

# The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

CHARLES E. PRATT,  
Editor and Manager,  
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## ADVERTISEMENTS

[No. 14



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VOLUME I]

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## CURRENT E CALAMO

The four thousand copies of our last issue are nearly exhausted. Of that, No. 13, as well as several others, we have but a small reserve for subscribers who wish to take our record from the beginning.

The archery supplement in No. 13 appears to have been pleasantly received by our friends of the bow and quiver, and we appreciate the many kind expressions we have lately received relating to this department of our paper.

Mr. F. W. Weston was in New York on the 4th inst., and arranged the details for passage on the City of Richmond, on the Inman Line, of his touring party, which is to sail from that city for Liverpool on the 22d inst.

W. J. Howard, the accomplished Detroit wheelman, who recently went to New York with some intention of remaining, found Metropolitan attractions less than his home enjoyments, and has returned to the former city.

The Pope Manufacturing Company are in frequent receipt of letters from their agents, stating that the improved appearance of the "Columbia" is ample compensation for the delay in its production.

It was noticeable at a recent meeting of the Dorchester Yacht Club that about one-third of the members present were also bicyclers, and the confusion of costumes might lead one unfamiliar with them to be in doubt as to which belonged to the deck and which to the pigskin.

The sunny days have come at last, and the warm sunshine on their backs makes the bicyclers lively. Races begin to be in order, and we must ask our friends in all parts to send us promptly accurate accounts of the races for publishing in our racing columns. It will oblige us if any one witnessing a race, or having an opportunity to take scores and the names of the competitors, giving the date and place in full, and the names plainly written, will forward them to us, as our regular correspondents sometimes fail to send us the news promptly.

We chanced upon a pleasant little party assembled at Vossler's on the 8th inst., to welcome the return of Mr. Jesse Howard, of the Providence Bi. C., from his little trip round the world. We have a surmise that the little affair was put up on him and Mr. E. S. Greene of the same club, by the Secretary of the Boston Bi. C. Mr. Howard has become so enamored of travel, and Mr. Greene so fretted by the small difference between the peripheries of his wheel and his State, that they both talk seriously of joining the English Touring Party, which sails on the 22d inst.

## THE CLUBS REVIEWED

### XIX. MONTREAL BICYCLE CLUB.

To Mr. A. T. Lane belongs the credit of importing the first modern bicycle into Canada, as early as 1874; but he never rode it, for lack of company, although quite an expert, having taken second place in the first bone-shaker race in England some twelve years ago; he subsequently carried off a couple of bronze medals in the same description of contest. It was not till 1877, therefore, that the wheel became a familiar object in and around Montreal, when H. S. Tibbs (late secretary of a well-known athletic and bicycle club in London, yclept the South London Harriers), loth to drop the old sport, imported a Challenge, and disported his shapely (?) limbs thereon. In the spring of 1878, C. J. Sidey (ex-captain Edinburgh A.B.C.) joined his uncle's staff here, and in the fall of that year combined with H. S. Tibbs to organize a bicycle club, which they succeeded in doing on the 2d December, 1878. Thus the M.B.C. is the fifth in point of age on the continent of America.

The bad roads of Lower Canada prevented a very large accession of riders; but by the opening of the 1879 season the club had a total of nine members. There was only one race during the season, viz., a two-mile (on a five-lap track with very sharp corners), contested for a gold medal presented by the Lacrosse club, which was won by H. S. Tibbs, in very poor time, — the final heat considerably quicker than the trial.

Several members habitually rode to and from business. There were frequent early rides in the Mountain Park, which is justly celebrated for its natural scenery and situation, — overlooking the whole city, river, and Victoria bridge, — and where the roads, more than ten miles long, are nearly equal to those of the world-renowned Chestnut Hill Reservoir, but somewhat hilly. There were also afternoon club runs to Lachine, Sault au Recollet, St. Laurent, etc.; and in August the captain and secretary started on a tour to Kingston, — 185 miles; but, owing to bad weather and roads, had to give it up, and complete the distance by boat. On the 25th October, the sub-captain and secretary made a trip to St. Eustache — 21 miles — and back, finding the roads to St. Martins — 13 miles — and 2 miles farther, good; but after that about two-thirds of the distance had to be walked. The thermometer stood at 20° at noon. This is the longest day's ride in Canada so far, — 42 miles, — and was a most enjoyable trip.

This year the numbers will probably increase largely, as the sport becomes better appreciated.

It was matter of much regret that none of the members were able to accept the cordial invitation of Mr. C. E. Pratt, the President of the Boston Bicycle Club, to visit Boston.

M. REAL.

#### OFFICERS 1880.

<i>Captain</i> . . . .	CHAS. JAS. SIDEY.
<i>Sub-captain</i> . . . .	H. M. BLACKBURN.
<i>Committee</i> . . . .	A. T. LANE AND G. R. STARKE.
<i>Secretary and Treasurer</i> . . . .	HORACE S. TIBBS.

#### MEMBERS, MARCH, 1880.

Barsalow, Hector.*	Miller, J. D.
Beckett, Hugh W.*	McCall, James T.
Blackburn, H. M.*	Pratt, Charles E.†
Bourne, Charles.†	Sidey, D. D.†
Corner, Alfred J.	Sidey, I. G.
Glackmeyer, Ernest.*	Sidey, Charles J.‡

Grant, Angus.	Smith, G. Maitland.
Hatchard, Ashley H.	Starke, Geo. R.*
Lane, A. T.*	Tibbs, Horace S.‡
	Tibbs, Percival.†

\* Original members. † Honorary members. ‡ Founders.

### XX. THE CENTAUR BICYCLE CLUB.

In the middle of December, 1879, several bicyclers of Philadelphia, being desirous of being connected by some closer bond than acquaintanceship, met together to form a bicycle club. After much discussion the appropriate name of the Centaur Bicycle Club was adopted, and a constitution and by-laws adapted from some of the English Clubs, chosen. It was decided to have a meeting the first Monday of every month, and officers to be elected first Mondays in October and April. Wishing to have the officers few as possible, it was decided that the Captain should act as President, and Secretary as Treasurer, and a Bugler; these three also to act as the Executive Committee.

On the first Monday in January the first regular meeting of the club was held, and the uniform adopted: russet-brown corduroy sack coat and knee-breeches and cap, white flannel shirt, and dark wine-colored stockings; the letters C.B.C. to be on the cap. Owing to the fact that the club was founded in such a bad season, the club has taken no long runs, but has had several enjoyable meets; but later in the spring, when the roads are good, we expect to have some fine runs.

The original intention of the founders of the club to have it a social club has been adhered to, and consequently all the members are mutual acquaintances; but at the same time it has restricted the growth of the club to a certain amount, but not seriously, but to be elected one must have an unanimous vote. The motto, although not as yet formally adopted, still it has been approved of by all the members, is Virgilian, being from the *Aeneid*, Book I.; line 147: "Rotis levibus perlabimur." "Perlabimur" in place of "perlabitur." PEGASUS.

#### OFFICERS, 1880.

<i>Captain</i> . . . .	W. DE F. BAKER.
<i>Secretary and Treasurer</i> . . . .	C. L. HARRISON.
<i>Bugler</i> . . . .	L. H. DULLES.

#### MEMBERS, APRIL, 1880.

BAKER, W. DE F. . . . .	1414 Arch st.
BAKER, R. D. . . . .	1414 Arch st.
DULLES, L. H. . . . .	262 South 16th st.
HARRISON, C. L. . . . .	1628 Locust st.
HUTCHINSON, P. . . . .	1835 Pine st.
LECONTE, J. E. . . . .	1625 Spruce st.
STOCKTON, N. A. . . . .	714 Spruce st.
TILGHMAN, B. C. . . . .	321 South 11th st.

#### Honorary Member.

WYETH, F. A. . . . .	1511 Locust st.
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## TOURS AND EXCURSIONS

### A NEW YORKER IN THE CONNECTICUT VALLEY.

#### I. — NORTH FROM SPRINGFIELD.

"The old white church on the hill," at West Springfield, Mass., has been for eighty years a prominent landmark, visible for many miles up and down the Connecticut river valley; and I will therefore make it a starting-point in describing the roads of that region as explored by me on a forty-six inch wheel in the month of September last. For convenience in recording, the letters *r.* and *l.* will be used to designate the right-hand and left-hand sides respectively.

The best road is towards the north, and by great good luck a rider may cover the whole six miles to the railroad station in Holyoke, without a single dismount. Ordinarily, however, two or three stops will have to be made. The hill itself is a little risky, as the road at the foot of it curves abruptly to the left,



and approaching teams cannot readily be avoided in the narrow and somewhat sandy roadway. Having reached the foot, and taken the edge of the road (*r.*), the rider should turn into the sidewalk (*r.*) before crossing the little brick bridge. Just beyond is a slight ascent, which may cause a dismount, but the sidewalk then continues good for a half-mile, when, a few rods before reaching the brick school-house, the road should be crossed and the other sidewalk (*l.*) taken and followed for nearly three-quarters of a mile, to the point where a road branches off towards the Chicopee bridge. Here take the roadway (not the bridge road) and stick to it till the end is reached at Holyoke. About a quarter-mile after taking the road, the track just above the cemetery may seem too sandy for a few rods, and in that case take the sidewalk (*l.*) and ride to the big gate opposite the little house, where the road may be resumed. On the return trip, the sidewalk must be taken at this point and kept until just before reaching the cemetery, for the sandy stretch of road is then up grade. This sidewalk may be overgrown with rank weeds, but a hard track sufficiently wide for the wheel, nevertheless, may be found beneath them. For a half-mile or more above the little house the road is only fairly good, and there is a little grade to climb after crossing the brook; but when the Ashleyville brick school-house (*l.*) has been passed, there is a smooth stretch of a mile and a half, on which excellent time may be made. At the iron watering-tank (*l.*) below Ingleside, the lower road (*r.*) is to be taken, and then follows another mile and a half of as fine wheeling as one need ask for, a broad expanse of country being in sight all the while, with the big river in the foreground and distant mountain ridges at the horizon. When the foot of the last grade has been reached, and the road turns to the east (*r.*), there is a rather doubtful stretch of about a quarter of a mile, which can rarely be covered without a dismount. Then at the guide-post pointing to the old South Holyoke ferry the macadam begins, and a straight street, just a mile long, leads to the railroad station and the Holyoke House. This is not kept in specially good order, however, and at certain points the sidewalks may be advantageously taken, without dismount. The three-mile track, described as lying between the little bridge near the South Holyoke ferry and the brick school-house at Ashleyville, is by all odds the best that can be found within a radius of twenty-five miles from Springfield. Its basis for the most part is red clay, which the slight rains of summer do not greatly affect. In the spring, however, when the frost is going out of the ground, these clay roads are about as bad as roads can be.

If the upper road (*r.*) be taken at the water-butt below Ingleside, the wheelman must walk up a short hill; ride a half-mile till he reaches the railroad crossing (where he may well pause to admire the glorious valley, stretching for miles before him); go up and down another small hill, and then ascend a third. Starting here, in front of a house that has long been owned by a man Gates, the rider may go due north for exactly three miles without encountering a serious grade or making a dismount. (The return trip may also be made without dismounting, though more care is needed, and the sidewalks may perhaps be briefly taken with advantage at one or two points.) Even at the end of the third mile, above Gates', a venturesome rider may prefer not to dismount, but rather to continue down a long hill which begins there. The railroad station called Smith's Ferry is two and a half miles above here, and the Mount Tom station is still two miles above; and, as I used an hour and a half in doing that distance, it may be inferred that my numerous mounts were for brief spaces only. From Mount Tom station to the hotel at Easthampton is two and a quarter miles, with a concrete sidewalk for the last third of the way. The dirt sidewalks or paths for the first two-thirds of the way would furnish fair riding, were it not for the overhanging boughs of occasional fruit trees. The village contains several miles of these walks, recently laid, and curbs may often be crossed without dismounts. From Williston Seminary one may ride straight along in an easterly and southerly direction, and not dismount until he reaches the foot of the mountain, a mile and three-quarters away. I did not drive my wheel over the four or five miles lying between Easthampton and Northampton, and though I often tramped the distance when a school-boy, in 1862-5, I cannot of my own knowledge report the recent char-

acter of the roads. I was told, however, at Easthampton, that a wheelman from Greenfield came down over them, without trouble, a few days before; and I should, on general principles, recommend a rider on his way up the valley to make a détour to Easthampton, rather than proceed direct from Mount Tom station to Northampton, for I think the three miles or so of meadow roads which separate the two places can hardly be ridable.

Disembarking from train at Northampton, I followed the flags (*l.* and then *r.*), and afterwards the dirt sidewalks, for a mile and a quarter; walked three miles through the sand, to Hatfield, and then rode on sidewalks two miles, with one or two dismounts, to Bagg's Hotel. For the next two miles and a quarter, or until I met the road leading (*l.*) to North Hatfield station, I was forced to walk almost continuously. From this point to Greenfield, twelve miles to the north, the wheeling is good, either on road or sidewalk, and there are no grades of any great consequence. There not many bad spots where a walk of as much as a dozen rods is necessary. At the Valley Hotel (*l.*) in South Deerfield, four miles from the North Hatfield corner, the dinner-bell rang as I pulled up, on the stroke of noon, and a very satisfactory repast was served for half a dollar. There are numerous concrete walks in Greenfield, and the one leading north extends a mile from the court-house. There is quite a long grade at Cemetery Hill, but it may be mastered without dismount. I followed the roadway for a mile and a half beyond the place where the sidewalk ended, and found decent wheeling, which I was assured would continue about the same all the way to Benardston, four or five miles ahead, and probably also to the northern border of that town, where it joins the State of Vermont. I was obliged to turn about, however, in order to catch the down train at Greenfield. I suggest to others who may wish to explore the valley by wheel, that they skip that part of it between Smith's Ferry and North Hatfield. The distance between those two points can most comfortably be covered in a covered car, for even the pleasure of visiting Bagg's Hotel will hardly compensate for a ten miles' push through the sand.

Going back now to the man who has arrived at the Holyoke House, after a six miles' ride from the south, I would say that he may turn to the west (*l.*), and, by keeping the concrete sidewalks, climb to the top of the steep grade where stands the city hall. A little beyond this is a small park, whose smooth paths may be worth trying, and then the tour towards the west may be continued, over a hard road, until, at the end of about a mile, the rider strikes the central section of the three-mile track before described as extending northward from Gate's Hill. He may turn down this (*l.*) towards Springfield, or up (*r.*) towards Smith's Ferry; or he may, after going down a few rods to the church (*r.*) at Craft's Corner, take the road leading westward over the mountain to Easthampton. The distance hence to the summit of the mountain road is two and a quarter miles, and not a third of it is ridable. From the summit to the foot is a mile and a quarter, which, I think, a good rider could do without a dismount, if he was careful to go slowly; for the road is generally hard and is divided by flattened water-courses into sections of easy grade. I mean by this, that at the foot of each slope there is generally level ground enough to allow a slowly moving rider to dismount safely if he should see or hear a team coming up the next slope. I myself was not tempted to make the experiment, as I ascended rather than descended this side of the mountain. The views for a mile along this downward slope are extensive and admirable, and the ride from the foot of it to Williston Seminary, nearly two miles away, may, as before remarked, be made without dismount.

KOL KRON.

Washington Sq., N.Y., 17 March, 1880.

## CLUB DOINGS

ARLINGTON BI. C. — A second meeting of bicyclers, in Washington, D.C., was held on Friday, 30 April, and resulted in the organization of the Arlington Bicycle Club, with the election of the following officers: President, E. B. Hay; Captain, H. I. Carpenter; Sub-captain, Frank T. Rawlings; Sec. and Treas., William C. Scribner; Guides, M. S. Falls and E. L. Dent.



The object of the Club is for mutual benefit and enjoyment, and the regular meetings will be held the first and third Tuesdays in each month.

BOSTON BI. C. — At the annual meeting of this club held 2 Feb. last, among the toasts given was the following: "THE PICKWICK CLUB, OF ENGLAND. The oldest club in America sends cordial greetings to the oldest club in England, and drinks to its continued prosperity, coupling with the toast this sentiment, — As the old cycle of time rolls on, may the new cycle of the pleasant wheel evenly continue, bringing to its votaries, both new and old, the fraternal interests of universal brotherhood."

This was forwarded by the secretary of the club, and in due course a reply was received, which was read at the meeting of the 3d inst., as follows: —

"PICKWICK BICYCLING CLUB, 14 Ferncliff road, West Hackney, LONDON, Mar., 1880.

FRANK W. WESTON, Hon. Sec. B. Bi. C. : —

DEAR SIR, — At a general meeting held on the 3d inst., a resolution was unanimously passed, that the communication from the Boston (Mass.) Bicycle Club be entered upon the minutes of the club, and I was instructed to reply thereto. I now, on behalf of my club, tender you my warmest thanks for the kindly expressions contained in yours of 16 Feb. last, and thoroughly reciprocate the good wishes of the Boston Bi. C. towards the Pickwick Bi. C.

Wishing you continued prosperity, I am, dear sir, yours, very truly, LAMARTINE C. B. YEOMAN, Hon. Sec."

This club sends its President and Captain as delegates to the Newport meet, to represent the interests of the club at any conference that may be held there.

BRATTLEBORO BI. C. — On Saturday evening 1 May, nine owners of wheels met and organized the Brattleboro Bicycle Club, at Brattleboro, Vermont, and elected the following officers: President, O. A. Marshall; Vice-President, F. G. Knight; Captain, W. S. Underwood; Lieutenant, E. G. Monroe; Secretary and Treasurer, A. W. Childs. Other members were E. D. Whitney, J. E. Monroe, A. W. Seddon, E. Ashcraft. Colors and costume not yet adopted.

HARVARD BI. C. — This club had a dinner at "Young's," in Boston, on Thursday evening, 6 inst, at which 30 members were present. Speeches were made, songs were sung, and healths were drunk in great numbers, and the meeting was a great success. Several invited gentlemen of other clubs were unable to be present, on account of other imperative engagements; among them the editor of this paper, who regrets that he has not a fuller report to present to his readers.

HAWTHORNE BI. C. — At a meeting of the Salem (Mass.) Bicycle Club on the evening of 7 May, it was voted to reorganize as the Hawthorne Bicycle Club, and officers were elected, as follows: President, Charles Chase; Vice-President, George Harrington; Captain, A. J. Philbrick; Sub-Captain, Fred C. Packard; Secretary and Treasurer, L. B. Packard; (16 Lagrange street, Salem, Mass.) Costume, dark blue. It was voted to have a run to Manchester on 29 May. The list of membership numbers 22 names, as follows: Chas. H. Chase, Geo. S. Harrington, A. J. Philbrick, F. C. Packard, L. B. Packard, H. Upton, V. Emilio, H. Chipman, S. Morse, T. S. Clives, C. Bickford, H. Bowie, T. B. Burbank, Wm. Swanton, C. Sanborn, F. Converse, C. H. Millett, S. D. Ives, C. F. Webb, Geo. Howard, E. S. Locke, T. Pickering.

LAFAYETTE BI. C. (?) — This club must be a myth or a society of mystics, for we take from the *Lafayette (Ind.) Courier* the following: "ON THE TWO WHEELERS. — One of the most interesting features of the first Trade Convention Day (May 5) will be the exhibition of the Bicycle Club. The members will be attired in their new uniforms, which are now in course of construction, and will present a novel, not to say a unique, appearance. The suits are to consist of blue knee-breeches, pink stockings, short jackets edged with silver bullion fringe, white shirts with broad turn-down collars. On the back of the coat the monogram L. B. C. will be embroidered in letters a foot and a half long. High stovepipe hats will be worn, and

around the brim a long white veil will be wrapped. This will complete the outfit."

NORWICH BI. C. — The Norwich Bicycle Club was organized at Norwich, Conn., about 3d inst, with the following officers: President, Edward Howard; Secretary, Charles R. Butts; Captain, W. P. Williams. The original membership is not very large, but immediate additions are expected.

PHILADELPHIA BI. C. — At the first annual meeting of this club, held 3d inst., the following officers were elected for the ensuing year: President, Thomas K. Longstreth; Captain, Henry Longstreth; Sub-Captain, John Ferguson; Secretary and Treasurer, H. A. Blakiston; Bugler, Joseph W. Griscom; Club Committee, H. C. Blair, John Gibson, and George E. Bartol. Some change in the Constitution and By-laws were made, and the costume is now as follows: blue helmet, blue shirt, blue sack coat, gray knee-breeches, and blue stockings. There are now thirty members.

WORCESTER BI. C. — Monthly meeting 6 May. Three persons were elected members, and thirteen names, proposed for membership, go over to the next monthly meeting, for an election. Communications from B. and Mass. Bi. Clubs were received, which will be acted upon, if the proposed run is made to Worcester.

YONKERS BI. C. — At the business meeting of this club, held on the first Monday in March, the following uniform was adopted: Short coat, cut high in the neck; knee breeches, with three buttons at knee; polo cap, with the letters "Y. Bi. C." on the front of same; material to be of mottled brown corduroy.

PREPARE TO MOUNT FOR NEWPORT. — The Secretary of the New York Bicycle Club has received answers to most of the circulars of invitation that were sent to the bicycle clubs of the country; and he has estimated that the number of wheelmen who will be at Newport on the 3d inst. will be between 150 and 200. The proprietor of the Ocean House has kindly offered to secure the large skating-rink, next to the hotel, as a place where all visiting wheelmen may store their machines while in Newport; if he cannot secure this, he will provide accommodations at the carriage-houses attached to his hotel. A watchman will be provided both night and day, and a very small charge will be made for each bicycle stored; so, in any case, all wheelmen going to Newport for the meet may take or send their machines directly to the Ocean House, where they will be cared for. Each machine sent by express of otherwise, should have a substantial tag, with the owner's name attached to it. The head-quarters of the N. Y. Bi. C. will be at the Aquidneck House, and the secretary of that club will be there on Saturday, the 29 inst., and on the Monday morning following, ready to give any information respecting the meet.

All captains and unattached riders will please report to him as soon as they arrive in Newport. All captains are requested to be at the Aquidneck, at 9 o'clock on Monday morning, in order that they may be informed of the positions their commands are to occupy in the parade. The only hotels in Newport at which visitors can be accommodated at this season are the Aquidneck, which has 100 rooms, and the Perry House, which has 50 rooms. At either of these houses, the prices are \$3.00 per day, a single night's lodging will be \$1.00, and single meals, 75 cents.

There are to be no races whatever while the visiting bicyclers are in Newport. It is reported that one prize, a silver cup, provided by the people of Newport, is to be given to the best-drilled club taking part in the parade. But there is no authority for this announcement. There is a wide interest felt in this meet, and it is hoped that every wheelman, whether he be a club member or not, will take especial pains to be present on the occasion. The wheelmen of Boston and vicinity should report to Capt. E. W. Pope, of the Massachusetts Club, or to the Captain of the Crescent Bi. C.

By the courtesy of the Old Colony Railroad Company special rates have been made for bicyclers and their wheels, during the three days of the 29, 30, and 31 inst. These rates,



may be learned of the officers referred to, as well as other particulars.

About ten Yale men belong to the New Haven Bi. C.

We are informed that the announcement in our last issue, that Mr. J. A. Lafon, of the Essex Bi. C., was one of the original members of the Manhattan Club, was a mistake, as he had not given his name for membership, nor allowed it to be used with his consent.

## RACES

**ELIZABETH (N.J.) ATHLETIC CLUB RACES.**—The second annual spring games of this popular young club were held upon their grounds, last Saturday. A large audience completely filled the grand stand, and the applause was frequent and generous, deafening when Buermeyer, of the N.Y.A.C. beat the short record by a throw of 37 feet 6 inches.

Among the events were a mile handicap bicycle race and 5-mile scratch race. The following entries had been made for the first event: A. Bedell, E. Bi. C. (30 seconds); J. W. Gavett, P.A.C. (30 sec.); C. A. Knight, E. Bi. C. (20 sec.); E. R. Bellman, E. Bi. C. (20 sec.); W. P. Field, E. Bi. C. (10 sec.); and S. B. Pomeroy, M.A.C. (scratch). Gavett and Knight did not start. The track (1-6 mile) of cinder was dry and rather soft, so that Pomeroy upon a 56-inch racer was unable to show his best speed. Field, upon a 54-inch D.H.F., took the corners at a flying pace and won, hands down, in 3 min. 45 2-5 sec.; Bedell (52-inch wheel), second. Bellman (54-inch) was early thrown out of the race by a loose pedal.

For the 5-mile event, Bellman, Field, and L. H. Johnson, E. Bi. C., M.A.C., came to the scratch. Field went off with the lead, with Bellman second, until the second mile, when Johnson (56 in.) went to the front. The race after this point was a procession, Johnson winning in 21 min. 6 sec., Field a good second. Bellman dropped out of the race on the ninth lap. Beautiful gold medals were presented to first and second men in each event, the Essex club adding four to its already large stock.

IXION.

**TWO-MILE BICYCLE RACE.**—This was one of the events of the Inter Military Athletic Tournament held by Co. H, 22d regiment, N.G.S. N.Y., at their armory, Sixth avenue, near Fourteenth street, New York, on Saturday evening, 24 April. F. C. Thomas, of Co. I, 7th regiment, first in 10.25 $\frac{1}{2}$ ; W. J. Smith, of Co. K, 7th regiment, coming in second. Mr. Smith led until the beginning of the second mile, when he got a tumble in spurting, but remounted and finished the race, gaining second prize.

**TWO-MILE BICYCLE RACE.**—At the sixteenth field meeting of the Columbia College Athletic Association, 1 May, on the grounds of the New York Athletic Association, at Motthaven, one of the events was the two-mile bicycle race, W. G. Bates, of '80, first, in 8.53 $\frac{1}{2}$ ; N. P. Roger, of '82, second, by half a lap. The other entries were, Blunt, of '80, Taylor, of '81, and White, of '83; but they did not appear.

**ONE-MILE BICYCLE RACE.**—The first fixed meeting of the newly formed athletic association of Yale University was held 1 May, at Hamilton Park. In this event, C. V. Billings of '82, was first in 3.49 $\frac{1}{2}$ ; C. P. Wurts of '80, second.

**THE PRIVATE SCHOOLS OF NEW YORK CITY** will give their second annual games at the Motthaven athletic grounds, Fifty-sixth street and Eighth avenue, on 15 May, commencing at 2 p. m. These games are open to pupils of the private schools, and those having private tutors in New York city only. One of the events will be a one-mile bicycle race. Tickets may be obtained beforehand at any of the schools. Entries have closed.

## CORRESPONDENCE

PITTSBURG, PA., 24 April, 1880.

*Editor Bicycling World:*—At last we have a Bicycle Club, fully organized, officered and uniformed. By *we* is meant the young men bicycle riders of this city. The youths got the start of us by coming out last summer with six or seven riders on 40 to 44 in. wheels, calling themselves the Challenge Club, each

member having a "Youth's Challenge," and uniformed so far as caps and badges. We older riders take quite an interest in this club,—the only one, as we believe, of all youths,—and think it will make wheelmen that our city, noted for its many hardy athletes, will be proud of. That they have, at least, two plucky and good riders is evinced by the closely contested one-quarter mile race, last fall, between their Captain and Secretary, reported in your pages at the time. But I am getting too far along in this note without saying a little of *our* club, the Keystone. Like the majority of bicycle clubs at the start-off, our membership is small, but encouraging prospects for a good-sized club before winter. We have not been out for our opening run yet. A day appointed for that event proved too rainy for the most enthusiastic to appear. An early day will soon be set, when we can air our uniforms, and perhaps have an incident to write you. Our bugler is blowing industriously on his "Kent's Buglet," and mastering the notes of the calls and signals published in a late number of the *Bi. WORLD*. It is to be hoped that all American bicycle clubs will adopt these calls and signals. Each member of the Keystones is not only a reader of the *Bi. WORLD* but a subscriber; and they read it with interest, wishing it was twice as large, and came every week. I propose to steal the *nom de plume* that appeared to a piece of poetry in one of the very first numbers of the *American Bi. Journal*, and, I am sorry, but that once. I trust the then enthusiast is no less one now, and will permit me to use, if he will not, the synonym of beautiful wheel. BELLA ROTA.

NEW YORK, 7 May, 1880.

*Editor Bicycling World:* As yet I have seen no invitation to unattached bicyclers to attend the *Newport* meet. As *one* who *intends* being in the saddle *that day*, would it be amiss to give such riders an *invite* and place in the *parade*? Personally I anticipate a *grand time*, and hope it will be the means of bringing together a large number of the riders. If my services can be of any value to the committee who are making the arrangements, they have only to command them. If a sufficient number respond to the committee's invitation to make the meet a grand success, I would suggest to the committee some of the ideas as carried out at the *last Hampton-Court meet*.

Very respectfully yours,

WILL. R. PITMAN.

32 W. 14th street., New York.

[If Mr. Pitman will refer to our No. 12, page 183, he will see that the unattached *have* been invited to join in the *Newport* meet. — ED.]

SAN FRANCISCO, April, 1880.

*Editor Bicycling World:*—The bicyclers in and around San Francisco are at present discussing the question of the right of the bicycle to each and all of the public highways. They are, as you know, prohibited from riding in the Park from 12 to 4 p. m., and also from riding within a certain radius in Oakland. There is a petition being signed in Oakland to allow them the right in every highway, and, I believe, the city government are at present considering it.

Mr. Geo. N. Strong, a member of the San Francisco Bicycle Club, may be seen, during pleasant afternoons, taking his customary spin on his wheel, accompanied by his wife, on horseback, through the environs of Oakland. He finds no difficulty in making the pace warm for the horse, and, on a ride exceeding 15 miles, has to slacken pace in order to keep his partner in sight. This is the first instance that I have known of the bicycler being a companion of the equestrian.

I, to-day, shipped a bicycle to a friend in Reno, Nevada, and had the following interesting time trying to get the thing through:—

Location—Freight-houses of Central Pacific Railroad Company in San Francisco.

Team drives up to freight-house with a large case and dumps the same.

YOUNG MAN to Freight Clerk.—"Want to send this case to Reno, Nevada, and prepay freight."



F. C. — "What's in it?"  
 Y. M. — "A bicycle."  
 F. C. — "A what?"  
 Y. M. — "No! A bicycle."  
 F. C. — "Oh! Makes out shipper's order. "Sign a release at the other end of the building, and then pay at window No. 4, upstairs."  
 Y. M. signs a "release," which means that if any part of it is damaged the shipper or owner pays the company \$17.50, and costs."  
 Y. M. goes to window No. 4, "Want to pay freight on a bicycle."  
 GENTEEL CLERK. — "What's that?"  
 Y. M. — "Two wheels, tandem."  
 G. C. — "Oh! (figures.) Pay at next window."  
 Y. M., going to window. "How much freight on that bicycle?"  
 CASHIER — "Nine dollars and thirty cents. What kind of a thing is a bi——?"  
 Y. M. — "Hold on, now. I know what you want to say. A bicycle is something that bucks like a Broncho."  
 CASHIER. — "Oh! is it? Get a receipt for this from the man who received it, and then come back to window No. 4, and exchange for bill of lading."  
 Y. M. — Does as told and returns to window No. 4. "Please exchange this for a bill of lading."  
 G. C. — "Come back in three hours; there are thirty ahead of you."  
 Y. M. — Rushes out, and, as he bangs the door, hears in the distance, "Say, bub, tell us about that tandem."

HARVARD.

WORCESTER minds the *meet* at Newport, and a good representation of this club may be expected, if importers and manufacturers furnish bicycles. Stormy Saturdays have interfered with club runs the past month, and but one has been made, by three members only: through West Boylston, Oakdale to Sterling, (13 miles), roads poor. Last week Thursday, Capt. Pratt and A. W. Darling, leaving W. at 2.30 p.m., made the runs, *via*, Shrewsbury, Northboro', Southboro', Framingham, South Framingham, etc., to Boston, arriving at B. & A. R.R. station at 7.30 p.m.; roads in excellent condition. Your correspondent, Kol Kron, of New York, should have a guide from the W. Bi. C. before he condemns the road from W. to Framingham as "not worth the going over once." If that is a bad road, the good ones he speaks of would prove altogether too smooth for Worcester County Bicyclers, — the wheels would slip."

NINE PIN.

## INTERVIEW WITH COLONEL ALBERT A. POPE.

EDITOR. — You have noticed in a late issue of the *Bi. World* an interview with Mr. Weston?

COL. POPE. — Yes. You pumped him pretty well.

EDITOR. — You see the *BICYCLING WORLD* is attempting to show up, for the benefit of its readers, a few of the gentlemen who are prominently connected with the interest, and especially to divulge some of the motives that have impelled men to give their time and means to it. Are you ready to be subjected to this process, and answer such questions as I may put to you?

COL. POPE. — [Laughing.] I will answer such as I like; but you know I am not under oath.

EDITOR. — Then tell me what first turned your attention to the bicycle?

COL. POPE. — In the summer of 1877 an English gentleman was a guest at my house, spending several months with me, and he was so enthusiastic over the bicycle that in order to show me what it was, and its practicability, he had one made. It was on that I learned to ride, and having learned to ride, I began to think as he did, that the bicycle was worthy of the attention of the American public. He went home in September, and I told him to send me over a few bicycles, that we might inspect them and see what there was in them; but, on account of a pressure in his business he delayed sending the bicycles, and later in the season we ordered eight bicycles through our English correspondent in Manchester. They arrived here about the first of January. After we had received and examined

them, I made up my mind that there would be enough in the business to warrant a proper outlay of capital, and we decided to go in.

Believing that if there was much to do in bicycling we should have to manufacture in this country, early in the year we interested the Weed Sewing Machine Company in the manufacture of bicycles. After getting them started on the way I went over to Europe to study up the manufacture and to see what hold it had upon the English people, and also to determine whether we would be justified in making the large outlay that would be necessary in order to make it a successful business.

I returned in the summer well satisfied, and fully convinced in my own mind that in the process of time the bicycle interest in this country would equal that of England, which at that time gave employment to more than one hundred manufacturers, besides many more small makers, and I learned that the number of bicycles in use in England was supposed to be 100,000, and the annual turn-out about 30,000.

EDITOR. — You said you had a bicycle made in the summer of 1877?

COL. POPE. — Yes; Mr. Harrington had it made at a cost of \$313.00.

EDITOR. — Where was it made; and what did the thing look like?

COL. POPE. — Well, the iron work was made at Newhall's shop, on Lincoln street; we had a wooden wheel, that was made up in the country somewhere, I have forgotten where; but it had rubber tires, and has been on exhibition at our rooms. Almost everybody has seen it.

EDITOR. — Do you remember in what month of 1877 that was ridden on the road?

COL. POPE. — July or August. Mr. Harrington used to ride it nearly every day over to my brother's in Newton Centre, (I live in Newton) two miles from my house.

EDITOR. — When did you first ride it?

COL. HOPE. — As soon as it was done I commenced practice [Laughing], skinned my shins and tore my clothes, and very nearly broke Mr. Harrington's back; he was rather a small-sized man, and used to try to hold me up.

EDITOR. — When did you open your mart rooms and riding school, and enter upon the business of dealing in bicycles?

COL. POPE. — Oh! immediately the bicycles arrived, we offered them for sale, but we were in other business at the time — manufacturing of air-pistols, — and later when we moved to Summer street, we opened a large room for the purpose of teaching the public to ride.

EDITOR. — Did it not seem a hazardous undertaking, to venture capital and enterprise upon the manufacture of bicycles on their first introduction?

COL. POPE. — Yes; we remembered the old velocipede, and how quickly that went out of existence, and I knew how much money was lost in its manufacture. When we began there was no demand for bicycles, and we knew if we ever built up a business, that we should have to create a demand; so it did seem like a very hazardous thing to embark capital at that time, and I was advised by many of my best friends that it was a foolish undertaking. They thought that I was capable of doing something better than the manufacture of bicycles; they considered the bicycle was simply a boy's plaything, and not the useful invention the public now understand it is.

EDITOR. — Will you give me such particulars as you are willing to impart, about your entering upon the manufacture, and what steps you have taken to produce bicycles for the American market?

COL. POPE. — As I said before, we interested the Weed Sewing Machine Company with us in the manufacture of bicycles. They are made in Hartford by contract, at their works. They have a very large factory, covering four acres of ground, and their buildings are filled with the most improved machinery. They have made tools and dies for the construction of the bicycle until to-day we have more tools, dies, and machinery used for the exclusive manufacture of bicycles than any other maker in the world; and our facilities at the present time are equal to turning out twice as many bicycles as that of any other manufacturer, and we are still increasing our facilities. Owing to the variety of tools that we had to make, and the many changes we have made in the construction of our bicycles, we have been delayed beyond our expectations in turning out machines for the spring trade; but now we believe that we shall be able to supply the demand without much delay.



EDITOR. — You have established a system of agencies across the country, have you not?

COL. POPE. — Yes; we began to establish agencies soon after we received bicycles of our own manufacture, and have gone on adding to these agencies until now we have eighty on our list. The principal agents have riding schools and keep bicycles to let, and sample machines on sale. We have agencies in almost every State in the Union, — in all the principal cities, — and we have sold bicycles in almost every State; three-quarters of all that are now sold in the United States are of our manufacture.

EDITOR. — You have recently visited some of your principal agencies, have you not? And from this visit, and from your other facilities for understanding the present bicycling movement, do you see anything in it to cause you to regret your investment in the enterprise, or are you still in good courage as to the future of the bicycle?

COL. POPE. — I went West twice last fall, visiting our principal agencies, journeying as far West as Milwaukee, and I am satisfied that the outlook for the bicycle-business in this country is good, and that the industry will be a permanent one, and that the bicycle has taken such a firm hold upon the public as not to be given up. The bicycle interest is well established in New York, Philadelphia, Washington, Chicago, St. Louis, Louisville, San Francisco, Cleveland, Buffalo, and other places. We all know it is well established in Boston, and we might add to the list Hartford, New Haven, and other large Eastern cities and towns. It is only a question of time when in all the cities and towns of the United States the bicycle will be as common as dogs.

EDITOR. — When you entered upon the manufacture of bicycles, as you have related, didn't you have some difficulty with the owners of patents on the one hand, and with the general ignorance of the community in regard to bicycles, on the other?

COL. POPE. — Yes, when we started the bicycling business we found out there were a great many patents in existence which would prevent our manufacturing bicycles, so we early obtained an interview with the owners of the principal patents, and secured licenses so that we could work under those patents; but without the protection of patents; we never should have gone into the business to the extent that we have. We made up our minds, soon after we had taken out licenses, that if we were going to make a business of manufacturing bicycles, we ought to control all the patents connected with it. We commenced negotiations for the purchase of patents soon after taking the first license, and after long interviews with the owners, and wearing out any quantity of shoe leather; buying first one patent and then another; then a small interest in one and a larger interest in another, we finally, after more than a year of almost constant labor on my part, obtained possession of all patents bearing on the bicycle of any value. We found many people, who were making velocipedes and small bicycles, infringing patents that we had bought, and in order to protect ourselves we were obliged to bring suits against them, amounting in all to thirteen, in all of which we were successful in either beating in the courts or forcing settlement; so that now all manufacturers of wooden bicycles and velocipedes, as well as the larger bicycles, have taken out licenses, and are working under our patents.

I found the general public were very ignorant as to the rights of owners of patents, and most every young man thought he had a right to import bicycles into the country, and could not understand what right we had to prevent him. So with mechanics through the country; they supposed they had the right to make a bicycle for their own use, if they didn't offer it for sale. Now, in order to protect the parties whom we had licensed, and to protect ourselves, we were obliged to proceed against individuals for importing bicycles, and to insist that no bicycles should be imported into the United States, and used, except that it came through some authorized agent or party who was licensed under our patents. We now think it is generally understood that no one has the right to use a bicycle in the United States, except it has paid royalty through the proper channels to the owners of the patents.

EDITOR. — You have not told me what you did to wake up and enlighten the community as to the possibilities of bicycling.

COL. POPE. — I was always a firm believer in printer's ink, and we had no sooner received bicycles for sale than we announced it to the public through the leading papers, and for a long while we have had standing advertisements in all the lead-

ing mediums of the country. We have found out that advertising pays. You see we keep a standing advertisement in your paper, of a whole page, and I do not see how any dealer in sporting goods can be foolish enough to leave his advertisement out of your valuable medium.

EDITOR. — You appear to be a man of good judgment; I should like to know what your opinion of bicycling is, apart from business. As a portly, middle-aged gentleman yourself, who has wheeled it up and down considerably, what have you to say for it?

COL. POPE. — I keep two bicycles in my stable, with my horses and carriages, and I use the bicycle simply for exercise and pleasure, and because it is the best form of exercise, and does me more good than any other kind that I have ever tried. If I should go out of the business of manufacturing bicycles, I should never give up the wheel until I had become too old or heavy to straddle it. I am naturally a lazy man, as far as athletic exercise goes, and I think if I can enjoy the bicycle, almost anybody else can.

### A SUGGESTION.

With great sorrow and indignation we learn that the Beacon Park Bicycle Track is a failure; only about thirty names subscribed. First the Granite Bridge plan was defeated for want of interest, and now the Beacon Park scheme is given up for the same reason. Boston — birthplace of American bicycling — contains more riders, including immediate suburban residents, than any three cities in the Union combined, and will not support a track where the real science of bicycling may be seen and practised. When the time comes they will say, Where can we have this or that race? and where will they have it? They will have it "in a horn," and come out of the small end. Then they will wish they had united in support of at least one of the fine offers that they have refused. PRACTICAL.

### PERSONAL

Mr. R. H. Hodgson, so long and favorably known as a manufacturer of the Newton Challenge and the Velocity bicycles, at Newton Upper Falls, Mass., has recently transferred his machinery and good will to McKee & Harrington, 177 Grand street, New York, in whose employ he will hereafter be as superintendent of a bicycle manufacture upon a much larger scale. An announcement from this new firm of makers may be expected in our next issue. We are glad to notice the enlargement and success of anything which tends to make the wheel go round.

ONE OF THE results of Mr. H. I. Carpenter's enterprise is the New Arlington Bi. C. in Washington. It is to be hoped that he will continue his efforts until the two existing clubs are full, and more are formed.

NOT THE LEAST satisfactory among our enjoyments during the past three weeks have been derived from the use of an elegant 50-inch "Carver" bicycle, kindly loaned us by Cunningham & Co. It is a model of good workmanship, and delightful in proportions and movement.

Mr. E. C. HODGES, Captain of the Boston Bi. C., may be expected home from his trip to the Pacific coast on the 22d inst. From a letter from him just at hand we take the following: —

"I went out with Mr. G. H. Strong and Mr. Herman Eggers on the wheel for a spin through the suburbs of Oakland yesterday. We were accompanied by Mrs. Strong, on horseback, and had a delightful ride of 15 miles. The roads were all excellent, and would compare favorably with our own. I got a taste of the summer breezes, which frequently blow 28 or 30 miles an hour during this season, but they were fortunately not so strong yesterday."

Mr. Hodges will hasten his return trip, in order to be at the May meet at Newport with his club.

"ARROWSMITH," whose archery communication in our last number has been so well appreciated, is not only an enthusiast in archery, but takes a warm interest in bicycling. A jolly youth at any age is the man who has both wheel and arrow.



Vol. 1]

THE BICYCLING WORLD

[No. 14]

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

BOSTON, 15 MAY, 1880

THE PARTY of excursionists to England will have sailed before our next issue, and we shall hope to be able to chronicle, from time to time, their progress through the scenes and among the hospitalities of our British cousins. Although the party may be small, it will be at least a forerunner of many excursions of a similar character, likely to be taken in the near future.

THE NEWPORT MEET *must* be made a success.\* As the time approaches, not only the club-men, but the unattached, will feel more and more that this will be the most interesting bicycling event of the year so far as it can be seen now. Aside from the enjoyments to be had on such an occasion, for the time being, there will be lasting enjoyment in the friendships to be made and the mutual interchange of courtesies, and for the opportunities they will afford many will find in their future wanderings on wheel pleasant memories and pleasant hospitalities which will spring directly from this May meet.

By all means let the clubs do all they can to coöperate in making this a successful exhibition of bicycling, an interesting and profitable conference of representatives of the clubs; and let each wheelman, attached or unattached, take special pains not only to be present, but to contribute in some way to the general good results.

## ENTHUSIASM.

It is a noticeable fact that ten men with bicycles will exhibit more enthusiasm, cause more comment, and make themselves more conspicuous during the first year of their riding, than one hundred men will during the second year,—not that there is less enjoyment at the later period, or less use of the wheel,

either for pleasure or for practical results, or that there is really any less genuine interest in good wheelmanship; but a novelty is conspicuous, and a man, like a boy grown older, makes more fuss with his new plaything than he does with his won and well-tried love.

This reflection has been forced upon us by suggestions received from some of our friends, that other cities were far excelling Boston in the bicycling interest, as evidenced by the accounts in our own columns. This may be, it is true, but it does not follow from the premises assumed. This is the third season for bicycling in Boston, and the older wheelmen have quieted down to solid satisfaction and quiet ways with their wheels. They do not talk about them so much, and the community does not stare at them and comment upon them as it did in '78. We have good reason for believing that the clubs in Boston and its vicinity are in as good, active, and enthusiastic condition as they have ever been; that this year will see greater additions to their numbers, more touring and excursioning and social riding, more quiet and healthful enjoyment of the wheel than has been had before.

The impending meet at Newport, with the necessarily incidental feeling of rivalry between the various clubs as to good turnout and good appearance on the streets of that city on Decoration Day, is the chief thing of the season so far, to wake up the latent enthusiasm and lead clubs to greater activity.

With all that has been said and done with regard to the bicycle; with the greater dash and heartiness of our Western friends; the more impulsive demonstrations of our New York, Connecticut, and Rhode Island neighbors, it is still true that the possibilities of the bicycle have not been fully tested, nor have the social and enjoyable aspects of its use been fully developed anywhere.

Ingenuity in devising and heartiness in carrying out new trials and new experiments and discoveries will be called for, and will be readily found; and if our Massachusetts readers will only favor us with fresh accounts of their exploits and enjoyments, we shall be able to show in our columns that in respect to the bicycle age does not wither nor custom stale its infinite variety.

MORE PIONEERS.—In preceding numbers we have given in accounts and reports of interviews some place to the doings and expressions of the earlier devotees to the bicycle in this country, and we are constantly finding evidences that these diversions interest many of our readers. In this number we present an interview with one who has been among the most prominent and most effective promoters of the bicycling interest in the United States. Col. Albert A. Pope was one of the few early ones to learn the art of bicycling, and from the fall of 1877 to the present time, has devoted himself, and has been ably coöperated with in this devotion by Mr. Edward W. Pope, to the introduction upon American soil, of the manufacture of the bicycle on a large scale. With the methods they have taken to develop the American market, and to push their manufacture and sale of bicycles, we have nothing to do in this column, except so far as they are and have been connected with the general interests of the fraternity of wheelmen. But he who has made two bicyclers where there was but one before has furnished a companion for the first, and made his enjoyment four-fold, and is entitled to thanks. So he who has made thousands of bicyclers where there were but tens before, or would have been hundreds only but for his exertions, is also entitled to recognition as a benefactor.

The gentlemen to whom we have referred, although offering their facilities since January, 1878, for the importation of bicycles and supplying accessories, have turned their special attention to manufacture, and have produced and put into use so many machines that it is within the facts to say that at



present two-thirds of all the bicycles used in this country have been made and supplied by them. They have been generous patrons of the literature of bicycling; they were among the founders of the Massachusetts Bicycle Club, one its President, and the other its Captain; they have, by the various methods known to merchants and promoters of new interests, made the bicycle known from Calais to San Francisco, from Toronto to Tallahassee, so that travel where you will, you shall hardly fail to find a brother wheelman in all of the principal towns and cities, and every urchin who shies his cap at you on any road in America knows the name of the thing you are riding.

In many generous and unostentatious ways Col. Pope has laid the bicycling public under friendly obligations. He has, from the beginning, exposed a large amount of capital to the risks incident to this new industry. He has been content to plough and sow a field for two years from which he could not expect to reap what he sowed before the lapse of several seasons; and every wheelman who enjoys the companionship of others, who is glad to have the freedom and courtesies of the roads throughout the country open to him, who takes a philanthropic interest in seeing as many as possible of his countrymen enjoying this health-giving and economical recreation, will join with us in many wishes for the success of the Pope Manufacturing Company, and the long life of its accomplished President and Secretary.

THE ALDERMEN of Brooklyn, N.Y., have amended the ordinances of that city so that bicycles are allowed the same rights and privileges in the streets as other carriages in every respect, except that they must carry lamps after sunset. The proceedings leading to this result have been so interesting that we intend to give a full report in our next number.

## ARCHERS. AND ARCHERY

**TARGET COLORS.**—In this number we print a report of the discussion regarding targets, at the meeting of the Eastern Archery Association.

The majority of our readers will probably be pleased with the result of the discussion; yet there is a good deal to be said in favor of the other side. The whole discussion was premature; a majority of the delegates had never used the proposed target, and of those that had, some had never used it at long range or outside of a hall. Dr. Dwight's statement that "at one hundred yards the solid colors made the target more distinct than the white," seems to us to be correct, and for this reason: at one hundred yards the gold is too small to concentrate your aim upon; but you can take the gold and red as one color thrown into strong relief by the contrast of the light-blue, and thus have a bull's-eye of 19 2-10 inches in diameter, and the outer space divided into three distinct rings; whereas in the proposed target you can get only the effect of a small bull's-eye with a large white span around it, and have to aim at the whole target, the centre being too small to fix the eye upon. For this reason we are glad that the old target carried the day, and also for the reason that our conservative instincts are opposed to archers of our little experience and skill, changing what has been decided to be the best for more than twenty years. It is possible, however, that some combinations of colors would be better than the present, but going into that would involve the questions of comparative color blindness, and belong more to oculists than to practical archers.

## TARGET VALUATIONS.

*Editor Bicycling World:*—Dr. Dwight's communication in your issue of 1 May seems to question the accuracy of the values given in my letters relative to the proportional values of the several rings of the target, and gives a list of excellent scores made at 40 yards indoors, upon which his conclusions are based. I do not understand why it is that when considering

a proposition parties will switch off and argue upon grounds not at all relative to the matter under consideration.

The York Round is the accepted standard for distances, the mean of which is 80 yards, and our 48-inch target is supposed to be of the proper size for that distance. When Dr. Dwight will find a half-dozen archers that can make any such average scores at the York Round as the ones given by him, and upon which he bases his figures, then I will admit them to the question; but until then they should not be considered as having any bearing upon it.

From the *London Field* I take the four best scores for the double York Round, made at each of the three grand meetings in England last year, and find the average of hits to be 167, or 6,870 of arrows shot; average score 760, and average to hit 4.33. Dr. Dwight's scores give average of hits 9,770, and average to hit 6.05, which exceeds the York Round averages on hits 2970, and on value to each hit 2.28. It will thus be seen that the hits made by the best English archers predominate in the outer rings of the target, while in the scores given by Dr. Dwight the hits predominate in the inner rings. This will make a radical change, as any one will find who takes the trouble to do a little figuring with the average scores at the standard distance.

Dr. Dwight admits the fundamental part of my proposition; for he says, "I allow at once that the test of the best shooting is the smallest average distance from the centre of the target; that the best figures to use are those which most accurately express that average."

I claim that the figures 1, 2, 3, 4 and 5, exactly express that average for the several spaces of the target now in use, and have given reasons therefor. I have asked why the values 1, 3, 5, 7 and 9, were adopted, but can get no satisfactory answer. I quite agree with the Dr., that "what is long distance for one archer is short distance for another;" one archer will, with a year's practice, equal others much older in archery, and so also may the practical student of a year learn that which another is years in comprehending, and I am surprised that our champion of long distances should base his ideas upon short-range shooting at a long-range target.

ANDREW S. BROWNELL.

BOSTON, 10 May.

THE FIRST COMPETITIVE shoot for places on the team to represent Boston in the coming match with New York took place at Jamaica Plain, on the afternoon of 6 May. A gusty 10 o'clock wind cut down the scores, especially those of the archers, who used the lightest bows.

The American Round was shot, commencing with the 60-yard distance, and shooting downwards, then repeated shooting the shortest distance, first with the following scores:—

	40 Yds.	50 Yds.	60 Yds.	Totals.
No. 1 . . . .	{ 164	156	69	389
	{ 142	139	116	397
No. 2 . . . .	{ 133	104	53	290
	{ 159	139	77	375
No. 3 . . . .	{ 119	96	53	268
	{ 163	72	32	267
No. 4 . . . .	{ 134	94	52	280
	{ 95	62	51	208
No. 5 . . . .	{ 103	67	48	218
	{ 95	62	51	208
No. 6 . . . .	80	84	58	222

Average to American Round, 283.8.

The second in the series will take place at Boston Highlands on Thursday, 13 May; and the third at Watertown, Thursday, 20 May.

## THE TARGET: REPORT OF THE DISCUSSION ON THAT SUBJECT AT THE MEETING OF THE E.A.A.

MR. ABBOTT said he had been asked to offer the following amendment to the constitution:—

"The target shall be made of straw with a facing of suitable material, 4 feet in diameter; the facing shall have a centre 9<sup>10</sup>/<sub>10</sub> inches in diameter, to be known as the "gold," surrounded by



four rings, each of which shall be  $4\frac{8}{10}$  inches wide on either side of the gold, and known as red, blue, black, and white. The facing shall have a white, dull-finished background, and the rings will be defined as follows: The gold shall be a solid centre of that color; the red, blue, and black spaces shall each be outlined by a narrow stripe of their individual color, not exceeding half an inch in width, at their outside margins; and the white will be the space from the black to the outside margin of the facing."

DR. DWIGHT said as he understood the proposed amendment, it was a change from the target in authorized use to the one used in the hall last winter; when we adopted this, it was a great boon; we saw arrows at night in that white facing better than in the black, blue, or red, of the ordinary target; now we come out of doors, and the objection to a black bull's-eye is that it appears nearly one-half smaller. We are told that shooting varies with the apparent size of the target and bull's-eye. Out of doors the need of the white facing is done away with; we can see the arrows in the target. I think we can see them better than in the white facing; the whole target is much more distinct than a white face. He thought those who had shot at both would agree with him. He would move therefore to amend the motion so as to read, "The target shall be of straw, diameter and rings same size, colors gold, red, blue, black, and white, painted solid."

MR. MOWER said he had never had experience with this subject. He believed it would be desirable to have the gentlemen relate their experience.

THE PRESIDENT remarked that there is an objection that the target is not defined as should be. It supposes that every one who reads about it has considerable information. He was of the opinion that this motion should be passed either as it is, or amended to have the solid colors on the white ground. He had used the target with the solid centre, white background, with the rings outlined, and preferred it very much for out-of-door practice.

MR. WHITMAN said that the great part of the interest of out-of-door archery to him was the beauty of the bright-colored target set against the lawn, and he liked the appearance of the target as it is.

DR. DWIGHT said he had shot long ranges a good deal without pretending to be a "shot." He thought at one hundred yards the solid colors made the target more distinct than the white, and it appeared to him that he could make more hits than in the other. It was only reasonable to suppose that in England, when they considered the question of colors, that the change would not be made without some understanding.

THE PRESIDENT referred to the "Witchery of Archery," and said Mr. Thompson defines the colors of the target as an inner white instead of a blue. In France twelve rings of varied colors, green and yellow outside of the gold, are used.

DR. DWIGHT thought there was no question concerning Mr. Thompson's statement that a small animal could be hit easier than the target, as the animal stands out in a way that the target does not seem to do. He (Dr. Dwight) granted the inner white shows more than the blue, not because it throws out the bull's-eye, but because throwing out all the rings there is a clear contrast between it, the red on the one and black on the other, that "throws up" the whole target. At one hundred yards it requires a good shot to see nothing but the bull's-eye, and at forty yards everything else should be blue-red.

MR. ABBOTT said he did not know anything about shooting one hundred yards in regard to a target, but for some reason he found in shooting short distances—forty or fifty yards—that he could make better scores with a plain target and gold centre.

DR. DWIGHT said he entirely agreed with Mr. Abbott on short range.

THE PRESIDENT said his experience had been, that as they had changed the dark blue to a light blue, that it were better to change also the black. He had found that the heavy colors outside tended to diffuse, and to distract the eye from the gold.

DR. DWIGHT explained that the reason the blue was made lighter was to distinguish it from the black.

Question called, and the motion to amend, by adopting solid colors in place of outlined colors, was carried.

#### COMING ARCHERY EVENTS.

29 MAY, in New York, Boston vs. New York. Double Am. Round.

17 JUNE, in Boston, Boston vs. New York. Return match.  
23 and 24 JUNE, in Detroit. Michigan State Tournament.  
13, 14 and 15 JULY, Buffalo, N. Y. National Association, Grand Meeting.  
1 and 2 SEPT. Boston. Eastern Association Tournament.

## INVENTION AND MANUFACTURE

### THE SPECIAL COLUMBIA.



The cut in this column represents the first fruits of really first-class manufacture of bicycles in this country. Delayed beyond all expectations in its appearance, it will be an object of special interest to those wheelmen who are experienced and accustomed to look for fine points in a bicycle.

The first actual delivery to customers, and the first public exhibition of this machine, will probably occur about the time this paper comes to the hands of the reader, although it has been promised since February. It is the result of an effort to place upon the American market, a machine suited to racing or to the use of skilful riders on the road; light in weight; of close build; of expensive finish, and embodying what—in the judgment of the Pope Manufacturing Co., and their advisers—seemed to be the best points in English-made bicycles of the very first-class.

It is placed at about the same price which the best foreign machines obtain here, and has been produced at an initiative expense which can only be met with any margin of profit, by a very extensive sale. Upon it the Pope Manufacturing Co., appeal to the expert public for a judgment of their wisdom and excellence of manufacture.

The "Ordinary" Columbia, described in a previous number of the WORLD, was constructed by them for a plain and cheap roadster.

The "Standard" Columbia, sketched in the last number of the WORLD, is, as its name implies, their standard machine—the machine they recommend for the majority of bicyclers, and especially for the first season's riding—a well-made, strong, comfortable roadster, having many points of improvement over the machine made by them for the last year.

If the Special Columbia proves, by actual use, to justify the expectations raised by an inspection of the model, from which it has been constructed, and from the appearance of the parts, and the workmanship of them at the factory, it will far surpass, in elegance and desirability for skilful riders, anything that they have made before.

The head of this machine is of a modified Stanley pattern, solid steel forging, including the lugs for the handle-bar, and open enough at the back to admit of wide play of the neck of the perch, which is held in it by cone centres, the upper one being on a movable bolt adjusted and held firmly in the top of the head by a small set-screw, which also holds the handle-bar. The front fork is solid, having at the lower ends adjustable anti-friction ball-bearings for the front wheel. The front wheel has substantially spokes for niches, of fine steel wire, held in the hubs, which are large in diameter, by slender and neat nipples and lock-nuts. It has a rim, and is very light and graceful in appearance, while at the same time it is very firm, and apparently able to withstand any tendency to buckle. The cranks are five and one-half inches in length, detachable and solid, and the pedals are of peculiar and novel construction. These have cone bearings on the crank-pin, the fixed cone being at the outer end, and the adjustable one at the inner end, which, when adjusted, is held in the crank-slot and can never bind by coming loose. The pedal is a little shorter, intended to fit the sole of the rider's boot pretty nearly. The bars are nearer



together, and the outer end is improved in neatness by the use of a sunken-screw arrangement for fastening, instead of a nut, while there is an oil-hole in the centre of the pedal shaft, under the dust-cap. This pedal, although not offered on the other machines of the Pope Manufacturing Company, appears quite likely to become a favorite one, and may be demanded on all machines before the season is over.

The rear wheel bearing is constructed with two movable cones, one being adjustable, and with neat and close dust-caps, the whole bearing being capable of adjustment with out removing the dust-cap, by turning one nut; and the rear wheel is removable without springing its cock. The spring has a long curve, is carried forward to the spindle and bolted through the neck of the perch, and is extended to a good length backward to a slide or fixed clip. Red Para rubber tires and large, Siam buffalo-horn handles are used on this machine, and with the exception of the tire, the handles, and the lever-brake, which is of tough iron, every part of the machine is of steel, and every bearing part is case-hardened.

The workmanship and finish of the machine certainly do credit to the works of the Weed Sewing Machine Co., where it has been performed, and although there are no hollow parts or other apparent efforts at lightness, the parts of the machine are so finely proportioned, and waste material has been so well reduced, that it is very light in weight, a fifty-four inch machine weighing about forty-one pounds, which is something better than the rule of ten pounds under inches, which seems to have gained some general observance among the lighter class of foreign machines.

As has been suggested in this column before, it will not be definite enough, nor will it probably be esteemed sufficient respect to a rider who owns one of the Pope Mfg Co's. make during the coming season, to speak of the "Columbia," since the machine just above described is as little like the machine that has come to be known by that name, as the "Carver," the "Stanley," or any one of the half-dozen best foreign machines.

Of course the difference in the practical serviceableness is very slight between any two good bicycles; but there are those who can appreciate slight differences in effect and elegance of finish, and for those the "Special" Columbia will be of considerable interest.

## LITERARY COMMENT

THE AMERICAN BICYCLER in its second revised edition, enlarged by the addition of some seventy-six pages, of which the advance sheets are just before us, will be found an interesting and valuable manual for wheelmen this year, — even more than it was last.

The first two hundred pages of the book are devoted to an historical sketch of the bicycle, and an analysis of the bicycle as a machine; a chapter on manufacture, describing the various parts; a chapter on the mechanics of the machine, which, judging from some comments often seen in the press, might well be studied by Americans. Suggestions for learners, useful hints upon riding and racing, and a sound chapter on laws and courtesies of the road, with a chapter on roads and thirty-nine routes, and other chapters on races, rules, hints, runs, etc. As this main part of the book has become familiar during the past year as an authority in the department of which it treats, no further mention will be made of it here, though its value will be no less in the future for beginners and those deserving a general knowledge of the bicycle than ever. But the new part is of special interest to clubs and those who are already riders. It contains a large amount of information condensed into comparatively few pages. There is a brief sketch of progress abroad, with new tables of fastest times, both amateur and professional; there is a description of the improvements in manufacturing bicycles during the past year in America, showing what the makers have been doing. There are accounts of touring and excursioning; an analysis of the races, with a complete table of all the races which took place from March, 1879, to March, 1880, together with a table of the fastest amateur and professional time in America for all the distances which have been run in races. There is also a large number of additional routes given, not only in Massachusetts, but in many other States, and it is to be hoped

that the author will find both the data and the opportunity to give in the future a much more complete book of routes.

There is also a full list of the American clubs, with the names and addresses of secretaries, and distinctive colors and costumes, date of organization, number of men, and other information. And also a chapter giving the bugle-calls and whistle-signals for club and company riding, with six pages of musical notes.

The book, in its present form, is a complete hand-book of American Bicycling, and should be in the hands of every rider. It is not issued from the press of Houghton, Osgood & Co. this year, the author having purchased the plates from that firm and assumed the publishing of it himself this year. The author, it may be said, to those not already familiar with the book, is Mr. Charles E. Pratt, the managing editor of the BICYCLING WORLD, and this is only one of the methods he has taken to show and to impart the interest he has taken in all that relates to bicycling.

BRENTANO'S MONTHLY for April appears fresh and readable as ever, with its 152 pages of reading matter relating to all the sports and recreations. As we have before expressed our favorable opinion of this monthly, and the excellence of Mr. Peverelley's editing, we may be more free to criticise an article on "The Bicycle; its Rise and Progress," which covers about six pages, and appears to have been written in Washington, and passed directly to the printer without coming under the editorial eye. The writer of the article rambles about from the mechanism of the machine to its English use, the literature of it, the manufacture, etc., and appears to know a great deal more about English bicycling than he does about American, — in fact, barring a little part about Washington, he seems to be in hazy ignorance of American bicycling.

To take a sentence or two, what can be thought of the intelligence and qualifications of a man who speaks of "the cranks being fastened on to the hub, each side of the front wheel," or of "the steel hollow-bar, or what is called in bicyclist vocabulary the 'backbone,' runs from the rear wheel to the front one, on the top of which bar, almost directly over the front wheel, is a small saddle very similar in shape to an ordinary saddle used for horseback riding," or who says that "the steering apparatus runs from the hub each side of the front wheel straight upwards"?

We don't mind his saying that "The above is all; there is no more, no less, of this wonderfully useful little vehicle which can be ridden by almost a novice at the rate of a mile in four minutes, or less with ease;" but when he says, "The *Bicycling Times*, *Bicycling News*, and *Bicycling Annual*, in England, and the *American Bicycle (sic) Journal* in this country, are the leading papers which are devoted to the bicycling interests," it is a little hard on us, — or rather on his readers, for they might not all of them know that the *American Bicycling Journal* was discontinued more than six months ago, and that the BICYCLING WORLD is in existence, whatever claims it may have to being one of the "leading papers." It is pleasant to note that the Capital Bicycling Club "has advantage and facilities for bicycling superior to any other club in this country." But we must pass over a great deal of nonsense and inaccuracy, merely noting as we pass his remark, that "Keen does not show on the records of fast times at short distances," and again "Professionals' times have been cut down till they figure to less than one-half in the records of late fast times;" or this, "F. T. East, however, remains on the record, and has the best time for ten miles, namely, 30.46 $\frac{2}{3}$ ;" or again, "Waller, a professional, rode 1,404 miles in the same time, besides riding 220 miles on the last day of the race, — a feat unparalleled."

This deserves quoting: "The leading clubs of the United States I am unable to give at length, for the simple reason that they have not yet been published." We certainly would not wish to dampen the enthusiasm of the young man who wrote this article; we entirely agree with him in his opinion "that there is no more invigorating, healthful, or beneficial sport extant than modern bicycling;" but we have made these comments, because it is too bad for a magazine of the ability and general soundness of *Brentano's* to publish, not merely trash, but glaring inaccuracies and misleading statements. If the



editor of that journal will give us the contributor's address, we will send him a specimen copy of the BICYCLING WORLD with a great deal of pleasure; from that he may be able to find, if he be not able to "give at length," the "leading clubs in the United States."

THERE IS a great deal of inaccurate comment afloat in regard to the bicycle. In a late letter from the Boston correspondent of the *Springfield Republican*, which appears in that very able and usually accurate paper, we find a few choice specimens, such as, "In the spring when the rider is obliged to ride in the rut an upset or dismount is inevitable in case he is forced to turn out." And again, "The rider fixes his eye upon the ground some twenty feet in front, to guard against loose stones, which are extremely treacherous. Bashfulness is by no means the cause." Or for mechanics, this is rather refreshing: "One dislikes to be insulted, he therefore hates to have his machine called a velocipede." The philosophical principle of the two-wheel balance is similar in both. It is manifest that the following forces are called into action: momentum, inertia, gravity. The balance is the combined result of the three, and consists in nothing but a continual loss and gain of balance. By turning the wheel in the direction of the fall the balance is regained." It only shows how charmingly an American newspaper correspondent can write of anything which he knows nothing about. We would not wish to discourage these amiable writers from calling public attention to the wheel as often as they like, because their errors do no practical harm, and they not only get interested themselves, but induce others to find out all about the mysterious machine which is "so near and yet so far" from comprehension of any but a practical rider.

THE BOSTONIAN, "Household, Art, Society, Dress, Music, Drama, published every Thursday, at 243 Washington street, Boston, at \$3 a year, is a well-edited and elegantly made sixteen-page paper of about the size of the BICYCLING WORLD. The first number has just reached us. "Independent thought, directness in speech and purpose, and an ability to accomplish whatever task they may take in hand, are by many people considered laudable characteristic features of the average Bostonian," so says the editor, whose name is not given, as the prelude to an expression of his "determination on our part to make a wholesome family newspaper." A glance through these initial pages gives varied assurance that that determination will be fully carried out.

We acknowledge receipt of the *Young Scientist*, Home office, 14 Dey street, New York.

The *Kankakee Gazette* has a column of "Bicycle Tracks," "Town talk picked up on the fly," which shows that the local editor of this paper does not keep his "eyes on the ground about twenty feet in front."

Our thanks are due to many who kindly send us papers containing bicycling and archery paragraphs, or articles, and others who send us clippings from some papers. These little aids may be straws, but they help us make brick.

#### THE SILENT WHEEL-CLUB SONG.

BY PRESIDENT BATES.

I.

Ho! brothers of the flying orb,  
Whose works proclaim your zeal,  
All join our ring and help to sing  
The glories of the wheel.  
The secret of the universe  
Is in our steed of steel;  
For this great world like us is whirled  
Upon its silent wheel.

Chorus.—Then sing again, ye merry, merry men,  
Our glorious steed of steel!  
For the way we show shall the whole world go,  
And ride the silent wheel.

II.

While all the stars of heaven roll  
Their rotatory way,  
They show the mode best suits the road  
For us as well as they.

We only take the fashion up  
Great nature doth reveal;  
For life himself—the flying elf—  
Rides on the silent wheel.

Chorus.—Then sing again, etc.

III.

The years roll, and the ages roll.  
On their appointed way;  
But how they fly so swiftly by  
Man knew not till to-day;  
Nor how so softly happy love  
Into the heart doth steal;  
But now we know how he does so—  
Love rides the silent wheel.

Chorus.—Then sing again, etc.

IV.

Of Fortune's shining golden wheel  
The ancients caught a glance;  
But—ill betide!—they couldn't ride,  
And so they called it chance.  
But now her secret well we know—  
Self-balance, nerves of steel,  
And steady go, with pluck also—  
Man rides on Fortune's wheel.

Chorus.—Then sing again, etc.

V.

One rider always wins his race,  
Ride fleetly as we may;  
Nor speed nor skill his strength can kill,  
Nor accident delay.  
We know not when he takes our track,  
Though all his presence feel;  
But this we know, come fast or slow,  
Death rides the silent wheel.

Chorus.—Then sing again, etc.

VI.

Death wins? ah, no; he cannot win—  
That champion cold and grim—  
Beyond the grave each rider brave  
Shall distance even him!  
For where celestial highways run,  
Which mortal tears conceal,  
The victor soul shall, deathless, roll  
The perfect silent wheel.

Chorus.—Then sing again, etc.

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#### RATES AND TERMS.

THE BICYCLING WORLD is published regularly on alternate Saturday mornings, and is sent, postage prepaid, to any address throughout the world, for one year, on receipt of \$2.50, or 10 shillings, or 13 francs, or any equivalent of \$2.50 in current foreign money or exchange, always in advance.

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

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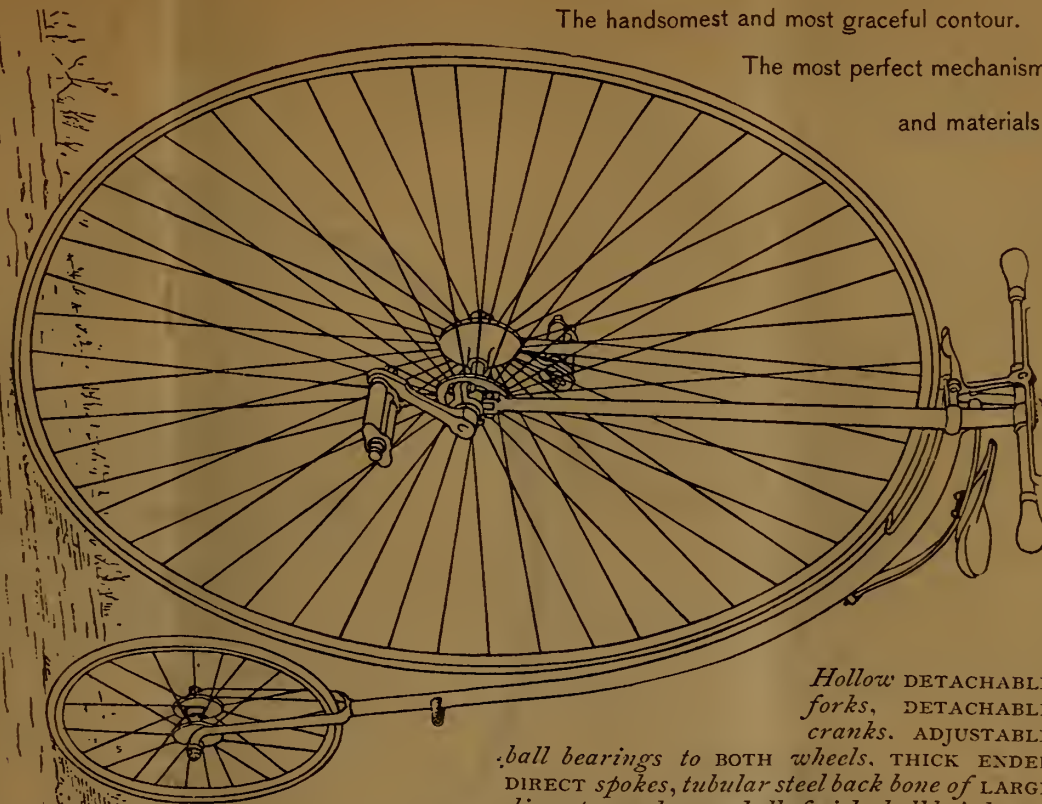
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*The List will be closed on Monday, 17 May, after which no further applications for membership with the party will be considered.*

The party will sail on the S.S. "City of Richmond," from New York City, on Saturday, May 22, at 3 p.m., and will return by the S.S. "City of Montreal," leaving Liverpool, Eng., on the 6th July next. The programme contemplates a stay of a day or two in Liverpool, after which 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 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 a gentleman familiar with the country to be traversed, and the cost of the ticket for the entire trip will be \$250 only, inclusive of 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 now pre-

pared. address with 5c. stamp for reply, EXCURSION EDITOR, Office of BICYCLING WORLD.

N. B.—A SECOND touring party to sail early in August next, and to cover about the same ground, will be made up if applications in sufficient number are received.

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