

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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CURRENTS CALAMO

Who will join in a two months' bicycle excursion in France? Every man at Newport was glad he was there, and sorry that some one else was not.

The League of American Wheelmen continues to be the chief topic among the clubs.

The new offers in our Premium List, as published in No. 15, are being taken up already.

Next time we hope to have something pleasant to report from our foreign excursioners.

The L.A.W. means what its initials spell, in two ways, namely: just law for wheelmen and just observance of law by wheelmen.

The young ladies at Newport are just wild to ride on *the wheel*, because everybody "looks so handsome" when in the saddle.

The new over-club L.A.W. will offer not only attractions for the members of the local clubs, but also many advantages for the great body of unattached.

The Newport parade was a grand success in every respect. To Captain Munroe, who so efficiently promoted it, and to Captain Hodges and his aids, who so ably commanded, is due a large measure of credit for its happy carrying out.

The proposed White Mountain excursion, a prospectus of which was given in our last issue, meets with much favorable comment. The list is still open for a few more wheelmen, and names should be sent to President Gilman, of the Chelsea B. C.

Harry Etherington's comic monthly circular, No. 2, is at hand. We offered to send a draft on Baring Brothers for the price of No. 1, if he would send it to us, but we withdraw the offer. From the appearance of this second number we should infer that the other editors were off to the Hampton meet, and Harry as usual lighted his cigar and left the editorial work to his boot-black.

THE GRAND MEET AT NEWPORT.

THE PRELIMINARIES.

Small as compared with the Hampton meets of England, but large under the circumstances of its unofficial call, the wide distances between the places represented, and the yet limited numbers of the increasing army of bicyclers, was our first national assembly at Newport, R.I., for a convention and a parade, on Monday, the 31 May. Representatives from New York, Boston, Philadelphia, and Chicago, were on the ground as early as Friday the 28th, and on Saturday evening the 29th there were about 100 riders in the city, and more than 20 clubs represented. These numbers were augmented on Sunday morning and evening, until the Monday proceedings opened with 150 riders in the city, representing 32 clubs and the unattached. A few were without machines or costume, and therefore did not ride in the parade.

The 29th and 30th were passed without formal proceedings, in forming acquaintance, in taking quiet spins through the beautiful quaint streets of Newport, or around the ocean drive, or to Fort Adams; in witnessing fine fancy riding at the skating-rink, which Mr. A. H. Olds had generously placed at service of the bicyclers for storing machines, and for meetings, and in conferring and preparing for the proceedings of Monday. On Sunday many of the visiting wheelmen attended some of the different churches. In the morning a printed circular of the following purport was distributed at the hotels:—

"PROGRAMME. — Route of parade and rules governing the first grand meet of American Wheelmen, Newport, R.I., 31 May, 1880.

All captains and acting captains of clubs will report to Capt. E. C. Hodges, at Aquidneck Hotel, at 9 o'clock, a.m.

A convention, to which all wheelmen are invited, will be held in Skating-Rink, near Ocean House, at 10 a.m. But two votes will be allowed each club represented.

The parade of all clubs and all unattached wheelmen who have previously reported to the Secretary of the New York Bi. Club, will be in the afternoon. Line will be formed on Kay street, at 2 o'clock, p.m. Procession under command of Capt. Hodges, Boston Bi. Club, will move down Bellevue avenue to the boat-house road. A halt of half an hour will be made on the rocks at foot of this road, that the party may be photographed.

Procession will then re-form, return as it went, and will disband at Touro Park.

A bicycle dinner will be given at the Aquidneck House, at 5.30 p.m., to which all wheelmen are invited. Tickets for dinner may be procured at Hotel office, for \$1.00 each.

ROAD RULES. — Assembly and retreat will be sounded by the bugle; all other orders will be given by means of whistle calls, which will be as follows: One long whistle, mount. — One short whistle, single file. — Two short whistles, double file. — Three short whistles, dismount and halt. — Four short whistles, form fours. During the progress of the procession no bugle or whistle calls will be sounded except by order of the commander. *Per order Committee."*

Promptly at 9 a.m., on Monday morning, the captains and acting captains met at Room 16, at the Aquidneck, and reported their men and organized for the parade, in form and order as given below; and at just before 10 a.m. signals by bugle were given at the hotels, and most of the bicyclers repaired to the Skating-Rink, just off Bellevue avenue, where ample accommodations had been provided for

THE CONVENTION.

Here the meeting was called to order by Mr. C. K. Munroe, who, after securing the quiet attention of the large audience, briefly stated the object of the meeting to be the formation of a national organization of the bicyclers of America.

On motion of Mr. Pratt, of Boston, Mr. S. T. Clark, of Baltimore, was chosen temporary chairman, and assumed the chair with a few appropriate remarks. Mr. K. N. Putnam, of New York, was then chosen temporary secretary; and the organization of the meeting was completed by calling the roll of the clubs, and recording the names of responding delegates, each club being allowed two representatives, with each a vote, or two votes by one representative where but one was present, as follows: Arlington, H. I. Carpenter; Baltimore, S. T. Clark; Boston, E. C. Hodges, C. E. Pratt; Brockton, W. H. Bryant,

G. C. Holmes; Brooklyn, J. W. Hunt, W. F. Gullen; Capital, H. S. Owen; Centaur, W. F. Baker; Chicago, J. M. Fairfield; Crescent, H. H. Duker, F. B. Cochran; Germantown, E. E. Denniston, J. Pennell; Hartford, T. B. Beach, G. H. Day; Harvard, R. G. Butler; Hawthorne, A. J. Philbrick; Clarence Murphy; Manhattan, H. E. Fickett, C. W. Minor; Marlboro', L. T. Frye, A. L. Atkins; Massachusetts, A. A. Pope, A. S. Parsons; Lynn, W. O. Faulkner, F. A. Winship; New Haven, F. W. Hinman, C. P. Wurts, Jr.; New York, J. C. Olmstead, H. C. De Rhun; Norwich, W. S. Williams; Philadelphia, H. A. Blakiston, T. K. Longstreth; Pittsfield, L. S. Atwood; Providence, W. H. Richmond, J. Howard; Rambler, E. C. Hunt, W. R. Proctor; Saratoga, W. B. Gage, H. L. Willoughby; Trenton, J. Y. Clark; Waltham, W. J. Farrar, C. E. Mulloy; Williamsburg, Joseph McKee; Worcester, H. W. Darling, E. K. Hill; Yonkers, M. C. Smith, F. Clarke.

These delegates then took seats together on one side of the hall, while the larger body separated toward the other side. The result proved that the enrolling of delegates was of little value except to give more formal club sanction to the proceedings, as all the gentlemen present voted on all questions, and the non-delegates entered as enthusiastically into the spirit of the occasion as if there had been no division.

On motion, the chair appointed as a Committee on Constitution, C. E. Pratt (Boston Bi. C.), C. K. Munroe (N. Y. Bi. C.), and H. A. Blakiston (Phila. Bi. C.); to which was also referred, on motion, communications received from the Cleveland, Elgin, and Essex clubs, and others, who were not represented by delegates.

On motion, the chairman appointed a Committee on Organization, consisting of J. M. Fairfield (Chicago Bi. C.), E. C. Hodges (Boston Bi. C.), and A. S. Parsons (Mass. Bi. C.)

The committees, having retired, found their work expedited and lightened by the deliberations of quite a body of representatives of the leading clubs the evening before, who had come together in a preliminary conference and agreed upon a name, constitution, and list of officers, to be presented for adoption or amendment in the convention. Returning to the meeting, the chairman of the Committee on Constitution prefaced his report with a few pertinent explanations and suggestions, and presented the following draft of a constitution, which was unanimously adopted:—

CONSTITUTION.

1. This organization shall be known as the LEAGUE OF AMERICAN WHEELMEN.

2. Its objects are: to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring.

3. Any amateur wheelman of good standing may become a member of this League, upon payment of an initiation fee of one dollar, and approval by the board of officers, or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; provided that the entire active membership of any recognized amateur bicycle club may be received at one-half the above-named initiation fee per member.

4. Its officers shall be a President, a Vice-President, a Commander, a Corresponding Secretary, a Recording Secretary, a Treasurer, and two Directors for each State in which there is a regularly organized bicycle club; and these officers shall form a Board of Officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill all vacancies.

The chairman of the committee on organization reported the following names to the convention for

OFFICERS FOR 1880-1.

President, CHARLES E. PRATT, of Boston.

Vice-President, THOMAS K. LONGSTRETH, of Philadelphia.

Commander, C. K. MUNROE, of New York.

Corresponding Secretary, ALBERT S. PARSONS, of Cambridge.

Recording Secretary, J. FRANK BURRILL, of New York.

Treasurer, HUGH L. WILLOUGHBY, of Saratoga.

DIRECTORS BY STATES.

California. — George H. Strong, of San Francisco, and H. C. Sibley, of Santa Barbara.

Canada. — H. S. Tibbs, of Montreal, and ———.

Connecticut. — S. A. Marsden, of New Haven, and T. B. Beach, of Hartford.

Dakota Territory.—C. H. Cameron, of Yankton, and

District of Columbia.—E. B. Hay and Max Hansman, of Washington.

Illinois.—A. W. McClure, of Chicago, and H. G. Rouse, of Peoria.

Indiana.—Harry Bates, of Indianapolis, and ———.

Kentucky.—O. W. Thomas, Jr., of Louisville, and ———.

Maine.—C. H. Lamson, of Portland, and R. A. Fairfield, of Biddeford.

Maryland.—S. T. Clark, of Baltimore, and ———.

Massachusetts.—Fred S. Pratt, of Worcester, and E. C. Hodges, of Boston.

Michigan.—L. J. Bates, of Detroit, and ———.

Minnesota.—C. J. Adams, of Minneapolis, and ———.

Missouri.—G. F. Shepley, of St. Louis, and R. A. Gifford, of Edina.

New Hampshire.—C. A. Hazlitt, of Portsmouth, and ———.

New Jersey.—L. H. Johnson, of Orange, and J. Y. Clark, of Trenton.

New York.—Charles Koop, of Brooklyn, and J. G. Monroe, of Buffalo.

Ohio.—A. Ely, Jr., of Cleveland, and A. S. Beiler, of Fostoria.

Pennsylvania.—E. J. Waring, of Pittsburg, and J. Pennell, of Germantown.

Rhode Island.—F. H. Richmond, of Providence, and J. Nelson Howard, of Newport.

Vermont.—W. S. Underwood, of Brattleboro', and ———.

Wisconsin.—J. K. Hsley, of Milwaukee, and Dr. ——— Gifford, of Lacrosse.

The names of the first six officers were proposed separately and carried by acclamation, with enthusiasm; and the names of the Directors were proposed and carried all together in the same manner. The several vacancies in the list were left to be filled by the Board.

The temporary chairman and secretary now resigned their places to the permanent President and Secretary, and were given, on motion, a cordial vote of thanks for their services.

Mr. Pratt, on taking the chair, was greeted with applause and three enthusiastic cheers. He, in response, thanked the meeting for this expression of cordial feeling. He said the meeting had been so harmonious that there had been but little expression of sentiment or opinion on the part of delegates present. In behalf of these he would say a few words. He was glad that after three years of wheeling in America the day had come when we too could have our national organization. We have long been accustomed to looking across the pond for nearly everything of importance in bicycling. There were the Bicycle Union and the Bicycle Touring Club. Now another "Royal" organization has been formed. It will not be long, he thought, before France will follow.

We have adopted to-day the name of "The League of American Wheelmen," and are banded together for the purposes expressed in the constitution; for promoting good wheelmanship; for defending the rights of American wheelmen; and for the encouragement of touring. We are entitled to the privilege of riding in the parks or public highways of the United States as much as the owners of other carriages. [Applause.] He referred to the victory for wheelmen in Brooklyn, and said the report of the law committee would form a precedent which will go far toward securing the rights of wheelmen throughout the country. We are indebted to the captain of the Brooklyn Club for what he has accomplished. San Francisco has also reported a victory. And there are the older ones, which the Brocktons and the Worcesters earned for us in the courts. Topeka, Kansas, got frightened, and passed an ordinance forbidding the riding of bicycles. Mr. Wood rode to his place of business daily, was convicted and fined, and is now out on bail. If he persists he will succeed. We each have the right of every citizen of this country to the equal and impartial use of the public highways, and of the public parks and driveways, which our fathers dedicated, or for which our taxes help to pay; and we will not rest until we and our brother wheelmen have the freedom of travel on our choice of wheels, anywhere from Penobscot Bay to the Golden Gate. [Cheers.]

He said it was suggested in one of the communications read that it is premature to form a touring club, because the roads are not yet good enough. In this gathering there are a number

who have travelled some in this country. They have taken the road just as they found it. There is no region impracticable for the bicycle where it is not so for the buggy. He referred to a touring excursion of bicyclers, equestrians, and wagons, through the White Mountain district last year; the wheelmen were able to keep it up and complete the journey, while the horses were used up and had to be sent to hospital to recover. There are several gentlemen who have travelled through many States in the East and in the West. We can go all over the country successfully on our wheels; and that will yet be the most popular method of intelligent touring. The touring club feature is entirely feasible and appropriate. [Applause.] Some minor matters should at once engage the attention of our officers, such as a definition of amateurs and professionals, a registry of club colors and insignia, codes of signals, the collection of information as to distances, roads, and directions for excursions, arrangements for annual meetings, and many more. These may well be left to the Board of Officers, which has just been chosen. He hoped we should make the protective feature of this organization a prominent one; and predicted that next year we shall be able to meet in convention a thousand strong instead of a hundred and fifty strong as to-day.

He said, in behalf of the officers, that the success of this organization will depend very largely upon the personal efforts of the members of the League.

The officers will find ample scope for their efforts in extending the influence and the usefulness of the League. He hoped the officers of every club, and the members who were absent, would do all they can to increase the membership and otherwise help the organization forward. He again returned thanks for the confidence reposed in him in his selection for the first President; and the hearty response elicited showed that his remarks were the voice of the convention.

On motion of Mr. Longstreth, of Philadelphia, it was unanimously voted that THE BICYCLING WORLD be made the official organ of this League.

Mr. Clark, of Baltimore, moved that a collection be taken to defray the incidental expenses of this general meet. It was stated that the expenses incurred had been something over thirty dollars, and that this included a small sum to be presented to Mr. Olds, the proprietor of the rink where the meeting was held, who had generously declined to name any price, to partially reimburse him for loss of business; and that thirty-five cents from each one present would be ample. Col. Pope, of Boston, moved as an amendment that any surplus of the collection after satisfying bills be handed in to the treasury of the League. Both the amendment and the original motion were carried; and a collection taken resulted in about forty dollars in the hands of the collectors, MM. Clark and Willoughby.

On motion the meeting adjourned. Subsequently, at 12 o'clock, m., a meeting of the

BOARD OF OFFICERS

of the League was held at the Aquidneck. The Board organized with the choice of officers the same as for the League, and a Committee on By-Laws, consisting of MM. Pratt, Parsons, and Hodges, and a committee on membership consisting of MM. Munroe, Koop, and Johnson. Various matters were referred to these committees; and it was voted, that when the Board adjourn it be to meet in New York, on 18 September, next; and also voted, that the President may, and on request of three members shall, call a meeting of the Board at any time and place on one week's notice. After some conference, the Board adjourned.

In the mean time the rain and cloudiness of the morning had cleared away, and everything, save a little muddiness of some of the streets, was auspicious for

THE PARADE,

the organization for which was as follows:—

Commander, EDWARD C. HODGES (B. Bi. C.), of Boston, with the following aids: C. K. Munroe (N.Y. Bi. C.), E. W. Pope (Mass. Bi. C.), H. L. Willoughby (Sar. Bi. C.), L. Lippitt (Prov. Bi. C.), C. Koop (Brook. Bi. C.), F. W. Hinman (N.H. Bi. C.), and J. N. Howard, of Newport. The Commander wore a blue ribbon, with embroidered wreath on his left arm, and the marshals on his staff wore white ribbons, with embroidered letter M, likewise. The line was formed on Kay street in divisions, the N.Y. Bi. C. occupying the left or head of the line, and the other clubs following in order of age,

the divisions, captaincy, clubs, and numbers present being as follows:—

First Division, Captain C. K. Munroe.—New York, 8; Boston, 7; Massachusetts, 10; Capital, 1; Hawthorne, 2.—28.

Second Division, Captain E. K. Hill.—Worcester, 5; Harvard, 1; Philadelphia, 7; Brockton, 11; Brooklyn, 3.—27.

Third Division, Captain F. H. Richmond.—Providence, 13; Waltham, 3; Chicago, 1; Germantown, 3; Hartford, 3; Crescent, 8; Lynn, 3.—34.

Fourth Division, Captain S. B. Hawley.—Yonkers, 6; Centaur, 1; New Haven, 7; Saratoga, 2; Marlboro', 2; Trenton, 1; Manhattan, 9; Arlington, 1; Mercury, 2; Norwich, 1; Rambler, 3; Williamsburg, 2.—37.

Fifth Division, Captain S. T. Clark.—The unattached.—25.

The whole number reported was, therefore, 151.

Machines were piled in line on Kay street near the curbs, facing across the street, and as the Commander and his aids passed along the line in review, each man gave the military salute. The mount began from the left of the line, and the men rode in twos up by the rear to Bellevue avenue, and down the whole length to the boat house road, at the end of which, on the high rocks of the shore, they were grouped (after a dismount) and photographed by Notman, of Boston, and Williams, of Newport. Mounted again, the lead was through the boat house road, Bellevue avenue, Catherine and other streets, to Bellevue avenue again, around the band stand, down Pelham, Spring, Thames, and up to Kay street, to Touro Park, where the divisions were disbanded. The New York Club gave some excellent exhibitions of company evolutions in front of the Ocean House and the new Casino.

THE CLOSING EVENTS.

At 5.30 p.m. an informal dinner was had at the Aquidneck, where a few brief speeches were indulged, and the President and Cor. Secretary of the L. A. W. were instructed to write a letter of thanks to the Mayor and the City Marshal; after which the visitors began to disperse. The scene at the wharf when those westward bound left on the New York steamer that evening was quite enjoyable, and ended with considerable expression by bugles and whistles, — the latter being the "calliope," used by the police, the good-natured policeman on the pier joined naively in the good-by. As many had ridden on wheel to Newport, or part way, so the next day many wheeled it homeward; and the six who mounted at Taunton and rode to Boston, with the cheer and company of some of the Taunton and Brockton wheelmen, found it a pleasant "tapering off" after the three days of enjoyment.

It was a matter of surprise to some that no accidents happened, no horse was frightened, and no disquietude was apparent anywhere. Even Mr. Hedger, the ready mechanic whom Col. Pope kindly provided as a resource for repairs, had nothing to do.

Several busy and courteous representatives of the daily and weekly press were on the ground, and the New York *Herald* and *World*, of 1 June, and Sunday *Courier*, of 6 June, the *Providence Journal*, of 31 May, and *Bulletin*, of 1 June, the *Boston Herald*, of 31 May and 1 June, and the *Newport News* of same dates, and other papers, may be referred to for good accounts and comments. *Harper's Weekly* is also to be looked out for.

CLIPS OF PRESS COMMENT.

"Since the old colonial gentry faded away, Newport has not seen so many knee-breeches as it has to-day. The picturesque bicycling costume has quite given the distinctive tone to the aspect of the streets the past three days, and being worn for the most part by shapely young men, particularly well developed about the calves, has been much admired. Visiting military companies never gave gayer color to the streets of a city than did the varied uniforms of the thirty bicycle clubs, ranging from pure white through cadet gray to seal brown and navy blue, and many combinations of these hues, together with an attractive diversity in the color of stockings and the designs of the various insignia. * * * Almost all the clubs were nicely uniformed; but the Bostons seemed to take advantage of being the oldest club in the country to follow the example of the oldest military company, the Ancient and Honorable Artillery, and, although nicely dressed, appeared in costumes by no means generally uniform. * * * The parade was a fine sight, and a more unique procession was probably never seen in this

country. The handsome uniforms of the clubs as they were grouped in succession, the frequent changes from double file, which was the usual order, to single file, four abreast, and on one wide avenue eight abreast, gave it the aspect of being a novel kind of military spectacle, the glitter of polished steel and nickel plating corresponding to that of martial weapons, while the smooth, noiseless motion gave the line remarkable grace. * * * Not a horse has been frightened here the past three days. There is talk of a grand meeting in Boston in the fall, when it is believed 600 or 700 wheelmen can be brought together.—*Boston Herald*.

"Newport has occasion to say a good word for her visitors, the bicyclers. These gentlemen came and had their meet among us, and if they are as well pleased with the city as the people were with them, there will be gratification all around. It is to be hoped that they may come again at no distant day."—*Newport News*.

"A PICTURESQUE PARADE.—The parade proper proved a far greater success than even its most sanguine friends had predicted, and drew admiring plaudits from the large crowds who lined the streets from one end of the route to the other. Old residents declared that, with the exception of the athletic games of 1878 and 1879, no event of the past decade has awakened such widespread interest and been so thoroughly enjoyed by all classes of people as has the bicycle meet of to-day. Excursion trains were run from the neighboring towns, bringing into Newport vast numbers of people of a class to which the new sport is a decided novelty. In the vicinity of Touro Park were to be seen immense numbers of country people, while near by were carriages occupied by brilliantly dressed ladies, all eagerly waiting for the appearance of the wheelmen."—*N. Y. Herald*.

"THEY ARE a fine, manly set of gentlemen, and know how to conduct themselves as such," said the *Newport News*; and the *Providence Journal* describes the visitors as "good-looking, gentlemanly, and easy-going bicyclers."

But there is space here for no more.

TOURS AND EXCURSIONS

A NEW YORKER IN THE CONNECTICUT VALLEY.

III. WEST FROM SPRINGFIELD.

Westward from the West Springfield church, the course of the wheel can hardly be extended farther than Westfield, six or seven miles away. At the first quarter-mile corner a fork in the road and the left branch is to be taken; at the cross-roads, perhaps an eighth farther on, a turn (*L.*) is to be made to the south, though the most direct way is up the sandy hill straight ahead. After going south a quarter-mile or more, the rider meets the main road coming from the W. S. Post office to Mitteneague, and so turns a sharp corner (*r.*) to the west; after another quarter-mile, on a hard sidewalk, he veers a little (*r.*) to the north, and begins to climb a grade; and, some distance beyond the top of it, he meets again with the sandy road leading straight from the church. Thus far the riding was found tolerable; but at this point a rain-storm drove me back, and so I have no direct knowledge of the track for two miles or so through Tatham to "the deep cut," where I resumed my western tour at a later date. According to my recollection, however, those two miles must be for the most part ridable. (Wheelmen making the tour from Springfield would of course turn west at the W. S. post-office, and not ascend the church-hill at all.) From "the deep" cut one rides a quarter-mile along the north side of the railroad embankment, under which he then crosses, and continues parallel to it on the south side for perhaps two miles, though the road is hardly ridable. On reaching the little river, he should cross over the bridge on the left rather than go under the railroad bridge on the right a few rods further on, though that road also leads to Westfield. A tolerable dirt sidewalk is struck soon after this, and finally the concrete is reached. Several miles of these walks have been newly laid within the limits of Westfield, and long jaunts may be taken there without need of dismounting. The pleasure of indulging in them, however, is hardly a compensation for the trouble which the tourist from Springfield has in getting over the two miles of bad road alongside the railroad tracks, to say nothing of the hills and probably inferior roads between Mitteneague and "the deep cut."

IV. EAST FROM SPRINGFIELD.

As the river flows at the east base of the church hill, my eastern tour was identical with my southern as far as the railroad station in Springfield. There I turned eastward (L.) and followed a street parallel to the railroad to a point beyond the freight-house, where stands the stone marking the 98th mile from Boston, two and a half miles from the church hill. Here I started along between the tracks, and walked nearly all the way to the 93d milestone (Indian Orchard Station), except about half a mile of riding, near the 95th. From Indian Orchard to West Brimfield (78th m. s.) the track was generally sufficiently hard for riding; but there were enough soft spots to demand frequent dismounts; there were enough cattle-guards at the highway crossings to make necessary many more dismounts, and there were trains enough moving in both directions, and bridges enough suddenly turning up, to prevent my staying long in the saddle. So I was more than four hours in covering the fifteen miles, and I never rode for as much as a mile continuously. I had read in the "American Bicyclist" that the highways from Springfield to Worcester were sandy and poor, and a railroad man had assured me that the soil between the tracks was "packed down as hard as a floor." So I thought I might get to Worcester by a day's following of the tracks, and thence wheel on towards Boston over the highways. But when, at 5 o'clock in the afternoon, the rain began to patter down on my devoted head, and I found myself at West Brimfield, less than 22 miles from my starting-point, I gave up the experiment as a failure, and took train to Worcester. Starting from there at 10 in the morning, I followed the route laid down in the "Bicyclist," through New England Village, Grafton, Westboro', Southboro', and Ashland, to South Framingham, where I reached the Haynes House at 7 in the evening, the cyclometer showing 24 miles. About a third of this distance I must have done on foot, and not more than a third could be called decent riding. I have no desire to repeat that trip, or to beguile any one else into taking it. It ended, however, with one unique experience. At the hotel in question I was given a clean bed and a decent supper and breakfast, and the price charged for the same was *seventy-five cents!* This was to me an absolutely unprecedented example of cheapness, though I have been inside the borders of every State east of the Mississippi, and have knocked about considerably among the effete despotisms of Europe, to say nothing of my attacks on the frost-bound restaurants of Canada, and my pot-luck experiences in the thatched cabins of the "foinest pizzunty in the wurruld." Perhaps the affable proprietor thought that a slave of the wheel ought to be "passed" at half rates, like a "living skellington," or other freak of nature. Good luck to him, anyhow! My next day's ride to Boston was over the well-known track, which needs no praise or description from me. The only notable thing about the ride was that it happened just a day too late to admit of my taking part in the celebrated "wheel around the hub."

Washington Sq., N.Y.

KOL KRON.

AN EARLY MORNING RUN.

Any one who chanced to be in Trinity Square at 5 o'clock in the morning on Saturday, 22 May, would have seen — not the solitary horseman, but — five wheelmen who neither looked nor acted in the least solitary; would have seen them start off at a brisk pace for the Milldam, in order "to improve one of these bright May mornings," as was stated in the notices sent out a day or two before by the genial President to the members of the Mass. Bi. Club. At the end of the Milldam they were joined by three of the suburban members of the club, and at Harvard Square by four other riders, making just a dozen in all. The sky, overcast at first, soon cleared, and the sun would have made it uncomfortably warm even at that time in the morning, but for a slight cooling breeze which favored the party during the entire trip. An easy, brisk run through North Avenue to the old Powder House in Somerville was varied only by an unsuccessful experiment of one of the number, who preferred travelling on the sidewalks, and found that he could not go over the edge of a curbstone 6 or 8 inches high without a genuine header; but pluck and a little cold water soon made him as good or better than new, and he had no difficulty in

bearing his part in the rest of the trip and accompaniments — not excepting the breakfast. A visit to College Hill Reservoir well repaid the trouble of the ascent, which most of the company were sufficiently "merciful to the beast," to make on foot. There the first real delays occurred; the wheel of one of the party persisted in "buckling" with such determined total depravity — accomplishing the feat three times — that the unfortunate owner was convinced that his course must be homeward rather than onward for that morning; and as he was unwilling to delay the party he was reluctantly left to "homeward plod his weary way." This incident furnished a text for a discussion concerning the merits — and demerits — of light machines for road riding, for our friend's wheel was a light English make, intended rather for racing than for the road; the verdict was unanimous that the present tendency towards light, handsome and slender, but, consequently, delicate and weak machines is neither wise nor economical, as concerns ordinary road riding, even on our splendid Boston roads. Those present who had tested and proved the wearing qualities and substantial durability of the standard Columbia for frequent and long continued use in road riding were quite emphatic in asserting its claims to superiority; perhaps all the more so as neither the colonel nor the captain were present to hear the encomiums pronounced upon their manufactures.

But to return to the trip. As the delay rendered necessary some change in the programme, the proposed run through Arlington and Belmont was postponed till a more convenient season, and the shortest road was taken to Mt. Auburn, Watertown, Waltham, and breakfast. After riding almost entirely through the thickly settled part of Waltham, in search of the Prospect House, it was found, and the host patiently waiting.

And it may be well to state here that, if bicyclers have occasion to visit or pass through Waltham, they will find a substantial and excellent meal, at a very reasonable price, at that hotel, if Saturday morning's experience is a fair sample.

Several of the party were disposed to interfere with the business of the morning and of the table, by the shower of execrable puns, which was rather constant than intermittent; but, nevertheless, none seemed to have lost the power of doing full justice to the bountiful meal, provided in the cosey, private dining-room, which seemed as if made for that little company.

A brisk run homeward by way of direct road to Newtonville, then Newton, etc., to Boston, closed a most enjoyable trip, and all feel disposed to repeat the experience, if not in duplicate, at least under similar circumstances, and at the same time of day.

Why cannot very many more of your readers improve these bright, beautiful mornings with just such a morning run? It permits one to get to business at 9 or 10, or earlier if desired, and tones a man up for the day by such keen enjoyment of the best part of it.

If a very slight lunch be taken before starting (one or two beaten eggs and sugar in a glass of milk, without the stick), a 16 or 17 mile ride before breakfast makes a man enjoy even a poor meal, and an excellent one is welcomed with enthusiasm.

EARLY BIRD.

A HUDDLE AROUND THE CORNER.

The Chicago Meet, called for the 29th May, was interfered with by an inopportune rain, which reduced the wheeling, otherwise good, to sticky mud on the Boulevards, and the "Nicholson" to the slippiest of slippery pavement, ever wheeled over. The run was called for 3.30, at 279 State street (The Corner). Long before that time *those going* were on hand, the Elgin Bi. Club being the most noticeable, on account of their new and attractive uniform, consisting of blue shirt, with shield, on front the word "Elgin," and large wheel in gold cord upon it; blue knee pants, gold cord down outside seams; blue stockings, low shoes, black cap, with silver monogram on front. The entire club was on hand, headed by their genial captain, E. N. Bowen. Kanakee was represented by two "actives"; Minneapolis, Edina, Mo., and Mendota, by one wheel each. The Milwaukee Club, as well as others, were deterred by rain probably. Of forty odd city riders there were less than ten on hand. Why, no one knows, unless it was that the intended lunch was not advertised. At 3.30 a meeting was called of the riders present in the "Cor-

ner," Capt. Bowen, E. Bi. C., in the chair. It was resolved to christen the Meet the "Huddle Around the Corner." Sec'y Ide, E. Bi. C., acting sec'y was instructed to draw up resolutions condemning the course of "Old Prob." in handling heavy dew on such an occasion. While the secretary was wrestling with the "whereas" it was voted that the meeting become a committee of the whole, to shovel clouds and examine the weather; the examination was unsatisfactory; still it was resolved to face it. The mount was called by Capt. Browne, C. Bi. C. Twenty-three riders responded. The rain kindly paused to get a better hold, while the start was made, then came down in a solid sheet; in a moment all were as wet as an all day out would make them, so the run commenced. Two or three streets not down on the programme were tried; finally Wabash avenue was followed for about four miles. Everybody was feeling good-natured and damp, and in spite of the frequent dismounts—over the handles, sometimes called headers—caused by the treacherous pave, everything progressed finely, including the rain. The riders did finely, many showing great skill and determination by riding through mud up to their necks—this is true, for seeing is believing, and the mud could be plainly seen on their shoulders and collars. The Boulevards once reached, the pleasure began; tired limbs were forgotten, and the smooth surface of Grand Boulevard was slipped over for four miles at a rapid pace. The "Retreat" in South Park was soon reached, and a half called "Missouri" was the last, though by no means least, to arrive. "Linked Sweetness" was slightly hungry at this point. Coffee and sandwiches were served as a slight *brace* for the pull home; having finished the lunch, and "seen the lion" (in this instance the lion was bear), the mount was called, and the run home commenced. "Go as you please" sounded, and the four miles of Drexel Boulevard was skimmed at various rates of speed, from the seven miles an hour of the slowest, to sixteen to twenty-mile gait of Pearce, Bowen, Craig, Browne, and other flyers. After leaving the Boulevards the pull home was hard, consisting of mud, sidewalk, wood, and stone, headers, mud and mud again, and closing with a mile of flying through the paths of Lake Mont Park. The rain having escorted us the entire run now deserted us. The visitors took supper—compliments of John M. Fairfield—at 8.15. Thus the first Meet and Run in the West, though moist, was a success; had it been fine weather, at least seventy-five riders would have been on hand. With hopes of a repeat before the summer is over, I am

A WIDE HANDLE.

BOSTON TO PROVIDENCE ON THE WHEEL.

There were five in our party, and all from the Crescent Club, for this was a club run. It seems few enough to turn out, but it is hard to get many to give up other engagements and take a day's spin. We left the city at eight o'clock, being accompanied as far as Jamaica Plains by one of our boys, and arrived at Dedham about nine. Here we stopped a few minutes, and then mounting again continued on to Norwood. Between Norwood and Walpole the first accident took place, one of our party having his tire come off; but with a little diligent work we soon had him fixed up all right and as happy as a clam. Leaving Walpole, we headed for Wrentham Centre; then our fast travelling stopped, for we went but a short distance when we all drew up sharp, and dismounted. Why? Because we had struck one of the most deadly enemies to bicycling, — sand. No convenient side-paths to ride on, nothing but wood and fields on either side, with a road of sand between. For five miles we had to foot it, only broken by an occasional mound of a few rods near some farm-house, where we would chance to find a short beaten path, or by a rest of a few moments as we would stop to obtain a glass of milk; and, oh, how good it tasted! Take warning by our experience, all who intend to make this trip, and avoid Wrentham Centre, unless you are good pedestrians, and wish to test your accomplishment in sand. It was during this walk that we saw a woodchuck, and also smelt as well as saw one of those disagreeable little animals that so much resemble a cat. Leaving the deep sand district we struck out for N. Attleboro', where we intended to dine. Then a different strain on our nerves occurred, for we would have to ride occasionally for a long distance on a

narrow path, with a field some three or four feet below us on the one side and a large rut on the other, which excitement was only increased by our getting into the rut and being obliged to dismount in order to avoid a fall; this would necessitate another walk to obtain a convenient place to mount. N. Attleboro' at last came in sight, and then how our spirits revived with the prospect of a dinner so near! We brought up at the hotel with a rush. But what was that? "Two o'clock," some one said. Goodness! so it was. Our timetable was completely knocked in the head. We should have been there two hours before; only thirty-one miles too; but it was the sand that did it. We thought half the town was out to receive us; but we afterwards found out that we were not the original cause of the large crowd. It seems that some base ball club was to play a match there in the afternoon, and we happened into the town just at the time the crowd had collected. I suppose bicycles must be a novelty there, for on passing the base-ball field they stopped the game to view us. Then we rode right along, feeling rested, and only as a good meal with a little rest can affect you. Our next adventure was an unexpected meeting with a fellow on a bicycle, or what afterwards appeared to be a very poor apology for one, made of wood. He wanted to try mine, because he said he was going to get a good one in a week; but as the other boys had started ahead I was obliged to refuse, for fear of being left. He told us the roads were good from there to Pawtucket; and so they were good—for nothing; I wonder if he ever saw a good road. Pawtucket at last, and after four o'clock! Well, the time did not trouble us now at all. Here we were met by a delegation from the Providence Club, and thence escorted to the city; it was a good road they took us over, too, equal to our best. At Providence we were entertained in a right royal manner by our newly made friends, and it was with reluctance that we left for home at seven o'clock, it being the last train.

BOARDMAN.

CLUB DOINGS

AQUILO BI. C.—On 3 June a club was formed at Prospect Park, to be known as the "Aquila Bicycle Club," with the following officers: President, F. Jewett; Captain, Dan. Peters; Secretary, E. Emery, Brooklyn, N. Y.; Treasurer, C. G. Adams. Although the membership numbers but eight, we expect to double the number at the next meet.

ESSEX BI. C.—At a meeting held the 24 May last, three new members were elected, and a committee was appointed to express the views of the club to the Newport Convention. Mr. H. W. Knight, 766 Broad street, Newark, N. J., was appointed Secretary *pro tem.*, on account of Mr. Bellman's absence for the summer.

MILWAUKEE BI. C. A bicycle club was organized in Milwaukee, Wis., about six weeks ago, and is in a flourishing condition. The following officers were elected for the ensuing year: President and Captain, Andrew A. Hathaway; Lieutenant, Angus Hibbard; Secretary and Treasurer, Frank G. Stark. The club now has a membership of about twenty, and the prospects are that the number will be increased as the season advances. They have a regular weekly meet and make a run of from eight to twelve miles. The uniform adopted by the club is a gray coat, breeches and stockings, white flannel shirt and polo cap.

Rox.

PEORIA BICYCLE AND ATHLETIC CLUB. A club was organized about the middle of May last, at Peoria, Ill., under the foregoing name, with 13 members. "The bicycle interest has taken a strong hold," says our correspondent, "and a large number of steel machines are expected before the season closes. At the present time there are but two Columbia bicycles here, and fifty or more cheaper machines. The club took a run, so called, in imitation of the trips made by other clubs, on Tuesday, 25 May, through the upper part of the city, covering about three miles. This exhausted the members on the small machines, so we had to stop."

SEASIDE BI. C.—At a meeting held in Norfolk, Va., the 28 May, a bicycle club was formed under the name of Seaside

Bicycle Club, with rules similar to those of the Boston Bi. C. The officers for the ensuing year are as follows: President, H. Hardy; Captain, T. C. White; Secretary and Treasurer, J. C. Carroll. Other members were H. C. Percy, E. D. Milner, J. B. Platt, Jr., T. V. Kevill, R. T. Platt. Costume not yet decided. This is reported as the first bicycle club in Old Virginia, and a large increase of membership is promised.

PORTLAND BI. C. — A meeting of bicyclers was held in Portland, Maine, on the evening of 21 May, for the purpose of forming a club, and officers for the year were elected as follows: President, J. H. Lamson; Secretary and Treasurer, F. W. Woodman; Captain, C. H. Lamson; First Lieutenant, H. R. Stickney; Second Lieutenant, J. A. Small. The *Portland Daily Press*, in noticing the club, says: "The interest in bicycling is increasing very fast, and many new additions to the club will be the result before the fall season. In the winter they occupy spacious quarters, and can reap the benefit and pleasure the year round.

"Although the roads in the city are not as good as one might wish, still they are good enough to give the rider a great deal of pleasure, and the more he rides the more he is convinced of the practicability of the 'silent steed.' A run to the Cape or Saccarappa is very enjoyable to those who are fortunate enough to be the possessors of machines."

WILKESBARRE BI. C. — A meeting of bicycle owners was held on 19 May, 1880, at Wilkesbarre, Pa., which resulted in the organization of a club which was called the Wilkesbarre Bi. C. The following officers were elected: President, Edward G. Mercur; Captain, J. G. Carpenter; Secretary and Treasurer, Edward W. Sturdevant.

RACES

THE NEW HAVEN bicycle track was formally opened, on Harvard Ave., to the public on Wednesday evening, the 2 inst., with a series of bicycle contests. A band of music was in attendance and a large number of people came to witness the performance, paying an admission fee, and many more, mostly young fellows, jumped the fence, dodging the police, and saw just as much. The track was lighted by means of head-lights and reflectors so unsuccessfully that the next races will probably be by daylight.

The programme for the evening's entertainment was as follows:—

1. Music. Selections from "Faust," Heinecke.
2. Grand Entrée. New Haven Bicycle Club and other Amateurs.
3. Cornet Solo. "Oxford and Cambridge." J. C. Gould. Graves.
4. Five-mile Race. Amateur, 1st Prize, Silver Cup; 2d Prize, Nickel Alarm-bell.
5. Waltz. "Hydropaten." Gunzl.
6. Selection. "World's Peace Jubilee." Heinecke.
7. One-mile Race. Boys. Prize, Bicycle Shoes.
8. Bass Solo. "Bombardon Polka." Bottessini.
9. Two-mile Race. Amateur. Prize, Cyclometer.
10. Galop. "Tarten." Zicoff.
11. Slow Race. One Lap (standing barred). Prize, Bicycling World, 1 year.
12. Music. "A Father's Love."
13. March. "Precioso." Weber.

The appearance of the bicycle club was very creditable. The five-mile race was won by C. P. Wurts, jr., of Yale College, in 18 minutes, with Mr. W. Frisbie second by $\frac{1}{4}$ lap. Mr. James H. Parish won the two-mile race in 8 minutes, with Mr. A. Welton second. The one-mile boys' race was won by Frederick Friend, in 3.50, with Frank Reed second by 3 feet. Mr. S. Arthur Marsden, of New Haven Bi. C., was referee, and the time-keepers were Messrs. W. L. Cushing (Principal of the Hopkins Grammar School), Bushnell, and Judge.

CHESTER, PA. — On the 12 May, at the field sports of the Pennsylvania Military Academy, one of the events was a 100-yards' bicycle race, won by Mr. Nichols in 11 $\frac{1}{2}$ seconds, Mr. Henderson coming in second.

THE ATHLETIC ASSOCIATION of the University of Pennsylvania held its annual spring contests at Wayne Station, near Philadelphia, on the grounds of the Young America Cricket Club, on the 15 May. One of the events was a two-mile bicycle race, won by J. E. Leconte, '81, in 7.25 $\frac{1}{2}$, with E. B. Fox, '82, second by 2 feet.

STATEN ISLAND Athletic Club held its annual spring games on the 29 May, on its club grounds, at West New Brighton, S. I. A two-mile bicycle race was won by R. Underhill (S. I. A. C.) in 8.30 $\frac{1}{2}$, and A. H. Camacho (M. E. C. L. C.) in 10.7 $\frac{1}{2}$.

INTERCOLLEGIATE ATHLETIC ASSOCIATION. — The fifth annual games of this association were held at Mott Haven, on the grounds of the N.Y. Athletic Club, on 29 May. A two-mile bicycle race was won by C. P. Wurts, '80, Yale, in 7.57; W. P. Field, '83, Columbia, second by 20 yards.

THE BALTIMORE ATHLETIC CLUB spring meeting took place on Monday, 24 May. Among the events was a one-mile bicycle race, won by M. Hussey in 4.38 $\frac{1}{2}$; J. F. Tomlinson, second, fell just at the finish.

THE MANHATTEN ATHLETIC CLUB held its second weekly series of contests on 12 May, on its own grounds. A two-mile bicycle race was won by L. H. Johnson, in 8.24 $\frac{1}{2}$; S. B. Pomeroy, second by 50 yards.

MOTT HAVEN. — The eleventh annual spring meeting of the N.Y. Athletic Club was held on 31 May, on the club grounds, which had been put in fine condition for the various sports represented in the contests. The one-mile bicycle race was won by L. H. Johnson (Essex Bi. C.), in 3.34 $\frac{1}{2}$; R. Underhill (S. I. A. C.), second in 3.39; D. M. Stern (N. Y. A. C.), third. The five-mile bicycle race was won by L. H. Johnson in 19.52; R. Underhill being second in 20.42. Mr. Underhill appears to have been unfortunate with his machine in both races, and Mr. Johnson won easily without being put to his best.

THE DETROIT ATHLETIC CLUB held its spring meeting at Recreation Park, on Saturday afternoon, 29 May. The afternoon was raw and chilly, and rain commenced before the games were half over; but there was a goodly number of spectators and competitors.

One of the events was a ONE AND A HALF MILE bicycle race, contested by members of the Detroit Bicycle Club, and resulting as follows: Capt. N. B. Conger, first, in 5.25; A. C. Varney, second, by 100 yards.

Another event was a 100-yard slow bicycle race, won by N. B. Conger, by 15 feet, in 3.45, with L. J. Bates second, and C. J. Conger third, and Gill R. Osmun fourth.

A third event was a THREE-QUARTER MILE race, for the elegant champion badge of the Detroit Bicycle Club, and said to be the finest badge ever offered by any amateur club.

It was won by N. B. Conger, in 2.47 $\frac{1}{2}$, with W. J. Howard second.

The club took great interest in this race, and certainly furnished a good number of entries. A fuller account of the race may be seen in the *Detroit Post and Tribune* of 30 May, 1880.

BICYCLE RACES of great interest will be held under the auspices of the CITY OF BOSTON, on 5th July next, at 3 p.m. There will be six races in all. A one-mile professional race, best two and three heats, first prize, a Special Columbia Racer, full nickled, any size; value \$150 and upwards; second prize, \$75 in money; third prize, \$25; also a one-mile amateur race, first prize, a gold medal, second prize, a silver medal; also a one-half mile amateur race, prizes, one gold and one silver medal; also a quarter-mile dash for amateurs, prize, a gold medal; a two-mile amateur race, prizes, a gold and a silver medal; a one-half mile slow race for amateurs, prize, a silver medal. The races will be held on Commonwealth avenue, where a large track will be put in good condition. The sub-committee of the City Council, in charge of the races, are Aldermen Slade and Walbridge, and Councilmen Lawton, Blakemore, and Ward, who have invited the following gentlemen to act as judges: Councilman Chas. E. Pratt, F. B. Cochran, Dr. James Dwight, Col. Albert A. Pope, E. C. Hodges, W. S. Slocum, Esq., C. K. Munroe, Eliot C. Clarke, and Herbert S. Kempton of the *Boston Herald*.

Entries may be made to Mr. William H. Lee, clerk of com-

mittees, City Hall, Boston, Mass. No entry fees are required, but gentlemen entering for either of the amateur events, should state the name of club to which they belong, if club members, and if not club members, should give references as to their qualifications. The rules of the races will be published in the next number of the BICYCLING WORLD. The 4th of July races last year, under the same auspices, were very interesting and successful, and were witnessed by over 10,000 people. It is expected that the races above noticed will also be of special interest, and it is hoped that there will be a good number of entries

ERIE, PENNSYLVANIA, 27 May, 1880.

Editor Bicycling World:—DEAR SIR, I have just been authorized to instruct you to make the following announcement to *wheelmen*:—

The Erie County Agricultural Society offer the following prizes to be competed for at the annual fair on the grounds of the society next September.

1st, A Bicycle Trophy Club Cup, cash value not less than \$500, to be run for by three (3) representatives from each American Bicycle Club of gentlemen amateurs. The team competition for this prize shall take place annually on the same occasion. Wheelmen who visit Erie to compete for this prize will be offered other prizes to individuals, announcement of which will be made later.

2d, Two purses, the aggregate of which is three hundred and fifty-five (355) dollars. Free for all.

3d, A bicycle amateur championship of Erie county to local riders resident in Erie County.

These races will take place under very favorable circumstances. The track, a half-mile, with parallel sides, will soon be placed in excellent condition under my personal supervision. It will be hard, smooth, and thoroughly planed and rolled.

American wheelmen should address the undersigned for particulars.

Fraternally yours,
H. B. THOMPSON,
Manager.

CORRESPONDENCE

WE ARE INFORMED by Mr. T. W. Wood, of Newport, that the best road from Taunton to Fall River is *via* Somerset, passing the west side of the river, and crossing the river at Slade's bridge. This road, though it has been made longer, is said to be smoother and more level than the one on the other side of the river. There is only one road from Fall River to Stone Bridge (or Tiverton), which connects Rhode Island with the main land; this road, which crosses the stone bridge, leads direct to Newport, but after passing six miles south of bridge, a smoother road is found by taking "Union street," in South Portsmouth, which leads due west across the island to the "west" road, and leads directly into Newport. The road from Fall River to within six miles of Newport is hilly and rough.

THE SPRINGFIELD, Mass., City Council, on Monday, 24 May, adopted an ordinance requiring the carrying of an alarm upon all bicycles driving or propelling through the streets. This action of the City Council was very wise, and is as favorable as can be expected under the circumstances existing in this city. The small requirement of a bell will not be found onerous by wheelmen.

FROM ONE OF our correspondents we have this: "From several of your papers I see that several of your wheelmen are clubbing together for a trip over England. This is a good idea; but a better one would be to come over to France, where will be found better roads, better country, more hospitality, and more cheapness. I have a friend who will certainly be happy to join in if any should come, and serve as interpreter, and will do what he can to entertain them."

FRESH ENTHUSIASM — There is a quality about the first enjoyment of the bicycle which may be gleaned either from conversation or correspondence that can never be realized afterwards. A good illustration of this is found in a letter from a professor in the Kentucky Military Institute, written to the

Pope Manufacturing Company, and from which we are permitted to copy extracts: "I received my bicycle on the evening of the 29th. To say that it surpassed my wildest anticipation would be putting it mildly indeed. Although I was very much disappointed because you did not send me this year's pattern, yet it was so perfect, even to the least important screw, that I decided not to wait and exchange it, but to be contented with the old "Columbia." I prefer the new style, because it has detachable cranks, and a spring of larger play. . . . I was so busy the evening my machine came that I had only time to remove it from the crate and attach the pedals and let my friends examine it. Everybody was delighted with it, but some thought I would never ride it; others thought that I would kill myself if I tried to, and then they would have a holiday; but I felt as though I could get on and ride it immediately. That bicycle held complete sway to the exclusion of all other things for the next twelve hours. I had it in my room beside my bed. I could not get to sleep for an hour and a half after I retired. I woke up about three in the morning, and could not get to sleep again, so I lay there till daylight, when I couldn't stand it any longer; took my machine out doors and tried it. I had read so much about bicycles that I knew what *ought* to be done; so I began, according to directions. The first time I failed; the second time I succeeded in riding on the step the full length of the path; the third time in less than five minutes I rode the machine. I kept it up for about half an hour and then went into breakfast and did not have another chance until after school, 4 p m. I then took it on the pike, rode about a quarter of a mile and back to where I had left a large crowd; then I struck out again and did not stop for about two miles, up hills as well as down. The darkies dropped their hoes and ran to the fences to see that thing, using expressions of surprise peculiar to their race: 'Fo' de Loid!' 'Dun going to Heaben!' The whites were nearly as bad. I caught up with some old people on horseback, and, fearing I might scare their horse, I dismounted and went back. When I told the boys how far I had been they were rather surprised at the time made. How can I describe the feeling! It is simply grand! You seem to be floating in the air. It is so easily managed and easy running; no noise, no jolting, scarcely any exertion; but the ease and speed with which I ran up the hills completely surprised me. Why, after taking the above ride I was able to ride further up the large hill than I could do with my old velocipede before, when I was completely fresh.

"Saturday morning I rode to a village three and one-half miles from here, and attracted quite a crowd, who carefully inspected the machine, and pronounced it the finest work they had ever seen. They got me to ride it for them, and when I was moving away I heard all kinds of favorable comments, both on the machine and my riding. I came back in less than twenty minutes. I am going to Frankfort Saturday, where I am expected by quite a large company.

"Our superintendent is now learning to ride on my velocipede preparatory to purchasing a bicycle. He is six feet tall, and weighs two hundred pounds."

THE ACCURACY OF THE CYCLOMETER.

In reply to several inquiries, my experience has been, that the cyclometer is *not* perfectly accurate, but is practically so near it that the variation in a run of over ten miles is too small to occasion trouble — say 1-16 to 1-4 of a mile. This, of course, in an instrument in perfect order; if any part gets out of gear, it is impossible in an hermetically sealed cyclometer to discover it, and the rider may be considerably misled as to his distances. I have used several of the American make, and have only one fault to find with them. They usually make more noise than the machine to which they are attached. I find that the cyclometer always errs, when it does so, to the rider's advantage; probably owing to sudden jolts, which throw the pendulum over, and to the irregular course of the bicycle, which, while it gives the correct distance travelled, does not give the correct distance between points. I think every bicyclist should carry a cyclometer and keep a log, which will prove of great value for reference, besides being of great interest as a chronicle of his bicyclic experiences.

Apropos of the Sunday question: is it not *more* appropriate, if a man desires to go out for air and exercise, to give his horse a day's rest, and do the work himself, than it is to make that

uncomplaining animal toil merely for the enjoyment of his lazy drive?
IXION.

Editor of Bicycling World:—Your notice of the early morning run of the Massachusetts Bicycle Club, and others, in the last number of the *WORLD*, failed to mention that to Lieut. C. P. Shillaber belongs all the credit for originating and most successfully carrying out one of the most enjoyable runs of the season. And permit me to remark, that if Secretary Slocum astonished you by his appetite at dinner that day, it was not because he had not had one of the best breakfasts that ever a party of bicyclers sat down to, for which credit is due to the Prospect House, Waltham. If any party of bicyclers want to run in the cool, bright morning air to a first-class breakfast, admirably served, at a very moderate price, we can heartily commend them to the Prospect House.

Yours, very truly,
A. S. PARSONS,
Mass. Bi. Club.

WASHINGTON, D.C., 18 May, 1880.

Editor Bicycling World:—I notice that your Worcester correspondent uses the *nom de plume* of "Nine Pin." I think this name was given the Captain of the Capitol Bi. C., in the article "Wheel around the Hub," published in *Scribner's*. If our captain did not earn the title on that occasion, he has without doubt earned it since, as he has stood still on his machine for *one hour*. If this has been surpassed, he may be persuaded to try again.

CASTOR.

[There must have been several of "Nine Pin" in that party.—*Ed.*]

TROY, N.Y., 17 May, 1880.

Editor Bicycling World:—I see in No. 13 a request in regard to roads from Utica to Albany. I can say that it is a good road almost the entire distance, with very few hills but what can easily be mounted. The road bed is mostly hard loam and hard gravel. I have never ridden it with a bicycle, but have repeatedly been over the railroad, and would not hesitate to start for Utica any pleasant weather. Would, however, call attention to the fact, that they have a large asylum there for the insane, and bicyclers must keep a weather eye open when they get there. By the way, a notable feature of Utica is that they have two lines of street cars in the city, one of which bears the words, "To the Asylum," and the other "To the Cemetery," so that you have your choice. I can give you a list of hotels for N.Y. State and Ohio, that may be of value to any eastern tourists not posted, and will be pleased to answer any inquiries of those who may think of coming this way.

We have no club in Troy as yet, although it has been considerably talked over; but as we increase we shall get to it, and try and keep pace with our neighbors. Our roads in every direction are good. On the east and west we have hills to foot up; but, when once up, the views well pay the cost. Hope some eastern travellers will find us, and will try and make it pleasant when they come.

GEO. M. POWERS.

P.O. Address, Box 18, Troy, N.Y.

YONKERS, N.Y., 27 April, 1880.

Editor Bicycling World:—Bicyclers from New York are often seen in Yonkers, usually on a run to Tarrytown, invariably taking the train at the latter place for the city, and even on their club runs they do the same thing. Now there is no excuse for returning by train, as the roads from New York to Tarrytown are in fine condition, and better could not be desired. It serves to bring bicycling into ridicule in this locality, as it gives people the idea the bicycle is not practical to travel long distances. Tarrytown is ten miles above Yonkers. Yours very truly,

M. CLINTON SMITH.

Mr. J. Y. CLARK, of N. J., may be found during the next three months, at Monmouth House, Spring Lake Beach, N. J.

Mr. BRANDON LEWIS of the Lafayette Bi. C. writes: "On

Monday, the 31 May, I and my son made a run from this city to Frankfort in 3.20, running the last five miles in wind and rain, and mud, and walking about three miles of that, getting off and on about twenty times to avoid teams. The whole distance twenty-five miles. This club appears to be increasing in membership, and if its members persist under difficulties like the foregoing, they will be a plucky club.

A CORRESPONDENT asks: "Please to publish the proper pronunciation of the words bicycle and bicycler," etc. The question is often asked no doubt. If the correspondent who knows how to pronounce Bi and Cycle separately, if he will pronounce them together the same as he would separately, he would have about the pronunciation. And for accent he may follow the tendency of the English language, which carries the primary accent as far back as possible.

ROCHESTER, N. H.—According to the *Rochester Courier*, "this town has smooth, level roads, which are in good condition for the most part, and excellent for bicyclers. The bicycle fever has struck our boys hard; some new machines are expected in a week or two. This is the best of exercise, as is horseback-riding, which is entered into more or less by our young people of both sexes."

A NOTICE of dissolution in our advertising columns will interest many. It is understood that Mr. William M. Wright, the silent partner and capitalist of the former firm of Wentworth Rollins, will continue the business with a large stock at the same places. Mr. Wright has had the longest experience in the use of the bicycle, probably, of any one in this country, and his active and courteous manner in other spheres are sufficient guaranty that his patrons will find him a very satisfactory manager in a business way.

WE HAVE several valuable communications for our next issue, for which we have not found space in this. One of them will be of legal interest.

A bicycle club was organized at Newport, R.I., on Saturday evening, the 5 June, inst. Captain E. C. Hodges, of the Boston Club, was elected a member.

Mr. H. B. Thompson gives a very important notice, in another column, of races to be held in Erie, Pa. As the fine offers there given are largely due to his personal effort, he is deserving of many thanks from wheelmen. The Trophy Cup, especially, should be a fine attraction.

We hold Mr. Harry G. Rouse responsible for a bicycle club, pure and simple, before September next, in Peoria. By this we mean no reflection upon the policy of forming combination club until the bicyclers are stronger.

The *Central New Jersey Times* refers to a notice published by a bicycle club, requesting the drivers of horses to raise the hand to the height of the head, as a signal to use caution in passing, and a repetition of that signal as a request to dismount, and says, "The club proposes a remedy to avoid startling horses, and we have no doubt that the club will be met by owners of horses in the same spirit that it shows in the article. The boom has really started, and all we have to do, we suppose, is to adapt ourselves to the situation."

PHOTOGRAPHS of the wheelmen at Newport, on the rocks at the end of Boat House Road, were taken by Mr. J. Notman, 99 Boylston st., Boston, and by Mr. J. A. Williams, of Newport, from whom we acknowledge receipt of fine specimens.

Those by Notman are 15 by 12 inches, mounted on dark board 24 by 21 inches, and though a trifle indistinct at the edges make a remarkably clear and handsome picture.

Those by Williams are 9½ by 7½ inches, mounted on white board 13½ by 11 inches, and are very clear and excellent. The positions are slightly different in each. As we expect that many will want these fine mementos we have made arrangements to have both photographs on sale at the office of the *BICYCLING WORLD*. The price of the smaller, mailed post-paid, unmounted, 75 cts., mounted, \$1.00. The price of the larger ones has not yet been given us, but will be about double the former, probably, and will be announced in our next.

Vol. 1]

THE BICYCLING WORLD

[No. 16]

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.

THE FIRST GRAND MEET of American bicyclers was brought about in very quiet fashion, was attended by a good number of representatives of the clubs and the unattached, and was a fine success in every way. The aggregate number of wheelmen at Newport, on Monday, the 31 May, was upwards of one hundred and fifty, of whom one hundred and twenty-six were club members, representing thirty widely separated clubs, and the remainder were unattached. We have taken considerable pains to give a correct and extended report of the proceedings at the convention and the parade, with some of the incidents; and we shall reserve most of our editorial suggestions and reflections for a future number.

We cannot omit in this place, however, to give expression to the universal feeling of grateful appreciation and respect toward the people of Newport. Every one in the city, from the Mayor down to the sidewalk urchin, treated the visitors with not only courtesy, but kindness. This hospitality and generous reception by the beautiful city and its representatives will long be remembered by the votaries of the swift wheel, and many will wish that the season may soon come round when the meet, larger and better, may be held there again.

THE LEAGUE, so auspiciously and enthusiastically organized at Newport, should meet with hearty support throughout the country. At this writing, just one week from its organization, several clubs have voted to join their entire membership, and the Corresponding Secretary will expect to receive one thousand applications for membership before the first of July. The large space given to it in other columns is excuse for editorial brevity at this time; but we shall keep our readers fully informed of all proceedings and the details of administration as fast as they are

determined, and bespeak for this League of American Wheelmen the active aid of bicyclers in every locality on this continent.

The clubs are still multiplying, and the list is too long for us to publish often; but in our next we shall print a "directory" of those formed since "The American Bicycler" went to press, which may be referred to as a supplement to the list therein given.

ARCHERS AND ARCHERY

IS THE NATIONAL ARCHERY ASSOCIATION AMATEUR OR PROFESSIONAL?

This question has been raised in the editorial mind by some inquiries made personally and by letter, from prominent archers, both in the east and in the west.

In the last number of the BICYCLING WORLD we called attention, in an editorial note, to the question in a different form, when referring to a communication on "cash prizes for archers." We are now compelled to put the question more prominently to those gentlemen of the National Archery Association who are not only interested in its prosperity and in the comity of its relations with other associations, but who are also careful about their standing before the athletic public, and appreciate the difference between the popular character attributed to professionals, and that which ought to belong to amateurs.

The Constitution of the N.A.A., under Art. VIII., provides that at the grand annual meeting "The association shall offer suitable cash and other prizes, . . . to be competed for only by members of this association;" and at the last grand annual meeting cash prizes were offered, competed for, and accepted, by a large number of its members, to an aggregate amount, as we are informed, of about \$1,100. There is no intimation to be gleaned, from its official organ or otherwise, so far, that at the approaching annual meeting for this season the same method will not be repeated; and we may add, in passing, that the members of the Private Practice Club, many of whom are also members of the N.A.A., also shoot for cash prizes.

It is needless for us to cite in this connection the accepted and established laws of athletics prevailing in England and in the United States alike, and which make the competition for public money or with a professional for a prize, or for a stake, a disqualification as an amateur, and which everywhere are so administered as to relegate any competitor for a cash prize, or with a professional, without protest, to the ranks of professionals. Every one at all conversant with athletics, or familiar with the conducting of games of any kind in public, understands these rules. It is also a well-understood construction of the law that disqualification in any one branch of athletics is a bar to amateurship in any other.

Can it be for a moment questioned that archery is a branch of athletic sports? Can it be assumed that the archer is not amenable to the same laws as bind all others? Let us see how widely this question will work in its application. The successful winner of one of the cash prizes lays aside his bow and quiver, and asks admission to a Tennis Club, or a Bicycle Club, or the National Association of Amateur Athletes, and he will be told that, being a professional, he cannot enter. Every person who has shot with him for the same prize will be debarred in the same way; and not only that, but every archer who competes with him at any match subsequently, or who competes with any one that has, will be likewise debarred. Any member of the Eastern Archery Association, for instance, who enters the ap-

proaching tournament at Buffalo, and shoots without protesting against nearly all the other competitors, will become a professional, and will be liable to be protested against in any amateur contest he may afterward enter. Should he return to the East and enter any competition here, any one who shoots with him without protest will also become a professional. In fact the question becomes a very serious one, and will yet be found a very troublesome one.

There are several members of the Eastern Archery Association who would be glad to visit Buffalo, and who would be glad to shoot in friendly amateur competition with members of the N.A.A. and of the P.P.C. without the seeming discourtesy of protest, who will not be able to do so unless some different rule and practice be observed. They are members of Tennis clubs, Bicycle clubs, Yacht clubs, Athletic clubs, and they value their standing in them; and if they were not already members they would not forfeit their privilege of becoming such at any time hereafter, for the foolish inducement of shooting for money prizes.

But it is not so much for the practical difficulties raised by the offering of cash prizes that we object to them, as it is for the principle involved. The difference between professional and amateur is one that should be clearly kept in mind. The former practises his chosen sport for pecuniary profit and selfish aggrandizement, and to him is often imputed other mercenary and improper motives; the latter enters contests for the love of his sport and in generous emulation, and to him the laurel leaf or the simple memorial medal is of the greatest value.

In archery, particularly, there would seem to be no necessity for money rewards. It is pre-eminently a gentlemanly and ladylike recreation; and when it comes to public competitions it is a polite or gentlemanly and ladylike sport; and its devotees should see to it that not only the eyes of their archery comrades, but in the presence of the wider world of brethren and sisters in athletic pastimes and sports, they may pass as unquestioned amateurs.

ARCHERY UNIFORMS.

Editor Bicycling World:—Our club has been talking of uniforms, and no one seems to know what would be suitable, and I can find nothing about them in your columns, so I thought that if you would print my ideas some one else might be persuaded to write on the subject.

An archery costume should first of all be pretty, and then as convenient for use as possible. From time immemorial green has been the proper color, but bright greens look well on few ladies; therefore I would not advise its adoption for the material of the dress, which might be either white or brown and trimmed with green. Myrtle-greens would look prettier and quieter than the brighter shades, though not quite so appropriate. In regard to style, the old Princesse dress draped below the knee is the prettiest, and is much more convenient than the more modern panniers. Ruffles and all kinds of trimming that would catch the bow-string must be given up; a lace scarf or wide collar would also be found in the way. The dress should fit neatly round the neck, but should be loose enough to allow of free movement of the head; it would be almost impossible to turn the head so as to aim over the shoulder with high-neck ruffles, and the most convenient way of dressing the neck is with a plain linen collar or low tarlatan ruffles.

One of the most important parts of the costume is the hat; if ladies could bring themselves to wear a small round flannel cap we would like it on account of its convenience; but how it would look! A small round hat of white straw, trimmed with myrtle-green, would be becoming to most ladies and very suitable. At any rate avoid shade hats, unless the brim is rolled up on the right side, and it ought to be in front too. The hair must be brushed back pretty smoothly, for if you wear long

frizzles the wind will be sure to blow them across your string, and you will be minus a petted lock; this advice is especially important to those that wear false hair. The sleeves are an important part of the dress; it is needless to say that loose sleeves are an absolute necessity; they should be loose enough around the shoulders and arm to allow of the arms being raised and straightened, without drawing on them uncomfortably. The remarks about the neck will apply also to the wrists, with this exception, that if you wear linen cuffs you must take off the left one so the arm-guard can be strapped on firmly. It may sound rather too effeminate for an archer; but in common with several other ladies I do not like to get my hands sun-burned or calloused by holding my bow; long gauntlet gloves of soft leather, with the guard and tips sewn on them, will prevent this and also look very neat.

In regard to gentlemen's costumes I can say but little, as I don't suppose they could look well anyway, and judging from what I have heard some say, "that they had rather shoot in their shirt-sleeves," I don't suppose they care how they look.

L— L—.

THERE SEEMS to be no difficulty about clubs forming in the suburbs of Boston. In one small village, within ten miles of the city, there are no less than four archery clubs, each having a goodly number of members.

MR. BROWNELL, the president of the E. A. A., has just returned from a short visit to New York, where he found archery progressing finely.

THE WEST NEWTON Archery Club has commenced practicing, and, although rather late in beginning, good results are expected before September.

THE MICHIGAN ARCHERY ASSOCIATION TOURNAMENT, to be held at Recreation Park, Detroit, on the 23d and 24th June, promises to be a success. Many prizes have already been received from Conroy, Bissett, & Malleson, and other dealers in archery goods, and contributions are invited from all persons interested in the Tournament. They should be sent to T. B. Rayl & Co., 114 Woodward avenue, Detroit, where they will be properly credited and displayed. It is hoped that all archery-club members will take an interest in making the Tournament a success.

BOSTON, June 5, 1880.

Editor of Bicycling World:—Perhaps some of your archer readers do not know what enjoyment can be derived from "roving." They do not understand what fun it is tramping across the green fields and through the shady woods, shooting an arrow first at some stump or hillock, then perhaps at a squirrel or even a hawk, always having some new and interesting mark, and not being tied down to the rather monotonous-colored target. Everything is new and interesting. The same ground is not travelled over twice, and even the search for arrows is relieved of much of its sameness. After some time has been spent in this way, find some shady spot near a cool spring, take lunch, and rest for an hour, then make the tramp home by a different route. If any one thinks he will not be refreshed and well paid for his trouble, all I have to say is, let him try it, and I warrant he will go again.

Yours, SYLVAN.

BOSTON, June 7, 1880.

Owing to the absence of several of the New York gentlemen, the match which was to have taken place in New York, on 29 May, between New York and Boston archers, had to be given up, much to the regret of both teams, who were anticipating a pleasant time.

At the second annual field-day of the Brooklyn Archery Club, on their grounds at Prospect Park, on 31 May, Boston was well represented in Mr. A. S. Brownell, of the Pequosette Archers, who took three prizes, one of them being for the best gross score at the York and American rounds.

On account of the small amount of leisure time of most of the archers, and the club range not being fixed as yet, there has been scarcely any shooting in our vicinity, although the weather is as good as could be wished. We hope to have the range in

good order by the end of the week, and in a week or two expect to have some good scores to report. I have shot but little during the past four or five weeks, and the scores have not been as good as they might have been with more practice. On 25 May I shot the double American round, in order to "get my hand in" for the New York match, and scored as follows:—

40 yds.	50 yds.	60 yds.	Total.
29.169	25.109	25.127	79.405
29.165	28.154	25.113	82.432
58.334	53.263	50.240	161.837

On the 27th I shot three rounds, of 24 arrows each, at 60 yards, and scored 11.45, 17.79, 18.94, and on the 31st., same conditions, 20.102, 17.87, 18.82, 18.82, 16.70, 20.82. On 3 June I shot two rounds of 48 arrows, at 80 yards, and scored 21.71, 19.79, and on the 4th, 21.97. As these are all the scores I have shot since 25 May, it will be seen that there has been very little shooting done about here, as I have shot more than any other member of the club.

Next Saturday the gentlemen will shoot for a medal at the two shorter distances of the York Round, and after that the practice of the club will be more regular. Now that the archery season has fairly set in, some good scores ought to be made by the members of the various clubs, and it would be much pleasanter if the scores were published in the *WORLD*, so that we could see what was going on around us in the archery line. Hoping that the clubs and individual archers will send in their scores for publication, I remain, yours, LANCE WOOD.

Editor Bicycling World:—At the annual business meeting of the Edgewood Archery Club, of Pittsburgh, Pa., Mr. O. J. Parker was elected President and Captain and W. H. Carpenter Secretary and Treasurer. Secretary's address, 882 Pennsylvania avenue, Pittsburgh, Pa.

Edgewood, a suburb of Pittsburgh, is celebrated for its interest in archery, there being three clubs,—the Edgewood, the Birnamwood, and the Lancewood.

Allegheny County will have, this season, a dozen clubs.

S. E. C.

BOSTON, June 4, 1880.

Editor Bicycling World:—In one of our daily papers, considerable doubt has been expressed by some archer in the vicinity of Boston as to what club belongs the name of champion at the present time. After the annual tournament in September that fact will be settled. Until that time, would it not be best for him to spend his energies in doing what he can to have the championship go to his club? Yours, etc., K. C.

WE DESIRE to call attention to the advertisement of Horace Ford's work on archery. This book, written by the most accomplished archer the world ever saw, will be invaluable to every one who wishes to attain to excellence in the most noble of all sports. Messrs. Roff and Manley have given us a perfect reprint of Ford, and an appendix, which embraces whatever has occurred of importance to the archery world since the last edition in 1857. A thorough review of the book will appear soon in our columns.

LITERARY COMMENT

"TO STUDY ARCHERY without a manual is like studying music without notes," said Maurice and Will H. Thompson in the preface to their valuable little book, "How to train in Archery," of last year. Every one who has given any attention to this elegant pastime, either practically or theoretically, has felt the need of a manual as they have supplied. We have just received from the publisher, Mr. E. I. Horsman, of New York, a copy of the second edition of this useful manual, revised and considerably enlarged; in addition to the fifty-four beautiful pages that appear in the first edition we find two valuable chapters, one on the theory and practice of aiming, and the other a record of high scores, from 1844 down to the present year.

In this record of high scores it is noticeable that none of those given for this country were shot east of the Alleghenies. This is however, to be accounted for probably, partly by the fact that the scores given were mostly made at the York round, at ranges which have not prevailed in the East until this season; and partly by the fact that our Eastern Archers have not been as long in the field, or as prompt in publishing their scores, as our Western brethren and sisters.

The chapter on the theory and practice of aiming closely follows Mr. Horace A. Ford, a celebrated English archer, and will be found very suggestive. This handbook and its distinguished authors are so well known that it needs no extended review, but it may be said in passing, that not only its literary excellence but its mechanical beauty reflect great credit upon authors and publishers.

"THE A B C OF BICYCLING" is a pamphlet of some thirty-six pages, with some half-dozen good illustrations, written and published by Mr. H. B. Hart, of Philadelphia. It is an instructive book, for learners chiefly, and sets forth, with practical wisdom and lucid suggestion, how to handle, to balance, to mount, to ride, and to dismount the bicycle, and has, in addition, an account of "The Bicycle in use," and another "Of a Bicycle race," which are reprints worth re-reading. The style of the book is excellent, its illustrations are carefully drawn, and well aid the text; and Mr. Hart will find that, in putting forth this unpretentious effort, he has aided not only many others, who, like himself, have excellent riding schools, but also hundreds of incipient wheelmen, whether under instructors, or attempting the art by themselves.

"STUDENTS' SONGS" is the title of a collection of late and popular college songs, published and arranged by Harvard students, and copyrighted by Mr. E. P. Clarke. The way in which advertisements are sandwiched in on alternate pages gives it the appearance of blending music and business; but the selection appears to be well made; the form is very convenient, and there is a rollicking fun and good-humor about the songs included, which will make this a favorite collection, not only with college students, but with wheelmen and yachtsmen, and others who delight the evening air with song.

ST. NICHOLAS FOR JUNE contains an illustrated paper by Daniel C. Beard, on "How to Camp Out," which is very seasonable and suggestive, as well as entertaining. There are long instalments of the two serial stories, "Jack and Gill," and the "Fairport Nine," and there is much more that is entertaining and instructive, not only for the young, but the older.

POEM OF THE RIDE.

BY WALT WHITMAN, ET AL.

1. Seated, but erect, I take to the open road,
Sturdy, free, the wheel beneath me.
The long brown path before me leading wherever I choose.
2. Allons! Whoever you are, come travel with me!
Travelling with me, you find what never tires.
Omnes! en masse, Americanos! Libertad! Respondez!
I am he that walks on the rigid and rolling wheel;
I call to the rolling earth and sea, upheld by the wheel,
Wheel of the wily quietude! Wheel of the small many spokes!
Slim, trim, glossy, peculiar wheel! Mad, gentle, skeleton,
rubber, nickel wheel!
Behold the great rondure, all bright from central to extreme —
the cohesion of all, how perfect!
The fine centrifugal spokes of light, the quick, tremulous whirl
of the wheels — the two wheels, twain but not twin.
3. I chant the chant of rotation or ride, a ride with a flying
flavor;
We have had crawling and perambulating about enough.
I show that wheel is only development.
From this hour, freedom!
From this hour, we ordain ourselves loosed of limits and all
horse-car lines,
Going where we list — our own motors, rotal and resolute.
4. Here is realization, the requisite realization of health;
Here is a man rallied, he realizes what he has in him.

Sublimed upon the zenith of a wheel, I ride the triumphal arch
of hygienic hilarity.

I tread the pedal orbits with plunging feet.

I dance and equilibrate on the revolving stilts;
My foothold is tenoned and mortised in confidence,
And I know the amplitude of space.

Mine is the wheel of the most high, a sixty-incher.
Earth! you seem to look for something at my feet;

Say, old Stop-not! what do you want?

Far-swooping, whirling Earth, with the trailing satellite.

Smile, for your Bicycler comes! We it is who balance ourselves,
orbic and stellar.

We must have a turn together—beat the gong of revolution
for our rouse and early start.

5. Long had I walked my cities, my country roads and farms,
only half-satisfied.

I heard what was said of the universe, its immensities of space
and time, its orbits of stars and planets, its chronological,
geological and astronomical cycles;

It is middling well as far as it goes. — But is that all?

Belonging to the winders of the circuit of circuits, my words
are words of a questioning, and to indicate rotality and
motive-power.

I know perfectly well my own legotism;

One of that centripetal and centrifugal band, full of the power
of the wheely boast, I turn and talk like an engine blowing
off steam after a journey.

6. I rise elastic through all, sweep with the true levitation.

The whirling of wheeling elemental and primeval within me.
That I ride and speak is spectacle enough for the great authors
and schools — me imperturbe, aplomb, orotund, turbu-
lent, emerging superb.

I harbinge, I promulge, I propound haughty and gigantic
enigmas

I step up to say I am a Chaos, a pied marauder on the rampage.

I sound my sarcastic whoop over the bardic habitudes — rhyme
and metres to the perfect literats of America.

Do you take it I would astonish?

Does the sunrise astonish? Does the early milkman, rattling
over the stones?

Do I astonish more than they? Would you have spooptsey
thunderbolts?

7. I launch forward, I propel the r-ideal man, the American
of the future,

For I see that power is folded in a great bicyclism,

What do you suppose will satisfy the Soul except to walk free
upon a superior bicycle?

Imbued as they — active, receptive, silent as they.

They do not seem to me like the old specimens.

They seem to me at last as perfect as the animals — to that the
revolving cycles truly and steadily rolled.

8. Oh for the paces of animals! Oh for the swiftness and bal-
ance of fishes and the birds!

Oh to be self balanced for contingencies!

I am an ostrich, an albatross, a condor of the Andes,

I am stuccoed with antelopes and birds all over,

And have distanced what is behind me for good reasons.

Oh to cling close to something afar off, something precarious
and uproarious!

To push with resistless way, and speed off in the distance,

To speed where there is space enough and air enough at last!

I breathe the air and leave plenty after me.

9. You there, hesitant, limp in the knees, walking humbly,
lamenting your sins;

Down-footed doubters, dull and excluded; you are eligible!

What have I to do with lamentation?

How is it I extract strength from the beef I eat?

I trip forth replenished with serene power on the bright ring
of ride, the ensemble of the odic frame, the great Biune.

On cycles fit for reception I start bigger and nimbler lads.

This way I am getting the stuff of more elevated republicans;

They are tanned in the face by glowing suns and blowing
winds,

Their flesh has the old divine suppleness and strength.

10. Men of the rolly vantage, I salute you!

I see the approach of your numberless clubs — I see you under-
stand yourselves and me.

Vivas to those who are weaned from walking and go the many-
miling gait!

I beat triumphal drums with my head,

I blow through all my embouchures my loudest and gayest
music to you

We slip the trammels of space and time, we level poise our
glittering flight;

Inland and by the sea-coast and boundary lines, and we pass
all boundary lines.

Our swift ordinances are on their way over the whole earth.

GLANCES ABROAD

THE HAMPTON COURT MEET of 1880 was held on Saturday,
22 May last, and was, in many respects, a great success. Com-
pared with our Newport meet it was a monster gathering; but,
unlike ours, it is an institution of years' growth and standing.
The whole number of riders was reported as 1,745, including
members of 137 clubs, about 500 unattached, and 16 tricyclers.
The Pickwick Club, being the oldest, led the procession with
its 29 men, and the Temple Club, with its 49 men, made the
largest showing. The other clubs furnished smaller numbers,
from one upwards. *The Cyclist* remarks editorially: "The
fault to be found with the riders in the procession is want of
drill, not only as far as pertains to riding two abreast, but also—
and chiefly so in the matter of riding—at an extremely slow
pace, which should be well practised continually before taking
part in a procession."

OUR PARIS LETTER.

PARIS, 15th April, 1880.

To the Editor of *the Bicycling World*:—Since my last
correspondence to you, which you so kindly published, I have
read in the *BI. WORLD* the account of a tour made in France
by two American gentlemen. Judge of my surprise when I
recognized my two foreign bicyclers I had met and spoken to
at the Fontainebleau races, and whom I had taken for English-
men! Since hazard causes me to meet them again,—through
your estimable paper this time, and thousands of miles away
(how useful this proves a paper to be!)—allow me to say to
them we were very sorry and disappointed to see they had van-
ished away in that manner before the races were over, simply
because they had been unsuccessful in a little club race meeting,
got up anyhow. Had they not taken "*la mouche*" *comme ça*,
and remained with us, not only would they have certainly won
a nice silver medal at the Consolation Race,—which would
have been a souvenir from France, and would have paid back
their *entrée* money,—but they would have shared with us in the
evening a friendly dinner, where defeaters and defeated would
have drunk cordially the health of the two sister Republics!

However, it is passed by, and I must now continue the matter
I began with my first, and give your readers an idea of

THE RACING IN FRANCE IN 1879.

No fewer than thirty-four race meetings took place last year,
sixteen of which in or about Paris, the other eighteen in the
Provinces.

Paris clubs spent for them some 4,000 francs, while the
country societies went to the expense of nearly 6,000 francs
for the same. This comparison shows one fact, viz., that the
Provincial clubs are richer than the Metropolitan ones, since
they can afford more money for fewer race meetings.

Before I enter into a few details about each of these race
meetings, your readers will be surprised to hear that most of
the prizes are money ones, for which all compete, whether pro-
fessionals or amateurs, and that without losing one's name of
amateur, and without having any false shame for "pocketing"
the precious metal. The principal reason why such should be
the case in France is this, I think: First, we have no profes-
sionals (we have not even a proper word in French to translate
the meaning of that word correctly); for the simple motive that
it would not pay to be a professional here. Alone, the Terronts
make an exception to the rule, and yet they must cross the
Channel to make a livelihood out of racing. *Ensuite*, we don't

see why a gentleman, a clerk, an artisan, etc., should be ashamed to accept a small sum of money to repay him, may be, for a lot of little expenses incurred for procuring a costume, cost of machine, hotel or railway fares, etc. Nay, to me, accepting money is a great deal more *moral* and less *hypocrite* than *condescending* to take a valuable (?) cup before people, to go and sell it off on the sly, or even do worse with it when bad times or *dicke* come on, — as I have heard it done so often. No French club, that I know of, have the description of an amateur among their rules, — a proof that it is not wanted, and that French bicyclers — as true Republicans that they are — prefer to cast out distinctions among men sooner than divide them into so many distinct classes, a thing which is done naturally enough without encouraging the same.

But I have transgressed long enough upon this amateur vs. professional affair of which I spoke at such a length only to give our American brethren an idea of French *coutumes*.

PARIS RACES.

These were organized by three different societies: *Le Sport Vélocipédique Parisien* holding eight race meetings; *L'Union Vélocipédique Parisienne* (now dead and buried, and little regretted), holding five; and *Le Velo-Sport* holding one only, and that by accident.

Sport Velocipedique Parisien. — First race-meeting, from Boulogne-sur-Seine to Versailles and back — 20 kilometres — on 16th March, 1879; hilly, with a good surface. Chas. Terront, 1, in 52m. 30s.; Ch. Hommey, 2, in 53 minutes, or thirty seconds behind; Jules Terront, 3, in 61m.; Fabing, 61m. 15s.; Béal, 69m.; and Viltard, 69m. 30s. — Winner's time per kilometre, 2m. 37½s.

Second Race meeting, on 4th May, from the Arc-de-Triomphe, Paris, to Conflans, St^e Honorine and back, 48 kilom. Strong head-wind. Terront was in England, and few started. Results: Viltard, 1; Jules Terront and Fabing, dead heat; Moine, 4; Pihan George, 5. No time chronicled.

Third race meeting, on 24th June, at Versailles. This was more important, and held facing *le chateau* on the splendid Avenue de Paris. *Gendarmes* on horseback kept the path clear; there was also a nice *Dragons* band and some three thousand spectators present. In spite of a fearful storm, which stopped the proceedings in the afternoon, it was a success. There were a few minor events, and a scratch course *d'honneur* run in two heats. The result of the final is: Chas. Terront, 1; Hommey Ainé, 2; Viltard, 3. Time, 8½ minutes for 4000 metres.

Fourth race meeting, at Vincennes, on the 17th August. This was a smaller affair, run into a smaller street (forced to choose such a track by the *Municipalité* Council), and the weather was as wet as you like; in fact, the competitors might have run with umbrellas with advantage. The turnings being very narrow facilitated Jules Terront's victory, who won first place in three different events, and carried almost all the money with him. Hommey was second, and Moine third in the grand race. Time, 5 minutes for 2000 metres.

Fifth and Sixth race meetings took place on the same day, 24th August; the one at St. Owen, early in the afternoon, the other one later on, at La Garenne, distant by some eight miles from the former place. The runners had to hasten away to La Garenne as soon as they had finished racing at St. Owen. The most important meeting of the two was by far the one at the last-mentioned place, in the principal event of which Hommey reached the post first; Fleurs Pascard, second; and Viltard, third; time, 6m. 30s. for 3,000 meters. In a 3,000 meters handicap, in which Ch. Terront (absent) was scratch, his brother arrived first, with 100 metres start; Hommey second, with 100; Gerson third, 180; and Viltard fourth, with 50 metres advance, time, 7 minutes.

At La Garenne the racing was got up anyhow, owing to having no time for preparation. Hommey, Terront and Viltard arrived home in the order given in the chief race; time, 6 min. exactly, for 2,400 meters.

Fourth race meeting. — This *journée de courses* was the most important one of this season about Paris, as it brought up to the capital M. Hart (an Englishman, champion of the West of France, who had defeated Terront a little before at the summer races, as we shall see by and by), to settle the question whether an Englishman was, or was not, the champion of France. The track was broad and in a splendid condition, besides being well cleared of the people by the police. Too many starting in the chief event produced a certain *pêle-mêle*,

all against Hart, who only got 3d place; while Ch. Hommey, who had made up his mind to beat Terront, did beat him by a quarter of a length in 10m. 30sec., for 4,800 meters. Viltard was fourth. In the handicap, in which Terront (scratch) granted Hommey 50 meters start, the champion almost got on a level with Hommey, who was 1st; Ch. Terront 2d; and his brother 3d. Hart, tired, did not take part in it, though he was placed at scratch to have a last chance for a revenge. Time, 6m. 30 sec. for the 3,200 metres to be run.

The 8th and last meeting of the S.V.P. took place at Neuilly, on the 9th Nov., for the championship of Paris. In the absence of Ch. Terront, Hommey succeeded, at the last of the 8,000 metres final race, to shake off Jules Terront, who was second. Hommey's time was 2m. 11¼ sec. per kilometre, on a good track, though slightly on the incline.

UNION VÉLOCIPÉDIQUE PARISIENNE.

The *course d'ouverture* of that society took place on the 30th March, 1879, in the Bois de Vincennes, and proved in the sole event — a 12 kilometers race — an easy victory for Ch. Hommey, 1st, in, 28 m. 15 sec.; Pihan, 2d in 31 min.; Lorient, 3d, in 2 min.

Their second race of the year took place at St. Germain, on the 25th of May. But, owing to the best men of Paris being gone to compete at Angers, only a few second-class racers showed up at this meeting. It was a success for Grossin, the champion of that society, both in the scratch race and in the handicap.

The *Course du Carousel*, got up to perfection in the very midst of Paris, — behind the Tuilleries, — was perhaps the most important event of the year, and certainly the most successful financially speaking.

Many events were on the *programme*, the most important ones of which Ch. Terront won, according to his habit, and because of the liking the French have for scratch races. However, in the handicap he won too, though Hommey had 50 meters start, Grossin 80, Jules Terront 120, etc. Time unknown.

The fourth race meeting of that society was at St. Denis; but, owing to the bad reputation of the originator, was a failure, only indifferent little racers putting in an appearance.

That he deserved his reputation was proved afterwards by his keeping the value of the prizes which he had received, and the racers never seeing the color of his money up to the present day.

The same may be said of the fifth and last race meeting of the U.V.P., which took place on the 25th December last, in the large hall of the *Palais de l'Industrie*. In this case, however, M——, the originator, went to expense, and, as it did not pay, may be partially forgiven for again hiding the prizes won out of indiscreet people's sight. Hommey won by 25 centimeters only over Jules Terront in the principal event, which was very exciting. Fabing was third. In the handicap (M. P. Deviliers, handicapper) Jules Terront (25 meters) beat Hommey, (scratch), 3d. and Gerson (90 meters) 2d. A few more race meetings, of no importance, were also got up independent of the two above clubs. And when I have said that there was also a grand match in the Bois de Boulogne, between M. H. Pagis and his friend, M. Grossin, resulting in the former's victory at the post in 25 m. 30 sec., for 10,800 meters, I have pretty nearly said everything that could briefly be said of the bicycle races near Paris.

VELOCE.

L. A. W.

NAMES OF CANDIDATES FOR MEMBERSHIP.

Editor Bicycling World: — The following names, comprising the present entire active membership list of the Boston Bicycle Club, have been proposed for membership in the League of American Wheelmen by Mr. J. G. Dalton, Secretary *pro tem.* of that club; and I hand them to you for publication, as required in the constitution. I am informed that the Massachusetts Bicycle Club and one or two other clubs have voted to join, in entire numbers, but have not yet received the lists. Yours respectfully,

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

NAMES: — G. R. Agassiz, W. W. Allen, Paul Butler, Arthur Burnham, S. J. Byrne, Sylvester Baxter, J. G. Dalton, J. S. Dean, R. M. Diaz, W. B. Everett, E. M. Farnsworth, Jr., W. Farrington, E. C. Hodges, T. N. Hastings, H. S. Kempton, N.

T. Kidder, W. R. Lovell, E. F. Lowry, H. S. Mann, C. B. Marsh, Freelon Morris, F. S. Pecker, C. A. Pitkin, C. E. Pratt, Edward Preble, F. T. Sivret, F. W. Smith, A. W. Stedman, F. W. Weston, W. R. Whitney, F. D. White, A. E. Wood, A. L. Woodman, G. B. Woodward.

COMMUNICATIONS and lists of names for membership may be sent to A. S. Parsons, Cor. Sec. L.A.W., care BICYCLING WORLD, 40 Water St., Boston, Mass.

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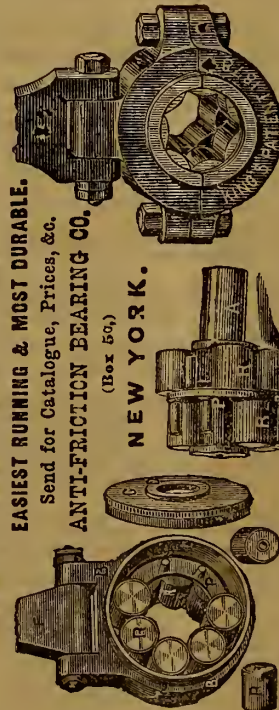
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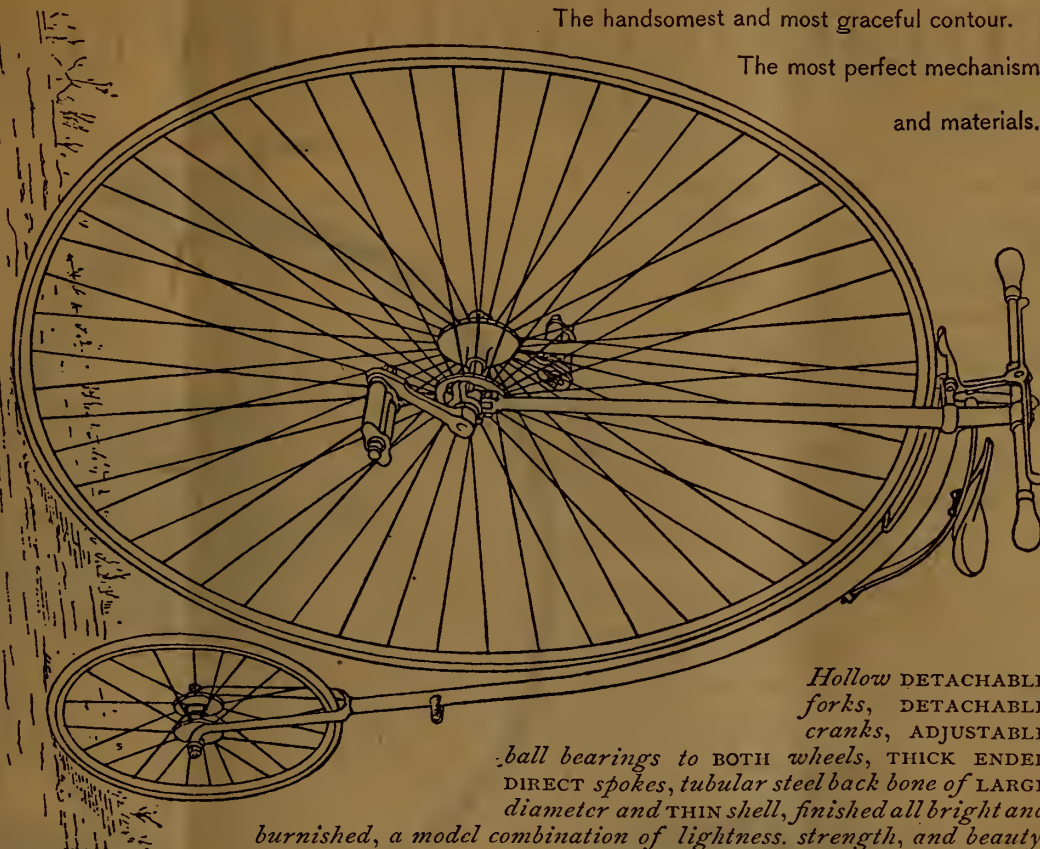
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The programme of the tour will be about the same as the one now being taken by the first party. A day or two will be spent in Liverpool after arrival, and then the bicycles will be mounted and the run made through Chester, Shrewsbury, Coventry, Cheltenham, Gloucester, and Bath, and thence along the famous Bath road (scene of Appleyard's wonderful 100 miles in 7h. 18m. 55s.) to London. A stay of a few days in London will probably be followed by a circular tour through the charming pastoral counties of Surrey and Sussex, and along the south coast, visiting Southampton and all the popular and fashionable watering-places *en route*. On returning to London the bicycles will be re-packed, a day or two will be spent in examining the marvels of the largest city in the world, and then the return journey will be made by the famous North Western Express, leaving London for Liverpool at ten o'clock, a.m. During the tour halts of from one to three days will be made at various places of interest, and a most enjoyable time is anticipated. The number is limited to twenty riders, who will be led by the same gentleman who is now conducting the pioneer party. No addition will be made to the price of the ticket, which will remain at \$250 only, and which will include first-cabin steamship passage out and home, first-class rail from London to Liverpool—and the hotel bills *en route*. For further particulars, in detailed prospectus, address with 5c. stamp for reply, ENGLISH TOUR, Office of BICYCLING WORLD.

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