

# The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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## CURRENT E CALAMO

Ethel is a five-year old daughter of one of our bicyclers, who sometimes does a funny thing. One day a stray kitten came in, and as it was very pretty and gentle, Ethel was glad to be allowed to keep it. A few days after a woman came and claimed it, so it had to go. Ethel's "grandma" explained to her the moral and social points in the case, and she seemed resigned; for two days no word of regret was heard. But, then, at night, when she had finished all her prayers, she did not rise from her knees, squirmed about, and finally ended with this petition: "Please kill the woman who owns the cat!"

The *Boston Traveller* has observed that "it isn't the horny-handed workingman who is so distressed over the woes of the country and the laboring classes—it is the horny-throated politician who makes all the fuss about it."

A fair contributor to the *Boston Courier* offers this conundrum: "People who know of their shortcomings in the way of cheerfulness often fall back upon the scientific demonstration: The digestion makes the disposition. 'I am not feeling very well!' Is the digestive system, then, of such unconquerable force, that reason or principle cannot get the better of it?"

MR. C. B. WILSON, at the Sydenham Bicycle Club dinner, was able to say of the Bicycle Touring Club that it has now nearly a thousand members, and the club is so managed as to merit support; their badge is now well-known everywhere, and it is always recog-

nized, and its wearer treated as a friend throughout the country; they have secured a special tariff in hotels in all the touring parks; they have a consul in every town, and a chief consul in every county, and an organization that is a very stronghold of bicycling, and shows an example of that friendship and unity which should exist amongst riders.

Archery must be raging with a peculiar malignity about New York. Even athletic editors are unable to withstand its insidious advances. At our latest advices from the editorial rooms of the *Spirit of the Times*, the condition of Mr. Buck (and possibly of Mr. Curtis) was intimated only too inadequately in this paragraph: "Archery has many American votaries, and its effects on a certain class of our population are appalling. This insidious game was invented by women for women, and men fall before it as grass before the scythe. The movements necessary to the sport place the fair archers in such varied attitudes of picturesque beauty that none but the blind and crippled can consider themselves safe. The nominal scores at the alleged targets show a wealth of misses and outers, but the real aim is unerring, and the living targets are pierced through and through at every shot. At the last annual meeting of the 'Society for the Discouragement of Marriage,' the Secretary reported as follows: '... Unless the strong arm of the law shall suppress this diabolical game, the United States will be unable to provide, next year, bachelors enough to hold the offices of this society.'"

Referee Garcelon, according to some of our exchanges, is a naughty, naughty man. Their opinions might be summed up in a nursery rhyme, thus:—

There was a crooked man, and he turned a crooked trump,  
He found a crooked party all up a crooked stump,  
He called a crooked council, which made a crooked muss,  
And they all got damned together, in a little crooked fuss.

The Morrill of it all is—

Little Al Garcelon,  
With a queer parcel on  
File, as Lot knows,  
The more he refers  
The smaller he grows.

Come to think of it, calmly, it seems that two professional teams of politicians played a very close and exciting game up in Maine the other month, the play toward the close becoming so hurried and unscrupulous on both sides that it ended in some confusion as to which side won.

Upon a hasty making up of private tallies, however, one of the leagues made it appear that its team was victorious, and heralded its triumph far and loud. But when the judges made up the official score, in accordance with the rules of the game, allowing for errors and

counting only the points actually made, the result was different from the first announced, and the prizes were awarded to the players from the other league.

This was, of course, a disappointment to the jubilant ones, who found themselves defeated after all; and especially as the referee was a member of a club belonging to the winning league, fierce cries of fraud, bitter blackguarding threats were at once set up, and all the little clubs belonging to the disappointed league everywhere howled as if they had witnessed the game and knew how the award was made.

The political papers, out of a job after the league games were all over, eagerly took up the fight with big head-lines and hot editorials, and interviewed all the politicians of either league near and far to fan the flame. With all the flash and blaze, however, nothing has really happened.

At our latest advices the Kennebec still runs to the sea, and Katahdin is unshaken; and we may assure our readers that bicycling, from Berwick to Bangor, will be just as safe and agreeable in the spring, as if the Blaine team had been declared winners, or the hullabaloo had been omitted.

One reflection is forced upon us in considering this match, namely, that the rules of the game are possibly too technical and complicated, not only in Maine but in other States, and have been made so in the interests of the professionals. Isn't it about time for the non-champion and amateur members of the various clubs to take these matters back into their own hands, and purify and ennoble politics by making the exercise thereof more simple and equitable and less technical and trickster-like?

## THE CLUBS REVIEWED

### VI. THE MASSACHUSETTS BICYCLE CLUB.

The first bicycle club organized in Boston was named "Boston" (city), and the second, "Suffolk" (county). By the law of geometrical progression (as regards superficial area) discoverable in these names, it was evident to those in charge at the christening of the third child that its requisite territorial limits pointed unmistakably to the name "Massachusetts;" and we would humbly suggest, in the possible advent of a *fourth*, that the geometrical index of its geographical dimensions will inevitably necessitate the appellation of "Continental." But coming down from the region of pure speculation to that of pure fact, the club indicated in the above heading drew its first breath February 1st, of the present year (1879), and, having only attained, as yet, unto a ten-months' growth, it must thus far be said to have lived, as a certain gentleman has somewhere remarked, "in deeds, not years." A constitution and by-laws were adopted; but upon the sensible principle that "by-laws were made for man, and not man for by-laws," the club has been trammelled as little as possible by the machinery of organism. While the roll of membership may not be quite as large as that of the older clubs in Boston, there has been a great degree of activity among its members to place it upon a firm footing, socially and financially, and the unity of sentiment, the harmony of feeling, the social fraternity of its members, have been, so to speak, one of its chief features.

At once, upon its organization, a uniform was adopted, and numerous club-runs have been appointed and greatly enjoyed by all who were present; for, as your readers must know, the suburbs of Boston offer unrivalled facilities for tours of all sizes.

The weekly excursions (on Saturday afternoons), which prospered (more or less) until the "heated term," have given place, during the autumn, to more pretentious tours of one and two days' duration.

This form of *social bicycling of coöperative travel*, as it were, is rapidly growing in favor among our riders. Those tours in which the "Boston" and "Massachusetts" Clubs have combined, will probably be treated of in a separate article; but I believe the "Massachusetts" has the honor of initiating, in this country, that form of a club-run known as a whole day's excursion. Its first tour of that description occurred on Saturday, the 20th of September; starting from the foot of Walnut avenue, at 8 A.M., the route lay through Milton, Quincy, Nantasket, Hingham, to Cohasset, and return. In the clear, bracing air of a beautiful September day, as we whirled over the road which led us through the various summer resorts adjacent to Boston, skirting the Atlantic coast, with the full view of the ocean on the one hand, and of the fine inland scenery upon the other, we experienced to the fullest degree the poetry and exhilaration of the art. Arriving at "Kimball's," the interval before dinner was spent by our party in reclining (at various angles) upon the cliffs, overlooking the water, watching the different ocean steamers entering and leaving Boston, as well as a party of sharp-shooters (?) anchored a little from the shore, who were endeavoring to bring down some of the feathered game that flocked about the decoys,—pleasure and profit not seeming to balance the patience and powder,—and in endeavoring to impress upon one of our number the difference between a square-rigged yacht and a three-masted schooner. After a plentiful repast, and an impromptu "club-meeting," we baited our horses, reëmbarked, and leisurely strolled home, where we arrived at about 6 o'clock, after a round trip of about 50 miles.

Inasmuch as such excursions can be participated in only by club members, we have therein indicated *one* of the advantages of belonging to a club.

Arrangements are now being made for head-quarters that shall combine dressing-room, club-room, and stable,—conveniences especially appreciated by the out-of-town members.

Whether it is due to the individual character of the gentlemen composing our clubs, or to the spirit of the art, the perfect harmony and good fellowship which have at all times prevailed in our various excursions have been among their noticeable features, and often remarked upon.

Below is the roll of membership of the Massachusetts Club.

H. E. P.

#### OFFICERS, 1879-80.

<i>President</i>	COL. ALBERT A. POPE.
<i>Vice-President</i>	H. W. WARREN.
<i>Secretary and Treasurer</i>	HOWARD E. PARKHURST.
<i>Captain</i>	EDWARD W. POPE.
<i>Senior Sub-Captain</i>	JOSEPH P. LIVERMORE.
<i>Junior Sub-Captain</i>	DR. C. H. CORKEN.

#### Club Committee.

A. A. POPE.

H. E. PARKHURST.



E. W. POPE.  
W. S. SLOCUM.

F. W. FREEBORN.  
W. H. AMES.

## MEMBERS, DECEMBER, 1879.

Ames, W. H.	North Easton.
Arnet, H.	Boston.
Boutelle, Geo. K.	Cambridge.
Brigham, A. P.	Salem.
Brownell, W. F.	Boston.
Carpenter, H. I.	Milford.
Corken, Dr. C. H.	Boston.
Curwen, Geo. E.	Salem.
Dyer, J. T.	Boston.
Fish, W. G.	Milton.
Freeborn, F. W.	Boston.
Guild, C. E.	Boston.
Hall, Geo. K.	Brookline.
Joy, C. F.	Boston.
Little, G. T.	Jamaica Plain.
Livermore, J. P.	Boston.
Lowell, G. F.	Boston.
Mason, H. W.	Cambridge.
Parkhurst, H. E.	Boston.
Parsons, A. S.	Cambridgeport.
Patry, J.	Hudson.
Perrin, M. L.	Grantville.
Pope, A. A.	Newton.
Pope, A. W.	Boston.
Pope, E. W.	Newton.
Pope, H. M.	Boston.
Raymond, M. C.	Boston.
Shillaber, C. P.	Boston.
Slocum, W. S.	West Newton.
Warren, E. H.	Jamaica Plain.
Warren, H. M.	Jamaica Plain.
Warren, J. F.	Jamaica Plain.
Webster, A. F.	Boston.
Wellman, A. G.	Brookline.
West, A. W.	Salem.
Weston, Rev. H. D.	Dorchester.

## VII. THE CLEVELAND BICYCLE CLUB.

During the first part of June, 1879, the citizens of Cleveland, Ohio, were surprised by the appearance of a bicycle on their streets, not unpleasantly, however, as their increasing interest in the pastime showed. Mr. Wade, now Captain of the Cleveland Bicycle Club, the happy owner of the first bicycle in these parts, was interviewed on matters of the wheel by a representative of an enterprising morning paper; shortly after which an agency for the Columbia was established here, and very soon after a riding-school, which in a short time turned out probably a hundred riders and twenty owners. The juveniles took hold very fast, there being a few hundred bicycles of the wooden pattern in use by them. During September the formation of a club was thought a good deal about, and on the 30th September, at a well-attended meeting, the Cleveland Bicycle Club was organized. At subsequent meetings held during October the adoption of by-Laws, a uniform, and other minor matters, were got through with. The club is on a good financial footing, with thirteen members, all enthusiastic bicyclers, with whom the welfare of their organization is one of their first thoughts, and who all wish that bicycling in this country may become as popular as in England. At the last meeting of the club a committee was appointed to negotiate with a cavalry organization of this city for the use of their armory as a club head-quarters, and a place for the members to ride during the winter months; if this is secured they will have opportunities second to none for practice and exercise. The names of officers and members are given:—

E.

## OFFICERS, 1879-80.

<i>President</i>	T. B. STEVENS.
<i>Captain</i>	J. H. WADE, JR.
<i>Sub-Captain</i>	CHARLES HOPPER.
<i>Secretary and Treasurer</i>	A. ELY, JR.

## Club Committee.

T. B. STEVENS.	WM. LELAND.
J. H. WADE, JR.	A. A. HIGBEE.
A. ELY, JR.	

## MEMBERS, DECEMBER, 1879.

Beckwith, S. H.	974 Euclid avenue.
Beckwith, W. O.	974 Euclid avenue.
Ely, A. Jr.	393 Prospect street.
Glidden, H.	Weddell House.
Higbee, A. A.	815 Woodland avenue.
Hopper, C.	892 Wilson avenue.
Leland, W.	355 Prospect street.
Pierce, R. S.	Cleveland Leader Office.
Stevens, A.	Cor. Superior and Bank sts.
Stevens, T. B.	Cor. Superior and Bank sts.
Streator, E. K.	1826 Euclid avenue.
Wade, J. H., Jr.	986 Euclid avenue.

## CORRESPONDENCE

HEIDELBERG, GERMANY, 4 Dec., 1879.

*Editor of The Bicycling World:—*

The bicycling season is about finished here for the year, as we had skating the day after Thanksgiving, and have already had several falls of snow. The roads here are about like the medium roads around Boston; but then their extent is unlimited, and you never find yourself on a sand-hill or small mountain system; and some of the natural clay roads are magnificent in *dry weather*. Since I have been here, besides my usual ride of about 20 miles every afternoon, I have taken three long runs. The first was a ride though the mountains about here, including some pretty severe up-hill work, which, however, was amply rewarded by a run of about 5 miles, legs up. One great annoyance is that all the small villages are paved, and so poorly that it is always necessary to walk through; and where a bicycle has never been seen before, you can imagine the crowd one collects before getting to the end. At the end of this ride the cyclometer showed 52 miles, and the time was 5½ hours. The next ride was with a friend (there are five of us with bicycles here); we started rather late, owing to rain, and began by losing our way. After roaming around in unknown regions for two hours, we finally turned a sharp corner, and were on the top of a long and very steep hill. There was no time to get off, and luckily for me I had a strong brake and managed to keep my machine under control; but my friend, whose brake was not quite true, was afraid to put it on, and, throwing his feet up, went off at a tremendous pace, and was soon out of sight. On getting to the bottom I found my friend safe and sound at the entrance of a village, surrounded by at least half the town, who had just come out of church. On inquiring the name of the village, we found it was large enough to be on our map; and having found our bearings again, we marched at the head of the procession to the nearest inn and had dinner. Our machines, being shut up in the yard, were confined to the admiring inspection of the guests at the inn. After a careful examination they returned. "Yes," said one, "they are very fine things; but what

is the little wheel for?" On mounting again we got on rather hilly roads, and owing to the recent rain, the clay surface was as slippery as ice, and we were obliged to go very slowly; and when it became dark, and we had to light our lamps, it became almost impossible to keep on. The condition of the road may be imagined from the fact that it took us over two hours to go the twelve miles between the village where we had had our dinner and the main road. On striking the highway, however, we found a good road again, and rattled off the last 18 miles in about 1 hour and 45 minutes. On arriving we found our machines were masses of mud, without a point of steel to be seen. The next and last long ride was from here to Darmstadt and back. Three of us started, and did the 35 $\frac{3}{4}$  miles in 3 h. 25 m., without any especial adventure. After having had dinner we went out into the yard, and found that half the tyre of one of the machines had been wrenched off by some one who had been meddling with the machine. Having fastened this up with string, we started off, and about four miles out the fellow on the little wheel of the same machine broke, and the owner and bicycle were obliged to return by train. About half way home a stiff head-wind sprang up and made the riding rather hard work. About five miles from home, as we were riding in the dark, with our lanterns lit, we saw a fire at the side of the road, and three men sprang out and ran at me, as I was leading; but they had mistaken the rate of a bicycle, and so they turned on my companion and knocked him off. On jumping off and running up, I found him with a sprained wrist and a badly bent bicycle handle. The fellows had run away, and were not to be found. However, by my holding the bicycle for my friend, he managed to mount, and we reached home in a little over 4 hours from Darmstadt, having ridden 71 $\frac{1}{2}$  miles that day.

G. R. A.

HORTICULTURAL HALL,  
PHILADELPHIA, 24 December, 1879.

DEAR EDITOR:—In reply to Mr. H. Etherington's challenge on behalf of Mr. W. Cann, I shall be much pleased to have a mile or two-mile spin with him for \$50, when he comes to this city. We have a nice cinder track, 16 feet wide, 3 $\frac{1}{2}$  laps to the mile. I also wish to state that, owing to such short notice and bad management of the races at Boston, none of the American team were in fit condition to compete with the champions, they having fine, specially made machines, and every possible care taken of them as to training; and as regards myself I was neither in fit condition for fast or long-distance riding; for previous to the race I did not ride the short distance of 10 miles for the period of five weeks. This sudden strain on the guiders of my ankles caused them to swell on the second day of the race, disabling me from doing what I could have done. My ankles remained swollen for two weeks afterwards. Under this misfortune I did not have the opportunity to show what my capabilities were in respect to short or long distance riding. It is always the rule with the managers of any kind of racing to give time for the contestants to train. The period of two weeks is generally given; in the Boston races I had two days; but as the manager of these races was thoroughly green, I will excuse him.

Let the champions come over here in say two years, and they will find men and machines equal to them in

every respect. In this city alone we have some very good promising riders, and they, I believe, will make it warm for our worthy amateur, Mr. Johnson, this coming summer. The only trouble I have is, that they are too fond of fancy riding; but this is only temporary, as they will soon get tired of it, and practise for speed. I cannot help admitting that they so far excel the majority of our English cousins in fancy riding, and it is only a matter of time when we shall be on a par with them for speed. The greatest drawback the Americans have is the very bad roads in many places; where good roads are obtainable, bicyclers should make good use of them; for where good roads are, good riders ought to be. Hoping, dear Editor, I have not trespassed too much on your most valuable 'Cycling paper,

I am yours truly,

F. S. ROLLINSON.

THE WHEEL ON ICE.

PROVIDENCE, R.I., Saturday, Jan. 3, 1880.

MY DEAR WORLD:—As my business requires my living near a large pond of fresh water, and as my "wheel" is kept near by, I could not resist the temptation to try a ride on the ice this morning. I had heard of others doing it, but had never tried myself. The pond is nearly a mile long and about  $\frac{1}{4}$  of a mile wide, and the ice was from 4 $\frac{1}{2}$  to 5 $\frac{1}{2}$  inches thick in most places. The late fall of snow had almost entirely disappeared, from the warm weather of the past few days, and left the surface of the ice just a trifle rough for skating, but, oh! how nice for a bicycle, as I found out for myself after making a successful mount. But how exhilarating it was! After a few turns around the pond I got the "hang of it," and I enjoyed an hour of what, to me, was rare sport. My only regret was the fact that I had no one else to enjoy it with me. Should the weather permit, however, I shall try to have the rest of the club out some day for "a run on ice." With my best wishes for the WORLD and its readers, I am,

Yours fraternally,

ALBERT G. CARPENTER,  
*President of the Prov. Bi. Club.*

FROM FRANCE we hear, through our Paris correspondent, the President of the Sport Vélodipédique Parisien, under date 6 December, last: "Bicycling here is actually in a dead calm, through the fearful weather we have. But the past season has been a decided progress over all past years since the war. Before that calamity the 'Sport Vélodipédique' was really a national affair here, with its own paper, etc., as it is now in England and the United States. There is this difference; the Frenchmen liked the bicycle when it was but a bone-shaker, and they don't seem to care for it now that it is brought to such perfection. Explain that if you can.

"We have had this last summer quite twenty race meetings of importance."

SAYS A PHILADELPHIA correspondent: "Bicycling here is moving on nicely, and the school of Mr. Hart forms a sort of general resort. There "the boys" store their wheels, drop in for a ride and a good laugh at the antics of the *would-be* bicyclers, and look over the bicycle news spread before them on the reading-table. Thus



the attached and the unattached have a common place of resort provided for them, and the interest in the wheel continues to increase during the *off* season, while the corps of riders rapidly increases in number and proficiency. We have riders who stand the bicycle still, mount from the step into the saddle, and then stand, *without having moved the machine*, until they dismount. If any of the Boston boys think this is as 'easy as rolling off a log,' I would advise them to try the experiment."

MR. J. L. HUNT, of Indianapolis, Indiana, writes: "I have been [in Dec., 1879] riding the wheel for the past four months, — over seven hundred miles, — and cannot be induced to give it up for my horse and buggy when the roads and weather are passable. I have sold a few machines; and we soon expect to make ourselves known here in the way of a track and a club."

FROM THE DETROIT Bicycle Club comes a pleasant greeting and some interesting items. "Nine members and a few unattached had a most enjoyable meet at the *Evening News* office and a spin about town on New Year's Day; and never did the streets seem so smooth, the little snow covering the ground filling up all lumpy places, not soft enough to run hard or icy enough to slip. Not one of the several who gave up their 'calling' regretted it. Two of our unattached did their 'calling' on wheel, and I *heard* of others who did, but cannot vouch for the statement. The D. B. C. has several new names proposed for members, and the semi-annual election of officers takes place on the 5th inst."

MR. WILLIAM WARDEN, JR. (whose address is 143 Front Street, New York, N.Y.), communicates as follows: "Before I left Edinburg I was asked by the Vice-Captain of my club if I would accept the office of consul for New York for the Bicycle Touring Club. Would it not be advisable to start something similar in this country, or in connection with the club in Europe, so that bicyclers going from America to Europe to have a tour for a month or so, or *vice versa*, would benefit by being members of this club which joins all clubs into one splendid one? It would help the bicycling cause; when joined together we would have more power, and in touring it would be of decided good, as may be seen by their circulars. For my part I shall be very happy to give any assistance to members passing through Brooklyn (where I live), and I will be pleased to transmit any proposals to the Secretary of the B. T. C., as I consider it my duty to do something for it, being consul for New York."

A SAN FRANCISCO correspondent is sorely tried but hopeful: "To tell the truth, I believe that this is about the poorest city in the United States for the sport. The streets are paved with rough stone or wood for fully a mile in every direction from the centre, which is a great drawback to club meets. Then, in the vicinity of the city the hills are numerous, many of them being unridable. Though we never have the drawback of snow, still, in the rainy season, the mud stops riding for nearly three consecutive months; and in the dry season the dust is an almost equal drawback. In the spring and summer we have a wind that comes up regularly every afternoon and blows a small hurricane till sundown. This leaves only about three months — September, October, and November — when riding is at all

enjoyable, or when we are placed on anywhere near equal terms with our Eastern brethren of the wheel. Then again, there are only three good rides of over ten miles to be taken, when the same roads soon get monotonous. I have written all this merely to show why San Francisco, though among the first to take up the sport, has been so slow in permanently adopting it. With all these drawbacks, however, I think that bicycling will finally assert its benefits here as it is now doing elsewhere."

## JACK EASY'S LETTER

No. 3. — *A Proposed Tour through England next Season. — South Bend, Ind. — A needed Knowledge and a Hint to Correspondents. — Two English Institutions. — Our Need of similar ones in this Country. — The "Pitman" matter as an Example.*

BOSTON, 5 January, 1880.

It will be good news to many of your readers that the project of the proposed English bicycle tour is to be revived for the coming season. From "information received," I learn that the programme published in the *Journal* of last January is to be somewhat changed. The trip to Liverpool and back will probably be made by the "White Star" line, and from Liverpool to London the railway will be used. After a few days in London the wheels will be mounted and a roundabout route through Surrey and Sussex will be traversed; then another day or two in London, after which the return journey to Liverpool is to be made *via* the famous Bath road, over which Appleyard made his wonderful run. From Bath a zigzag course will lead the party through Gloucester, Coventry, and other places of interest, to the port of embarkation. Such a tour must need be full of interest and enjoyment, and, as it is intended to limit the number of riders to twenty, it would seem as though in the present phase of the sport in this country the party could easily be made up. I give the project my best wishes, and if I can possibly arrange for the two months' absence I shall certainly be found among the riders.

Exceedingly toothsome was the "chip" of your South Bend, Ind., correspondent in your Number 3 (page 36), and his brief allusion to the hard, level, gravel roads with which that favored region is blessed was absolutely enticing in its suggestiveness. We get too little of this kind of information; we want more of it, and we want it badly. Throughout the country there is probably not a bicyclist but knows — thanks to your paper — that Boston is surrounded with hard, smooth, and, in many cases, absolutely perfect, roads, which make the use of our wheels a luxury to be despised by none. How few of us, though, can give any positive information as to the roads in other cities and States, and as to their adaptability to the purposes of the wheel. A friend of mine who left here last week for Kansas City, finding no available information on this point, concluded to leave his wheel behind, and to have it forwarded to him, provided he finds the roads ridable; while another friend who will leave here next month for Southern California, will do the same thing for lack of means of information on the subject. Now, if all of your correspondents would, like the one of South Bend, include in their favors a little informa-



tion as to the roads in their vicinity, a fund of knowledge would be accumulated which could be some day compiled into a volume for reference, and which riders, circumstanced like those I have referred to, would appreciate. The English bicyclist can already refer to several such itineraries, covering nearly all the roads in Great Britain, and, pending the time when each of our States shall have an itinerary of its own, we certainly ought not long to be wholly without some general information on this subject.

Speaking of English bicyclers and their advantages, I am reminded of two of their institutions, the value of which it would be difficult to overestimate. I refer to the Bicycle Union, and the Bicycle Touring Club. Most American riders read the English bicycling periodicals, and are therefore aware of the aims and objects of these institutions, and the admirable way in which each fulfils the same. In a future letter I may go into this more at length, but I want to say now that we cannot too soon prepare to follow in the footsteps of our English cousins, and to produce a Bicycle Union and a Touring Club of our own. With the tremendous extent of our country, its variety of seasons and of climates, the latter would have a vast field for usefulness, while the need of the former has been already unmistakably demonstrated on several occasions.

One of the most notable—not to say important—instances of the need of a Bicycle Union occurs in the case of Mr. W. R. Pitman. This gentleman was a noted rider in the old bone-shaker days, during which he captured the so-called Championship of Maine. With the advent of the modern bicycle his interest revived, and he served as an assistant with each (in turn) of the large and pioneer bicycle firms in this city. Incidental to his duties he taught riding in each of the schools, and at various times visited distant cities in the interests of his employers. Many of our riders owe their skill on the wheel to Mr. Pitman's intelligent guidance, and it is only justice to admit that he has in one way or another done good and valuable service in the introduction of the bicycle here, and the overcoming of some of the prejudice it at first had to encounter. But in these very services Mr. Pitman crossed the line which separates the amateur from the professional, forfeited his right to the first title, and refuses to accept the second.

This I think is as lengthy a *résumé* of the case as a bicycling public, already wearied of it, will bear; but I write it to give one example where an American Bicycling Union would have been of service. To such a body Mr. Pitman would at once have appealed, and he and all riders would have accepted its decision, whatever it might have been, and that would have been the end of it. As it is, he has participated in races under protest, has had his case adjudicated upon by duly appointed representatives of the City Government of Boston, and as they did not sustain him he has carried his case to the National Association of Amateur Athletes of America, which also declines to reinstate him as an amateur; but gives him the privilege of appeal. If Mr. Pitman was as tired of this affair as are others I could mention, he would let it rest where it is, attend to his legitimate business, and not care two straws about his status as a bicyclist so long as he remained the happy possessor of a wheel, mounted upon which he can afford to give nine-

tenths of his fellow-riders ten minutes' start in a ten-hours' race, and beat them. The Bicycling Union is not the less a necessity, however, and we must have it.

JACK EASY.

## PERSONAL

THE "COMMITTEE PRO TEM." would like to see or hear from every bicyclist and archer in Massachusetts respecting his interest in the Granite Bridge Grounds. A considerable part of the sum required has already been subscribed.

H. HEDGER is a new acquisition of the Pope Mfg. Co. He is a skilled and long-experienced bicycle machinist, lately with the Coventry Machinists' Co., and he not only knows a bicycle, but knows how to make or to mend one.

MANY of our readers will recognize the initials of our Heidelberg correspondent as those of Mr. Agassiz, of the Boston Bi. C., once prominent in amateur races here, but now pursuing his studies at the famed university whence he writes.

THE AMERICAN Institute building, corner of Sixty-third street and Fifth avenue, New York City, was opened as a riding-school for bicycles and tricycles last week, by Mr. Wentworth Rollins, who does not find Brewster Hall alone large enough to satisfy the sweep of his enterprise. It is reported that he is to give there, on the asphalt floor which affords a track of eight laps to the mile, a series of ten races, the first of which is to take place the 10th inst.

It is reported that they are to have a new and better bicycle racing path in Providence, R.I., and that the project is already backed with sufficient funds. It seems they can do it well and promptly everywhere else, but Boston does not yet respond to the call for even one respectable track.

MR. JESSE HOWARD, of the Providence Bi. C., and donor of the Gold Challenge Medal (the first race for which was reported in the late *American Bicycling Journal*), is now absent on a tour around the world. He was last heard from at San Francisco, whence he was to sail for Australia on the 22d ult.

MR. E. C. HODGES, acting Captain of the Boston Bi. C., during the past autumn, sailed from New York on Tuesday, the 30th December, *via* Panama, for California. He will spend some weeks in San Francisco, Los Angeles, Yosemite Valley, and other parts of that State. He will visit several other parts of the "far west" on his return overland, and will probably be absent until May.

MR. WALTER ALLEN, for many years connected with the Boston *Advertiser*, is in Washington for the winter. That excellent paper is not left without its wheelman on the home staff, however, as Mr. Edward Stanwood, though unattached in a sense we regret to see continue, is very much attached to his long-used bicycle.

MR. GILL OSMAND, a new acquisition to the Detroit Bi. C., is another editor who knows how to keep himself fresh and strong; he is on the staff of the Detroit *Evening News*.

The President of the same club is political editor of the Detroit *Post and Tribune*.



TRENTON, N.J., is to be congratulated on the opening of an excellent riding-school, on Chauncy street, near State, in connection with the bicycle salesrooms of Mr. J. Y. Clark. The opening of a riding-school in any locality is not only a boon to *would-be* riders, but also to those who already enjoy the wheel on the road, for it tends to provide ready company, spread the interest, and aid the increase of clubs. Mr. Clark's early and enterprising efforts in the cause entitle him to support, and his riding-school should receive the encouragement of patronage from all who take an interest in the bicycle.

### LITERARY COMMENT

"PAPYRUS LEAVES" is an elegant holiday book, but its title, with all due respect to the taste of Mr. Gill we say it, has no special appropriateness for the book, and is a robbery. The name would be peculiarly appropriate for a selection of the writings of those who compose the Papyrus Club of this city; and the literary members of that club may well regret that it has been snatched from them. The name and work of their president, John Boyle O'Reilly, are not, however, omitted from the book.

THIS REMINDS us to note that Mr. O'Reilly is at work on a new story, to appear first in *The Pilot*, and probably during the present year. He is one of the most original and promising young men of letters in this country, both as to the matter and the style of his writing, and whatever is announced as coming from his pen will be watched for with interest.

ST. NICHOLAS for January is a merry visitor. From the tasteful suggestiveness of the frontispiece to the bottom of "The Riddle Box" it is replete with surprises and delights. The very list of contents makes us wish we were young again, that we might for once have the fresh, keen boy's relish of "Snow-Ball Warfare," for instance, with its capital illustrations; or "The Boy's Own Phonograph," with the mechanical revelations in the sketches. Then there are "The Proud Little Grain of Wheat," "The Dolls' Baby-Show," "Jack and Jill," "How Hal went Home," and other stories; poems of "Ino and Uno," "Popping Corn," "The Three Copees"; and the engraving of Giotto's Bell Tower for beauty, or of the two frogs and a spider, for comic effect, or of "The Gungaboo and the Turtaloo," for funny imagination. Even the letters and the riddles, charades, rebuses, and other prettily puzzling things, are made beautiful and unique for their art. No better investment of three dollars can be made for a boy or girl than in a year's subscription to this magazine. — Received of the publishers, Scribner & Co., New York.

TWO PAPERS in *Scribner's Monthly* for January are of especial value, — that on "American Arms and Ammunition," by William C. Church, and the one on "The United States Life-Saving Service," by J. H. Merriman, both fully illustrated, — the latter from very spirited designs by M. J. Burns. Other articles in the number, "Success with small Fruits," or "Young Artists' Life in New York," are attractive and suggestive reading; but the two first mentioned are timely and graphic in treatment of practical subjects, a knowledge of which is not so easily gained elsewhere. "The Acadians of Louisiana" is a rare contribution both to social and artistic studies, by the artist-author, Allen C. Redwood, from whose deft pen and pencil we have both the article and the illustrations. Under the familiar head-line of "Topics of the Time" there is a page and a half of "From Country to City," which every city man will thank the editor for giving such clear and sound expression to, and which every young man in the country will do well to ponder.

FOREST AND STREAM is not only of increasing value in its departments of fishing, game, boating, trapping, and practical natural history, but is very generous and prompt in its archery news and communications. We expect often to credit it with some of our best clippings, and are glad to commend it for its gentlemanly tone and good taste in its treatment of sporting matters. Published weekly, 20 large three column pages, at \$4.00 a year, 111 Fulton st., New York.

### GLANCES ABROAD

FROST AND SNOW have made a lull in bicycling abroad, as well as at home. The English clubs have lately been chiefly occupied in annual meetings, dinners, and in-door entertainments; and the reports of some of them in our British contemporary journals are interesting reading.

TWO THEMES very prominently agitated in speeches at club dinners, and in the press just now, are the Bicycle Union and the Bicycle Touring Club. Both had but small beginnings in 1878, and each has acquired in 1879 a wide, strong, and useful influence.

PROFESSIONALS must be plenty in England. There were ninety-one entries for a one-mile Christmas handicap, at Wolverhampton.

"OFFICIAL." Mr. Alderman R. N. Fowler is Vice-President of the Lombard B. C.; Sir John Lubbock, bart., is another.

IRELAND. The Cork B. C. numbers sixty active members, and is said to be one of the most important Irish clubs.

FRANCE. *Le (Paris) Sporting* of 29 November last commences an interesting account of a tour taken by two amateur bicyclers, from Angers to the Pyrenees, *via* Vihiers, Bressuire, Niort, la Rochelle, Rochefort, Saintes, Blaye, Bordeaux, la Haric, and Bayonne. The same paper in reporting the preparations for our November races in Boston, remarks of the latter city: "C'est donc dans cette dernière localité — qui est aux vélocemen américains ce que Angers est aux vélocipédistes français — qu'a eu lieu la première course de vélocipèdes courue en Amérique par un Français et un Anglais." It speaks of the prizes offered, as amounting to \$2,500, — "soit 12,500 francs!" — and exclaims: "Voilà de l'encouragement ou nous ne nous y connaissons pas." Surely 'tis distance lends, etc.

AN EMOTIONAL "Rambler" in *The (London) Athletic and Bicycling World* drops into touching obituary lament for our predecessor, in verses which we reprint for their, as it were, Tennysonian finish and melody: —

#### IN MEMORIAM.

*The American Bicycling Journal*. Died, November 15, 1879.

All is over now — its earthly race is done,  
And ne'er again we'll read in it the sparkling, witty pun;  
For gone to see its rest on this dull November day,  
Hath the little 'cycling paper, called *American B. J.*

No more to laud the "bicycler" up to the topmost skies,  
Or of our "doings" here at home take notes for own supplies;  
On current "talk" to make a par, or write a roundelay,  
Will ne'er again the pleasure be of Yankeeland *B. J.*

No more across the "herring pond" will come with welcome news  
Of 'cycling progress in the States, of trips by rambling crews;  
Nor when in time the powers that he with riders' rights do play,  
Their champion then can never be the Jonathan *B. J.*

— And then he wipes his weeping eyes, with smiles his lips  
are curled, whileas some equal prose he tries in praise of our  
*Bi. World*.

II. C. COURTNEY, Vicar of Hallon, speaks for the "Unattached," in the *Bicycling Times*, in this very pertinent strain: "When it is taken into consideration that by far the larger number of clergymen, and country gentlemen, to say nothing of the officers of the Army and Navy, who use the 'cycle for their pleasure and profit, belong to the ranks of the unattached, it surely can scarcely be the case, as some clubmen seem to infer, that they belong to an inferior order of beings. . . . Personally, I think that the formation of clubs, with their *esprit de corps*, has done an immense amount of good to our youth, and had I my time more in my own power I should like nothing better than joining one of those in my neighborhood. And I need only tell you that during this, the worst season for bicycling, I suppose, which has ever been known, I have ridden, since the 1st of January to the present date, 6,368 miles, to prove to you that I am an enthusiastic admirer of the noble sport, and have its interests thoroughly at heart."



Vol. 1.]

THE BICYCLING WORLD

[No. 5]

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, 10 JANUARY, 1880

"WHAT'S IN A NAME?"—Most of our Archery Clubs seem to have thought of this quotation when they selected their titles. Will not some of our readers suggest some new names? The ever-recurring "Toxophilites" grow monotonous. Unless a club has some good local name, a compound of *τοξος* seems to be the only thing thought of. In contrast to this sameness, the example of the New Bedford Archery Club is really refreshing. Pains were taken to find an appropriate and original name, and, at last, Owassan (the Indian name for arrow) was chosen. This is a good example to follow, and we hope that some of the numerous clubs to be organized this year will remember it. As an inducement we offer a year's subscription to the BICYCLING WORLD to the club selecting the most appropriate name and reporting it to us before July first, the names reported to be referred to the Archery Club sending us most subscriptions, before that time, for decision.

"IN HONOR preferring one another" can by no proper exegesis be made to apply in the matter of sending us items of news or communications of interest by those who can so favor us. We ask every reader to be a correspondent. In some places we have pretty regular informants and contributors, but not in all; and it is not likely that one person will send everything of interest

from any locality. If any club, or any place, or any interest, seem to be neglected in our columns or to lack its due proportion of notices, it is not from editorial intention, but because less or nothing is received for material. Pray, good reader, do not wait for others, or think we are omniscient, or delay for our letter of request; but send anything you know or think of at once to our hopper. Who takes no grist to mill will find no flour in his bag, at least, not from his own field. None of our correspondents have "exclusive license" for any territory.

## THE BICYCLE TOURING CLUB.

To Mr. Stanley J. A. Cotterell, of the Midlothian Bicycle Club of Edinburgh, Scotland, belongs, we believe, a large measure of credit for the broad conception, earnest promotion, and the successful growth and accomplishments of this national—we may almost say international—bicycling institution. To its formation and its subsequent service Mr. Cotterell gave up two sessions from his medical studies at Edinburgh University, devoted eighteen months of untiring and gratuitous effort as its secretary, and with the able and generous coöperation accorded by other club officers, made it the most interesting and useful bicycling organization in the world.

It was the 5 August, 1878, after the grand meet at Harrowgate, at which thirty-two clubs were represented, and many of the unattached were present, that a meeting was held in the Royal Spa Rooms for the purpose of forming a touring club. At this meeting Mr. Cotterell stated that he already had thirty-five club secretaries who were willing to act as consuls, and a roll of two hundred names for members. Officers, consisting of a president, vice-president, secretary (Mr. Cotterell), and treasurer were elected; and the work of getting the Bicycle Touring Club into active operation was begun. In the first printed prospectus the objects were stated to be the appointment of consuls throughout the whole of the United Kingdom, who should supply members with information as to roads, places of interest, suitable hotels, etc., in their several vicinities; to provide companions for tours; and the promotion of bicycle touring generally. In September, 1878, a brief code of rules was published, which, except in a few minor matters, were the same as are now in force, and stated tours were projected with much interesting detail; badges were adopted, and monthly circulars were issued from this time on. Before December of the same year the magnitude of the scope and influence of this new organization became fully apparent, and much gratuitous and even hostile criticism was encountered in the press and otherwise; but wisely directed tact and energy turned even this to good account. In that month an optional uniform was decided upon and adopted. During the spring and summer of 1879 the membership largely increased; its publications became very valuable; many tours were taken by members and officers, and the work of the club contributed largely to make the year that has closed so remarkable for its number and extent of bicycle trips and tours, not only throughout England and Scotland, but through all Europe.



At the north of England meet at Harrowgate, 4 August, 1879, after the races, the first annual meeting of the club was held; the number of members was reported at 730; and after other interesting proceedings officers for the now current year were elected as follows: President, Stanley J. A. Cotterell; Vice-Presidents, W. H. Smith (Bradford Bi. C.), J. B. Tierney (Edinburgh Bi. C.), C. B. Wilson (Glasgow Bi. C.), Professor Everett (Belfast Bi. C.), T. H. Holding (Sunderland Bi. C.), W. Cross (Newcastle Bi. C.), Louis Meldon (Dublin Bi. C.); Secretary, Walter D. Welford (Newcastle Bi. C.); Treasurer, S. H. Ineson. Afterwards a dinner was indulged in at the Commercial Hotel, and a silver-plated buglet was awarded to the York Bicycle Club, for the largest muster, through their captain, Mr. J. L. Varley.

Mr. Welford is the able and accomplished editor and manager of *'Cycling'*, the elegant monthly magazine of our favorite sport, and is otherwise widely and favorably known for his aid to the cause.

In a circular issued by him in October last, the objects of the B. T. C. are stated to be: "(a.) The provision of companions suitable to as many tastes as we have of varieties of members or differences in social standing. (b.) The protection, when necessary, of our members against unprovoked assaults on British high roads whilst riding their bicycles. (c.) Intercommunication and association amongst members of the Club separated from each other by long tracts of country. (d.) The appointing of hotel head-quarters throughout the country, at which reduced or moderate charges, combined with comfort and civility to our members, may be found. (e.) The appointment of consuls or representatives in various towns to point out the 'lions' of the place to members calling on them; and to inform members, through an officer known as a Chief Consul, before starting on any proposed tour, as to the state of roads and other matters in their local districts. (f.) To consider the subject of maps for the use of bicyclers; to bring before the bicycling public any charts of roads which the consul may deem of most value, and to issue any maps they consider good at reduced rates. The consul will discuss the map subject at each meeting, and inspect specimens, and the latter will be gladly received from members, after a notice of the maps which have been inspected or sent for inspection has appeared in the monthly circulars. (g.) To conduct bicycle tours throughout the country. (h.) To issue a list of proposed tours monthly, from which a member may choose a run and companion. There are also many minor and other objects which it is hardly necessary to mention."

The B. T. C. divides the United Kingdom into sixteen districts, each of which has a Chief Consul and several Consuls. The only Consul so far appointed for this country is Mr. William Warden, Jr., of New York.

The council is composed of the Chief Consuls and the officers of the club, and holds monthly meetings at Newcastle-on-Tyne, at which members are elected and the general business of the club is transacted.

The club publishes a monthly circular of information to members, a quarterly hand-book containing lists of consuls, hotels, rates, etc., and a monthly descriptive, biographical, and photographic pamphlet. Its uniform consists of dark green tunic, knickerbockers, and helmet,

with gray stockings. The badge is a small silver shield containing the name of the club in raised letters. The consuls have a small letter C on their badges, and wear a small piece of red velvet as a distinguishing mark. The Chief Consuls and officers have gilt badges. The wearing of neither badge nor uniform is compulsory. The subscription fees for membership in the club are 2s. 6d., and 1s. 6d. additional for publications as issued, or 4s. in advance for all; membership is open to all amateurs; and all communications are to be addressed to Mr. Walter D. Welford, 66 Grey street, Newcastle-on-Tyne, England. Over one hundred and thirty candidates were elected to membership during the month of August last.

We conclude this necessarily brief and hasty sketch of the Bicycle Touring Club with a copy of the Rules, which are given in full below, as published. It may be all the more seasonable and interesting from the fact that the formation of a general touring club in this country has already been seriously proposed and talked of. Hereafter we may be led to express some opinions. At present we furnish the topic and some information, and invite suggestions.

#### RULES.

##### NAME.

It shall be known as the "BICYCLE TOURING CLUB."

##### OBJECTS.

To promote Touring by Bicycle, to help Tourists to secure (when requisite) Companions, and (when needful) to protect its members.

##### CONSTITUTION.

It shall be composed of Members of recognized Amateur Bicycle Clubs, and unattached amateurs, and be worked by the Council and Consuls.

1. Its officers shall be President, several Vice-Presidents, Secretary, Honorary Treasurer, and Chief Consuls. These shall form the Council, who shall meet from time to time to transact business and to settle all disputes as occasion requires. Three to form a quorum.

2. When able to attend, the President shall preside. In his absence the Vice-Presidents in order of seniority to take his place. In their absence a Chairman to be elected. (See also Rule 1.)

3. The Secretary shall conduct all the Club business under the direction of the Council.

4. The Hon. Treasurer shall receive through the Secretary all moneys, out of which he, or the latter, shall pay all accounts when due, if sanctioned by himself and the Secretary.

5. The Chief Consuls shall appoint Consuls within their district and report such appointment to the Secretary. They shall conduct all correspondence with members who ask information in their districts, and shall generally superintend the work of the said Consuls.

6. Consuls must give any information as to roads, hotels, places of interest, etc., to a Member of the Touring Club calling on them, and must be prepared to answer letters from the Secretary or Chief Consuls on those roads, etc. They must all be Members of the Club, and are not expected to answer letters from ordinary Members, or from other Consuls, unless the letters be official. A stamp will be always enclosed for this information.

7. Any Consul treating a Member in any way discourteously, i.e., such as refusing to give desired information, shall be duly reported.

Consuls *pro tem.* are Members or Candidates appointed by the District Chief Consul to act temporarily as Consuls until he thinks fit to give them full appointment.

8. The Annual General Meeting shall be held at Harrowgate the first Monday in August (Bank Holiday).

9. The Council shall meet monthly, at fixed dates.



10. Any gentleman holding office in, or being a Member of a recognized Amateur Bicycle Club, shall be eligible for Membership.

11. Unattached gentlemen may become Members (1) on the joint recommendation of any two Members of the Touring Club; (2) on the joint recommendation of two officers of any Amateur Bicycle, or other Athletic Club.

12. Application for Membership to be made to the Secretary.

13. Should any Member of the Touring Club be expelled from his Bicycle or other Club, his name shall be erased from the roll until the Secretary or Committee, or both, shall, after due inquiry, see fit to replace him on the same.

14. That at the requisition, in writing, of at least twenty Members, or of an officer, a Member's name may be suspended from the roll, until the Committee see fit to replace him on the same, or request his resignation.

15. No Candidate for Membership shall be admitted to full Membership until his name has been inserted in the Monthly Circular, under the heading "Candidates." After thirty days he shall rank as full Member, providing no protest shall have been lodged by any Member of the Touring Club with the Secretary previously, and that his subscription be paid.

16. The Uniform shall consist of Dark Green Devonshire Serge Jacket, Knickerbockers, Stanley Helmet, with Small Peaks, and Stockings.

17. The Badge shall be a small (plated) Silver Shield with each other as a guarantee of good faith before touring together, they must be cheerfully given. Any refusal to be reported to the Secretary.

18. The wearing of these to be optional, but members are specially requested to wear the badge.

19. The Subscription to be 2s. 6d. per annum, due from the 1st of April in each year.

20. Should Members desire to exchange additional references with each other as a guarantee of good faith before touring together, they must be cheerfully given. Any refusal to be reported to the Secretary.

21. Members requesting any information as to roads, hotels, etc., must write to the district Chief Consul, and not to an ordinary local Consul. This also applies to a Consul of one town writing to that of another, *unless the correspondence is official.*

22. Whilst Members must always assume and firmly maintain right of way, they must respect and faithfully practise the Rules of the Road themselves.

23. Any Member suffering from a violation of the Rules of the Road is entitled to have, and shall receive, the help and protection of the Touring Club, subject to the approval of the Council.

#### BADGE AND UNIFORM REGULATIONS.

(By order of the Council.)

1. Members of B.T.C. who are not Members of a local B.C. are requested to wear our badge on their caps, whether wearing our Uniform or not.

2. Members of B.T.C. who are also Members of a local club are requested to wear the badge as follows: If in B.T.C. Uniform, on the Cap, with the local club badge on their breast. If not in B.T.C. Uniform, on their left breast, with the local club badge on their Cap.

3. Each Consul to wear a small piece of Scarlet Velvet under the badge to project visibly out to a small degree on each side, so that the said Consul may be more easily recognized.

N.B. The last clause does not apply to any Member who has not in his possession a certificate of full appointment as Consul. The necessary Velvet must be obtained from the Secretary only.

ORIGINAL MEMBERS of the Boston Bicycle Club were indicated by asterisks in the list published in No. 4 of the BICYCLING WORLD. But inadvertently the name of Mr. Willis Farrington, of Lowell, Mass., one of the original and most valuable members of the club, failed to receive this distinction.

## SPECIAL NOTICES

THE ADJUSTABLE ball bearings for back wheels which CUNNINGHAM & Co. are putting on their "Harvards" now are ingeniously constructed, and already approve themselves to many for racing machines.

THE POPE MFG. Co. have lately in stock an attractive 50-inch bicycle, the "Meteor," made by Starley & Sutton, Coventry. It has open head, direct spokes, bolted spring with double hinged clip, and Starley roller bearings; and is very close-built. Some short man should ride it off.

## ARCHERS AND ARCHERY

### CONCERNING SCORES.

Some time since, Mr. Brownell, the President of the Eastern Archery Association, offered some suggestions as to scoring, in the columns of *Forest and Stream*, which are considered in the issue of that paper for 25 December last, as follows:—

*Editor Forest and Stream.*—For myself and many fellow-archers of this region I desire to say a few words concerning Mr. A. S. Brownell's theory that the archer's target would be more equitably valued if the consecutive rings counted from 1 to 5 for the gold, instead of from 1 to 9, as it is. As I understand it, the "mark" is the sport or line at which we aim. The "gold" is the mark in archery. We all aim at it. We must not even think of any red or blue or black if we would hit the gold. If we set up a "clout" of 9.6 inches diameter, the best man makes the most hits on an average. Our English ancestors, in the days of the Field of the Cloth of Gold, shot at small white discs or at peeled willow wands; for excellence was so universal that no archer would invite the reputation of inferiority by asking that any shot four inches from the centre be made note of. Archers then scored on hits only. But we modern worshippers and practisers of this royal sport require some recognition of approximate excellence; and so we surround our mark by a broad circular margin whereon to measure the distance by which our less skilful shots miss the mark; and this margin is, for convenience, divided into rings of rapidly decreasing value, for it is not the mark or a part of the mark, and its value is justly small and rapidly lessens as we approach the edge. If a gold be fastened to a large upright surface, say a clay bank, where the brick makers have left it smooth and perpendicular, and concentric rings of a regulation target be scratched in faint lines about the gold, it is as good a target as any of straw and gayly printed canvas; for the mark is there, and misses can be given their comparative values as certainly as upon a \$4.50 target. As I view it, this circular margin, with its rings of diminishing value, is in effect a concession by first-class archers to archers of lower grades of skill; and we should accept it as such, magnifying the gold by giving it a far superior value. Let us by no means subtract from the enthusiastic veneration in which all true archers hold the gold by lowering it nearly to the level of a no hit. As for the two or three instances mentioned by Mr. Brownell, I answer that the question must be argued on averages, and not upon an occasional wild round, or unusual score, where the hits are low in proportion to points made. Let us suppose a case parallel with the one mentioned by Mr. Brownell as occurring at Beacon Park last September. One archer has during a month's practice scored a few points more at each round than a rival, but his rival has also at each round scored more hits. I claim the first is a better archer than the second, and should outrank him, for he has demonstrated his greater power of concentration by averaging his arrows nearer the mark, though his fewer hits may show the power is not continuously with him. On the other hand, if his rival had equal power of concentration, his nerves were not so steady or his muscles so strong and obedient as those of the first, as his greater varying from the mark proves. I say the first is the better man, both in Mr. Brownell's case and in my hypothetical case; for isn't archery, as taught by our honored father, Maurice Thompson, and exemplified by him, and that perfect archer, his brother, a test of manhood? So I say, let the scoring remain as our English cousins have arranged it. Let us keep the gold far above the circles of me-



diocrity, and rob it of none of its fascination by bringing it nearer to them. Perfection is our aim; so let us keep a premium on perfection by retaining the superior values.

MASSASOIT BOWMAN.

Springfield, Mass., 11 Dec.

To this Mr. Brownell braces his bow for a reply, and we are favored with the following communication on the subject, in advance of his answer in the columns referred to. Its interest for our readers will be heightened by the suggestions incidental only to the subject in controversy:—

BOSTON, 31 December, 1879.

DEAR EDITOR:—I am pleased to see the article of "Massasoit Bowman," in your issue of Dec. 25. It is only by full and free discussion, and by having the points fairly presented on both sides, that the archers of our country are to be enabled to pass proper judgment on the new ideas which will undoubtedly be advanced in this Yankee land. I am aware of the risks and criticisms to which one is liable who advances or advocates anything in archery at variance with the methods which have come to us across the Atlantic. In archery, as in other sports, there are those who are prone to accept, without question, anything handed down from the ages, or coming from afar, as the *ne plus ultra*. It has the far-away odor of antiquity, possibly its only merit, and they seem to forget that there is something new under the sun,—at least there are rediscoveries,—for have we not just discovered some of the pleasures of archery? There are also those, and I am happy to think the majority, who are disposed to consider, and if apparently reasonable to grant, a fair trial to new ideas and to encourage home industry and talent. This has been well illustrated by the bow controversy in *Forest and Stream*.

Now, I have good reason to believe that American makers can and do make good bows, and better ones than can be imported at the same prices. I had a 40-lb. self-snakewood bow of domestic manufacture which I used constantly for over five months, and shot with it over eight thousand times. It was apparently as good as the day I bought it, when the unlucky day came in which I broke two strings on the bow in quick succession, and, probably weakened by the breaking of the first, it could not stand the recoil when the second gave way. Many good bows are broken in this way, and I am of the opinion that the bows of any maker are liable to fail on use, there being so many things in the nature of the material used not discoverable in the shaping or finishing, and only brought out by repeated trials.

My interest in archery is not of the kind inspired wholly by the halo of antiquity and romance in which it has been handed down to us. It is more of a practical nature. The antiquity and romance are very good; but the practical utility in the benefits and pleasures to be derived in its practice, and its adaptability to all who choose to make it their exercise and recreation, are, I think, greater recommendations, and its strong hold on those who enter into the sport. We are not the people to stand still and take the "say so" of another as an accepted fact. On the importation of rifle-shooting some years since, did Americans continue on only in the beaten path of English method? Was there not a most radical change made, and our teachers taught to load at the other end? And have not the Rifle Clubs given up those targets with twelve rings, and valued from one to twelve, for the tar-

get with five rings, valued from one to five, for exactly the same reason that I advanced in support of my proposition? My statement was, "The adoption of such a change would make no radical change in the comparative value of scores; but it would give to scores having a large number of hits, with few golds and reds, an equity which they deserve, especially for long-range shooting, and would bring the actual scores to a better per cent. of the possible score." Probably I did not make myself as clear on the subject as I should have done. Massasoit, and also a brother archer in a private letter, both seem impressed with the idea that I propose having the greater number of hits count the highest score; but it is not so, for in that case there would be no necessity of values for the different colors. The present proportionate value of colors is, gold 36, red 28, blue 20, black 12, white 4 *per cent.* The new values would be, gold 53 $\frac{1}{3}$ , red 26 $\frac{2}{3}$ , blue 20, black 13 $\frac{1}{3}$ , and white 6 $\frac{2}{3}$  *per cent.* This change would take 2 $\frac{2}{3}$  *per cent.* from the gold, 1 $\frac{1}{3}$  *per cent.* from the red, and add to the white and black respectively, and, as I before stated, there will be no radical change in the comparative value of scores. The larger score will be the larger score still, save in such a case as noted; and I yet think that as between 50 hits, value 202, and 55 hits, value 201, the 55 hits the best shooting, though with the revaluation it would score but one point over the 50 hits. To illustrate the *per cent.* of increase in the possible scores I give the following from my reply to the private letter on the subject. Two scores were submitted, figured at the old and my proposed values, viz.:—

Hits, 29	Value, 147	New Value, 87
" 30	" 122	" 76

I find that 76 is 2 $\frac{1}{3}$ % more of 122 than 87 is of 145, showing that *per cent.* of increase to the 30 hits. To figure another way: 145 is 18.8% larger than 122, while 87 is but 14.4% larger than 76, showing in this way a gain of 4.4% to the score having the greater number of hits, but in the lower color; and I also find in per cent. of possible scores a gain in both; to the 29 hits a gain of about 3%, and to the 30 hits about 11%.

Massasoit will thus see that I would not do away with the comparative results, even in his hypothetical case unless there was a wide variance between the number of hits, and to argue the case on averages is exactly what I propose to do to substantiate my proposition. The unusual scores cited was to show that there were cases deserving of an equity, not to be had in the present valuation.

Be it remembered I referred to long-range shooting, viz.: the York Round, which will be the distances mostly used in competition by our archers. At this Round the possibilities are largely in excess of the probabilities, with one exception, Ford's unequalled score of 1,241, at the Double York Round; the highest scores made in England for many years average less than five to a hit, showing that there are more hits in black and white than in gold and red, by their best archers; and the average is much less. This being the case, and their being a possibility of a chance gold counting more than two blacks and two whites, I submit that chance may carry off the palm as against merit; that the chance would be lessened by the valuation, and an increase made in actual score in their per cent. of possible score. "Perfection is our aim," says Massasoit. Yes, I answer, and



to that end let us do those things that will bring us as near perfection as possible. In this long-distance shooting one may feel proud of the day that the majority of his shots hit the target and "approximate the mark;" and to such the premium is due in relative proportion. Let us not continue a premium to chance by the excessive valuation of a portion of the largest. A. S. BROWNELL.

MEMBERS OF the Pequossette archers, who have heretofore formed themselves into a Dramatic Club, gave, on the 19th December, an entertainment of dramatic pieces, followed by a sociable, in the Town Hall, Watertown, Mass. Many of the Jamaica Plain and Hawthorne archers were present, as were also representatives of the Waltham and West Newton clubs. It goes without telling that the evening was full of delightful enjoyment. The same Dramatic Club has in preparation a musical piece called "The Haymakers," and will furnish, during the winter, much more rare entertainment for those who are privileged to attend.

BEST SCORE.—The event in Californian archery, says the California *Spirit*, was a feat by T. C. Havens, at the grounds of the Bow Club, on Vernon Heights, in Oakland, on the 15th instant. The highest recorded practice score up to that time was 565, made by Will H. Thompson, the champion archer of the East. Mr. Havens excelled this, however, by sixteen points, scoring a total of 581 at the American round. His score, which makes him champion of America, stood:—

	Hits.	Score.	Total.
40 yards—30 arrows . . . . .	30	234	
50 yards—30 arrows . . . . .	30	184	
60 yards—30 arrows . . . . .	27	163	581

The best score in a public match was made by him at the State Fair in Sacramento, aggregating 526, American round.

CORTLAND ARCHERY CLUB.—The Cortland (N. Y.) Archery Club has been organized with the following officers: A. Mahan, President; Dr. F. O. Hyatt, Vice-President; C. F. Stiett, Secretary; Mrs. G. H. Arnold, Treasurer. A hall will be secured for winter practice.

MANHATTAN ARCHERS.—At a special business meeting of the Manhattan Archers, the following regular board of officers was elected to take the place of the temporary board, which was elected on 11th Oct., 1879, to hold until a permanent board be elected: President, W. C. Beecher, 237 Broadway; Vice-President, Dr. M. McLean, 304 East One Hundred and Twentieth street; Secretary, Robert Lawrence, 37 Pine street; Treasurer, S. E. French, Metropolitan Hotel. Executive Committee, J. O. Davidson, Fordham; Geo. W. Folsom, 46 West Thirty-seventh street; Dr. M. McLean, 304 East One Hundred and Twentieth street; S. E. French, Metropolitan Hotel.

NEW YORK ARCHERY CLUB.—The members of this club met Christmas Day and Saturday, 27th Dec., for practise, at their hall, corner of Ninth ave. and Twenty-seventh street. The following are the leading scores, 90 arrows, 30 yards. Total score:—

Jas. W. Auten, jr., 88 hits . . . . .	496	Geo. H. Sheldon . . . . .	224
John W. Sutton, 89 hits . . . . .	476	Miss E. T. Morton . . . . .	303
Geo. D. Pond . . . . .	320	Mrs. Dr. DeLuna . . . . .	293
Dr. A. B. DeLuna . . . . .	313	Miss B. Howell . . . . .	222
Dr. J. Elias Whitehead . . . . .	300	Miss Fannie M. Wren . . . . .	210
Juan F. Perez . . . . .	225	Miss Julie E. Mauger . . . . .	198

The ladies shot for the monthly prize, consisting of a fancy tassel. Mrs. Dr. DeLuna won the prize, the scores being handicapped. At the monthly meeting, held Saturday evening, 27th Dec., four new members were added to the roll. The editor of the *Forest and Stream* and Alexander Shaler were elected honorary members.

ORITANI ARCHERS have sent a challenge to each of the following clubs, viz.: Brooklyn Archery Club, Robin Hood Archers, Manhattan Archers, and New York Archery Club. They wish to shoot the American Round with a team of six.

PEQUOSSET ARCHERS.—Christmas meet at Plympton Hall; 30 arrows each; ladies, 30 yards; gentlemen, 40 yards:—

	First Round.	Second Round.
Mr. Brackett . . . . .	172	178
Mr. Plympton . . . . .	125	116
Mr. Smith . . . . .	128	175

Mr. Wardwell . . . . .	143	134
Miss R. Wilson . . . . .	98	124
Miss J. Wilson . . . . .	104	132
Miss Smith . . . . .	45	75
Miss A. Allen . . . . .	46	83

Totals . . . . .	861	1,017
	First Round.	Second Round.
Mr. Brownell . . . . .	146	163
Mr. Lawrence . . . . .	90	86
Mr. Worthington . . . . .	99	132
Mr. White . . . . .	105	121
Miss Worthington . . . . .	142	122
Miss J. Allen . . . . .	103	133
Miss Brackett . . . . .	71	82
Miss Spencer . . . . .	100	67

Totals . . . . .	856	903
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Two prizes, each a handsome ornamental target and easel, were awarded, one to Miss Worthington and the other to Miss Smith.

WABASH MERRY BOWMEN.—*Crawfordsville, Ind., 23d Dec.*—The club held its first meeting for winter practice. The ground being frozen hard, and a cold wind blowing from the north, the archers were unable to do any good scoring. The following best scores were made at the York Round:—

	100 Yards.	80 Yards.	60 Yards.	Total.
Will H. Thompson . . . . .	26—106	25—103	24—122	75—331
Maurice Thompson . . . . .	23—91	29—127	22—98	74—316
John A. Booe . . . . .	13—43	20—84	18—66	51—193
Theo. McMechan . . . . .	11—47	24—96	16—48	51—191

## RELATIVE ATHLETICS

DEFINITION OF AN AMATEUR.—Mr. A. H. Curtis, the courteous and efficient Secretary of the N. A. A. A., encloses to us a copy of the definition of an amateur adopted in the rules of that association, and by all the principal athletic clubs of the country, and which is as follows: "An amateur is any 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 period of his life, taught or pursued athletic exercises as a means of livelihood," and upon this he comments thus: "It is short and concise, and I never knew of a case where it would not either convict or acquit. I do not think the Bicycle Clubs could find a better law to protect them against the professional amateur, who is always ready to make a dollar by his skill. The English definition (adopted by the athletic clubs long before Bicycling became so popular, and, I believe, still enforced at all athletic meetings), which debars a "mechanic, artisan or laborer," is entirely too arbitrary. It disqualifies a watchmaker, or a type-setter, or any one who is learning any trade. Such a definition can never be popular in republican America." The English rule referred to is as follows:—

"An amateur is any person who has never competed in an open competition, or for a stake, or for public money, or for admission money, or with professionals for a prize, public money or admission money; nor has ever, at any period of his life, taught or assisted in the pursuit of athletic exercises as a means of livelihood; nor is a mechanic, artisan, or laborer."

We gladly give a prominent place to the suggestion of Mr. Curtis, not only because of his long and intelligent experience in athletic matters, but because we wish to see the bicycling clubs brought into closer relations with the other recognized amateur athletic clubs of the



country, and think their rules should correspond, and consider the rule which has so high authority, and which is the result of very careful and able consideration is clear and sound in its terms.

Most of our clubs have already adopted rules defining the terms "amateur" and "professional," and excluding professionals from membership. So far as we are aware, they are in substantial accord with that of the N. A. A. A. Where they have not been adopted, and in the case of new clubs, it is desirable that prompt and uniform action should be taken in this respect before the racing season again opens.

A NATIONAL SKATING ASSOCIATION was formed in England nearly a year ago, amongst other purposes for holding championship races and obtaining records. A large number of skating clubs are represented by it. On the 3 December last an Amateur Skating Championship of England was established, and on the 8th it was raced for on the Thames River, on the Duke of Bedford's estate, in Cambridgeshire. The place is described as rather inaccessible, but about 10,000 deeply interested spectators are reported to have been present. Only 400 yards straight away could be found, and, consequently, Rule 15 was suspended, and the men were compelled to make six instead of three turns, skating six laps and an odd 240 yards to make up the necessary mile and a half. The ice was strong enough, but a bright, warm sun and high thermometer made the surface soft, despite repeated scrapings, and the weight of the crowd gradually sank the ice under two or three inches of water. Two paths were laid out, about 10 feet wide, with tubs at each end, around which the skaters turned. The extra turns, soft ice, and water on the course conspired to make the times very slow, and by no means a fair test of the real ability of the men. Distance, one and one-half miles; thirty competitors; four rounds, each in heats, and a final heat between George Smart and H. Carter; Smart winner. As the times may be interesting here, and the rules for the competition, we give them, and omit other details:—

	First Round.	Second Round.	Third Round.	Fourth Round.
First heat,	Nichols,	7m. 15s.	J. Brown,	J. Smart, 6m. 18s.
Second	" Brown,	7 7	J. Smart,	G. Smart, 6m. 18s.
Third	" J. Smart,	6 31	J. Brown,	Carter, —
Fourth	" Walpole,	6 16	Dewsbury,	—
Fifth	" G. Smart,	—	Pickering,	—
Sixth	" Neverson,	6 2	J. Brown,	—
Seventh	" Collins,	6 43	Watkinson,	—
Eighth	" Dewsbury,	6 29	Carter,	—
Ninth	" Pickering,	—	—	—
Tenth	" Registrar,	—	—	—
Eleventh	" Collison,	6 43	—	—
Twelfth	" J. Smart,	6 28	—	—
Thirteenth	" Lee,	6 26	—	—
Fourteenth	" J. Smart,	6 6	—	—
Fifteenth	" Carter,	6 20	—	—

George (or "Fish") Smart, the winner, received the cham-

pion scarf and a badge, besides £10 and other money; and the other winners received money or prizes.

THE RULES.

That the competitions for the Skating Championship of England shall take place on such occasions, and in such localities, as the committee may determine.

That all persons being British subjects (and any foreigner whom the committee may think fit), who are not disqualified, as hereinafter described, shall be eligible to compete for the Championship, under the following rules and regulations, and such other rules and regulations as may be made, of which due notice is given.

That the distance of all Championship races shall be a measured mile and a half, with three turns.

That all persons desirous of competing for the Championship be required to send their names and addresses, together with an entrance-fee of five shillings, to the Secretary of the Association, who shall inform them of the time and place fixed for the competition, the holder of the title for the time being not being required to pay any entrance-fee.

That the names of all persons entered, or selected, shall be drawn in pairs, including the champion, and that the competitors shall run in the order drawn.

When the first set of pairs has been run off, the winners shall again run in the order of the original draw, and so on until only two are left in; the winner of the final heat receiving the title of Champion Skater of England.

In the event of an odd number entering for the Championship, or any race under the Association Rules, the man whose name is last drawn shall be entitled to skate a bye, and this shall be considered a natural bye.

No skater shall be entitled to more than one natural bye in a stake, unless all who are left in have had a natural bye, but the next runner above the person who has had one natural bye shall be entitled to the next, and so on until an even number only of competitors shall be left in.

In the event of any skater being absent when his proper turn arrives, and not coming to the post within five minutes of his name being called by the starter, he shall forfeit the right to start, and his opponent shall be entitled to a bye, which shall be called an accidental bye.

In the case of all byes, natural or accidental, the skater shall be required to skate over the course.

That no person shall be eligible to compete for the Championship, or at any meetings under the National Skating Association Rules, or to receive any reward from the Association, or from the promoters of such meetings, who shall be proved to the satisfaction of the committee to have bought, or sold, or vitiated a race by any unfair conduct since the establishment of this Association.

That a starter, judge, and timekeeper be appointed by the committee for each Championship race, and that it be at the discretion of the committee to remunerate such officials.

That, where practicable, the Championship Course shall be marked by posts placed in the ground in such localities as the committee may determine.

That the mode of starting be left to the starter, who shall have power to decide all questions respecting the starts.

That each competitor shall be required to keep his own course, and in rounding the turn the skater whose right hand is next the post be entitled to the inside turn.

All claims of fouls in a race must be made to the judge immediately after a race, or they will not be entertained.

That all questions as to the eligibility of persons to enter for races under the management of this Association, and all disputes and objections, shall be decided by the committee, or such persons as they may appoint, whose decisions shall in all cases be final and conclusive.

That the holder of the title of Champion shall be required to defend his title by skating against all comers whenever he may be called upon by the committee to do so, and, in the case of his refusal or neglect, he shall cease to be Champion, and to be entitled to any reward or emolument attached to such title.

That the winner of the Championship shall receive a presentation badge, bearing a suitable inscription, and a scarf, which latter he shall wear on all occasions when competing for the Championship, and on such other occasion as he may think fit, but shall deliver the same up to the secretary when he ceases to be Champion. He shall also be entitled to receive annually, so long as he remains Champion, such portion of the interest of the sum invested as may be hereafter determined, and any further sum as may, by local authority or by the Association, be added to the prize.

That it shall be in the power of the committee to award money prizes for the other competitors, in such a manner as it may at its discretion think fit, the amounts of such prizes to be announced before each race.

That the foregoing rules shall not be altered or added to, except at a general meeting convened for that purpose, which shall be held after seven days' notice.

AT WELNEY, 10 December, there was a competition under the same rules. The course was  $1\frac{1}{2}$  miles, with three turns, and smooth ice. George Smart won, his best time being in 5.32 $\frac{1}{2}$ .

A NEW HARE-AND-HOUND CLUB. — At a meeting held at the Greenpoint Athletic Club house, the Kings County Hare-and-hound Club was duly organized, and the following officers were elected: John W. Place, President; R. H. Pelton, Vice-President; John V. Elliott, Treasurer; F. H. Averill, Secretary.

## OUR EXCHANGES

WE HAVE RECEIVED a copy of THE BICYCLING WORLD, published at 40 Water Street, Boston, and edited by attorney Charles E Pratt. The publication is on tinted paper, and is brim full of interesting matter pertaining to bicycling, archery, etc. — *Chelsea Record*.

Charles E. Pratt, Esq., of this city, \* \* \* has become the editor of the BICYCLING WORLD. \* \* \* All who take an in-



terest in the bicycle will find this paper ably edited and well worth the price. — *The Index*.

THE BICYCLING WORLD, of Boston, has turned its attention to archery, and will hereafter make that elegant sport only second to its chief object of promoting the interests of the very finest sport ever originated, which the same is bicycling. Archers as well as wheelmen will find the WORLD a very valuable exponent of their interests. — *Kankakee Gazette*.

THE BICYCLING WORLD. — The initial number of this unique publication lies before us. As its title intimates, it is devoted to the interests of that rapidly increasing army — bicyclers. These "centaurs," for they are certainly half man and half horse, belong to our most intelligent class of young men, and the new organ of their favorite pastime fully comes up to the intellectual status which its constituency demand. Tours, races, inventions, and all kindred matters bicyclic, are most ably discussed, and the result is a most readable journal. — *The Orange Journal*.

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### RATES AND TERMS.

THE BICYCLING WORLD is established on a sufficient cash capital to insure the fulfilment of all its promises. It is published regularly on alternate Saturday mornings, in issues of not less than three thousand copies, and it goes, to the extent of two thousand five hundred copies and upwards, to the hands and eyes of a young, active, and enterprising constituency, by which it is read, passed around, preserved, and made permanent for reference. We mean to make these columns a live, choice, and profitable medium of advertising for our patrons. Our charges, until further notice, are at the following low rates:—

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All remittances for subscription (with address plainly written in full), or for advertisements (with "copy" plainly written, and cuts if their use be desired), should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to THE BICYCLING WORLD CO., 40 WATER ST., BOSTON, MASS.

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