9	9	The Scientific American	8	2
Professional Bicycling	10	5	The Suffolk Bicycle Club	10	9
Professional Bicycling	18	8	The Suffolk Bicycle Club	14	3
Racing at Pittsburg	17	3	The Suffolk Club Races	16	9
Racing — N.Y. Athletic Club	15	6	The Swift Wheel	14	3
Regulation of Bicycles	10	8	The Tread-Wheel Song	7	4
Religious Common Sense	7	4	The Tricycle	5	9
Rhody's Initial Race	18	4	The Weather	2	3
Roads in Massachusetts	13	2	The Wheel	14	1
Rolling Round the Rink	8	4	The Wheelless	17	6
Round the World on a Bicycle	8	7	The Whistler	6	5
Routes	3	2	The Wright Protest	15	9
Routes	3	9	The Wright Protest	16	8
Routes	5	4	The Youth and the Bicycle	4	2
Salutatory	1	1	Through Brookline and Jamaica Plain to Quincy	7	10
Six Days' Race at Agricultural Hall	17	4	To Our Subscribers and Readers	14	4
Soliloquy of a Wary Wobbler	15	13	Tour in North Wales	5	3
Some Verses by a Bicycler	5	5	Trans-Atlantic	8	6
Song to Bisakel	18	6	Trans-Atlantic	10	6
Speech of Rt. Hon. Robert Lowe, M.P.	11	2	Trans-Atlantic	11	6
Sunday Riding	10	10	Trans-Atlantic	12	3
That Boneshaker	12	4	Trans-Atlantic	14	2
That Fitchburg Route	11	7	Trans-Atlantic	15	2
The Agricultural Fairs	15	4	Trans-Atlantic	16	10
The Amateur Bicycle Championship of America	18	4	Trip by a Lady on a Coventry Tricycle	6	3
"The American Bicycler"	18	6	Two Hundred Miles within Twenty-four Hours	4	5
The Bat vs. The Bicycle	7	4	Visitors to Paris	10	9
The Bicycle	1	3	Walking in Winter	5	9
The Bicycle	1	8	Washington to Boston	17	9
The Bicycle	6	5	Washington to Boston	18	12
The Bicycle	8	7	West Jersey Agricultural Fair, Westward	9	6
The Bicycle. A Plea for Its Adoption	6	2	What Is a Professional Bicycler	16	9
"The Bicycle at the North Pole"	16	11	Wheel Talk	1	14
The Bicycle for Touring among the Alps	8	5	Wheel Talk	4	6
The Bicycle from a Health Point of View	2	1	When the Roads are Dry	16	10
			Write to the Times	14	4

BICYCLING will be one of the leading sports this spring. The clergyman who once prophesied that he should live to see bicycles standing around his church on Sundays may yet prove to have honor even in his own country. — *Boston Home Journal*.

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THE FOLLOWING may be taken, as a supplementary list of clubs and secretaries, in connection with the table given in "The American Bicyclist."

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L. A. W.

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ALBERT S. PARSONS,
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LAFAYETTE BICYCLE CLUB. — H. K. Wiley, John J. Perrin, Charles Brownell, Brandon Lewis.

HEADERS

Lubin's extract, for drivers of horses: G'lang, g'lang!

"Maria," observed Mr. Holcomb, as he was putting on his clothes, "there ain't no patch on them breeches yet." "I can't fix it now, no way; I'm too busy." "Well, give me the patch then, an' I'll carry it round with me. I don't want people to think I can't afford the cloth." — *Boston Herald*.

SHARP SHOOTING.

"I'm an archer, dear, no longer,"
 Said a maiden fair and bright
 To her beau with lip a-quiver —
 "Webster says, 'Toxophilite.'"

Then she gave her beau a narrow
 Searching glance, with pert grimace,
 While he thought his love was archer
 Than Diana in the chase.

"William Tell me how you like it?"
 "Well enough," replied the wight,
 "It is true, among the archers,
 Oftentimes, talk 's awful light."

— *Yawcob Strauss*.

— The man hopped on his high bicycle
 And all around him fled:
 The front wheel struck a cobble-stone —
 They picked him up for dead.

They scraped the mud from off his clothes.
 And soon he 'gan to beller;
 He swore off riding that machine, —
 And sold it to another feller

— who tried it a couple of times and then bought him a pair of crutches and changed his name. Notwithstanding, his friends still refuse to speak to him. — *Brockton Advance*.

THE LINE OF BEAUTY. — *Athletic*. "Don't you Bicycle?"
Esthetic. "Er—no. It develops the calves of the legs so! Makes 'em stick out, you know! So coarse? Positive deformity!" — *London Punch*.