

THE Bicycling World

ARCHERY FIELD

Volume I.] [Number 20.

CHARLES E. PRATT,
Editor and Manager,
Office, 40 Water St.

BOSTON, 7 AUGUST, 1880

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VOLUME I.]

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CURRENT E CALAMO

Who struck Billy P—n?

How do you like our new helmet?

Wheelmen begin to talk and plan for autumn runs.

Just as the *spinning* wheel began to be forgotten, the *spinning wheel* began to be gotten.

And now Mr. Walter Phillips is credited with a quarter-mile on wheel at Leicester, Eng., on the 11th July, in 37 seconds.

Is Edwin Arnold a bicycler? for he sings of the "troublesome dreams" which perplexed the King Suddhodana,—

The fourth fear was a wheel which turned and turned,
With nave of burning gold and jewelled spokes,
And strange things written on the binding tire,
Which seemed both fire and music as it whirled.

The mountain dew and the sea-shore spray alike fall on the myriad gliding wheels this season. The number of our friends who have requested the address of this paper changed for the summer season may not warrant our use of "myriad," but it is certainly large; and the number of wheelmen at the resorts is much larger.

A slight change in punctuation makes "The Light of Asia" a prophecy:—

The wheel that turned with nave of burning gold
Was that most precious Wheel of perfect L. A. W.
Which he shall turn in sight of all the world.

It is not probable (nor perhaps desirable) that there will be another "Wheel around the Hub;" but there be those who are agitating a two or three days' meet and run of clubmen, after that pattern, with a start from Boston, about the first of September. Probably our next number will disclose the date and enough of the programme to incite a wish to be there.

We are informed that the ordinance against the riding of the bicycle in the streets of Princeton, Ill., is a dead-letter practically. That being the case, it ought to be repealed.

The *Elgin Daily Leader*, of 22 June, laments: "E. N. Bowen and his bicycle will not skim along our streets any more. Mr. B., with his family, goes to Waltham. The Elgin Watch Company loses one of her best mechanics. We are sorry that circumstances take from us a family that has made so many friends."

Another argument in favor of the wheel may be drawn from this clipping from the *Boston Herald* of 16 June: "Three boys, claiming to live in South Boston, stole a boat from the arsenal wharf yesterday afternoon, and started down the river. The owner, having seen them take the boat, started in pursuit on his bicycle. He came abreast of them at Western avenue, and induced them to come ashore. They then took to their heels, and he took to his bicycle, and overhauled one of them, Michael Sheehy, whom he handed over to the police."

At Newport, on the 30 May, Rev. M. K. Schermerhorn, on the subject of the body being the temple of the Lord, and alluding to the many visitors and young men in town, said: "We ought to have gymnasiums connected with the church;" and also, in substance, said, that it was as much our duty to ride our bicycle or our horse on Sunday, or to take a walk on the seashore, if no other time can be obtained, and in that way strengthen and refresh our physical bodies, as it is to go to church for the benefit of our spiritual bodies.

The *Columbia Spectator*, of 15 June, has a spirited cartoon, entitled "The Long Vacation," and which is a very good sketch of a bicyclist leaving the dusty country road behind him, and showing experience by riding on a foot-path beside the fence. Beneath is the legend, "Otium?" It also announces that the Bicycle Club numbers twelve members, and expects to do some annual racing.

American Punch, for July, has a half-page illustration, entitled "Our Boston bicycle (*sic*) tramps meet with diverse minds on their way to Europe. The German member of the party rescued from drowning by the happy arrival of a schooner," which represents Boston and England on either side of an ocean, in which are floundering, in various attitudes, our fine foreign excursioners; one of them, probably Mr. Weston, taking a header into the deep. The artist's imagination is good, and so is the proof-reader's no doubt; but he might better rely on a dictionary, or a little perusal of the *Bi. WORLD*, for his spelling. By the way, if our American newspapers *can't* learn to spell bicycle, wont they be good enough to call it wheel, or some word that they can spell?

Geo. R. Agassiz, of the Boston *Bi. C.*, keeps up his health while on his long and studious sojourn at Heidelberg, by making excursions on wheel into the interesting country thereabout, some of which will be

described by him in a future number of the *Bi. WORLD*. We do not learn that he has grown very round-shouldered yet. If the *New York World* has a correspondent there, we suggest that he examine Mr. Agassiz, and report to the anxious editor of that paper.

One of the pleasantest nooks to wheel to about Boston is to be found at Allandale Springs, which may be found directed in our advertising columns. It is a charming woodland retreat, and the water is very refreshing after a run.

The *New York Sunday Courier* says that the "Knee-breeches are becoming more and more popular at Coney Island, and, in fact, at nearly all the near-by resorts."

Under date of 10 June, 1880, the City Clerk of Newton, Mass., calls official attention in the *Newton Transcript* to a section of the city ordinance, providing that no bicycle shall be propelled upon any street, unless provided with a bell, to be rung when approaching any person, and that no bicycle shall be propelled upon the sidewalk.

BICYCLING is becoming a feature of most successful celebrations. An instance not yet mentioned in our columns was that of a meet and parade at Dunkirk, New York, on 5 July, which the *Dunkirk Weekly Journal* pronounces "one of the most attractive features of the day. 25 wheels took part, and by their graceful evolutions, attracted universal admiration; it was to a large part of the visitors a novelty, and the whirling wheels won favorable comment on all sides."

The majority of the bicyclers were from Erie, but Buffalo, Jamestown, Hornellsville, Oil City, and Litusville were represented. Reaching Front st. on the parade, wheelmen gratified the spectators by giving a display of graceful riding in figures and complex evolutions. There was no part of the day's exercises more interesting to the spectators than this. Previous to the parade a dinner was given, in entertainment of the visitors, by the local wheelmen, and Mr. G. R. Bidwell, of Buffalo, was selected as captain for the day.

The meeting discussed and strongly favored joining the L.A.W., acknowledged the receipt of flowers sent by the Misses Blackham, and after other pleasant transactions, adjourned.

The *Dunkirk Journal*, commenting upon the meeting and the occurrences of the day, says: "The visiting wheelmen were all pleasant gentlemen whom it was a pleasure to meet; our citizens were much pleased with them, are gratified that they enjoyed themselves, and hope they will come again."

THE BICYCLING columns of the *Sunday Courier* (New York) grow brighter and better every week. Mr. Ford is as indefatigable in obtaining facts as he is accomplished in paraphrasing.

OUR SERIOUS and veracious cotemporary, the *Danbury News*, announces that the Norwich *Bi. C.* has adopted a rule in cases

where horses are liable to be frightened by the wheel.

"It is to have the driver of such horse raise his hand twice, when the bicycle rider will get down, put his bicycle under his coat, clasp his hands behind, and appear to be looking intently in another direction as if he didn't know what was going on. This, it is thought, will give the horse confidence to go by. However, it is not the bicycle that scares the horse, but the legs of the rider."

AT LAST San Francisco is to have a riding-school, Mr. Fred T. Merrill having opened one at Grand Western Hall, Bush st., on the 20 July.

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Vol. 1] THE BICYCLING WORLD [No. 20

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, 7 AUGUST, 1880

THE LEAGUE AND ITS ADVANCEMENT.—Two months have now passed by since the League of American Wheelmen became an institution, with a brief but comprehensive constitution, a good corps of officers, and a genuine, earnest enthusiasm to sanction and invigorate its existence. It will be natural that those who joined so heartily in its promotion, and those who at a distance encouraged and looked toward it as a matter of warm concern, should soon be asking what progress has been made since the convention, and what the prospects are for the realization of its promises. We who suggested and took the initiative in the preliminaries are watching the development and impatient of the necessary delays in completing the organization and in bringing to the general public consciousness the real advantages of membership. We are watching for the time and the occasion when also the power and influence of the new brotherhood may be unmistakably felt. The officers have many questions of detail to settle, and many items of administration to arrange. The committee on rules and regulations, for instance, may well be supposed to have a delicate and important task in their hands. The committee on membership (who have also the matter of badges referred to them) are in like case. The meeting of the Board of officers in September next is likely to be one of great interest and importance, and after its deliberations the L.A.W. may be said to be organized.

The definition of amateur, which is at the threshold of admission, the adoption of rules of government regulating the policy of the League, the appointment of meetings and other active displays, the selection of insignia, the provision of consuls in

various localities, and of methods of collecting and disseminating information and assistance,—all these, and more, must necessarily take considerable time and attention, and until they are worked into operative form the League can hardly be said to be organized.

In the meantime the clubs are coming forward right manfully to its ranks, and many of the “unattached” are looking to it as an over-club from which they can derive some of the advantages denied them by the non-existence of near local clubs and many more; so that when the Board meets in September it will probably represent a thousand members. With the recurrence of activity in the autumn the League will justify its existence and claims to the ever increasing brotherhood of wheelmen.

OUR NEW HEADING.—In the clothing of a paper, as of a person, the headdress is a matter of importance. We have endeavored to make a presentable appearance before our readers from the outset in the matter of paper, type, presswork and makeup, as well as in the matter of our columns. We have yielded to the more elegant fashion of our time, and placed an engraved heading on our front page. Those who have attempted the adoption of a club cap, for instance, know how hard it is to please every one, or even to get a small number to agree in choice of one thing. We trust our readers will not regret to see the plain old style line give way to an ornamental one, nor reprove too sharply our taste in design. We have purposely excluded the grotesque and the humorous. Others make enough of the laughable or the ridiculous aspects of bicycling. To our eyes it is a gentlemanly pastime, elegant, serious, plucky, noble, in its different phases. We will join in the laugh which others raise at its sometimes absurdities (or rather those of some of its votaries), but the comic side is not our specialty. If we have succeeded in looking a little better, and in making ourselves a little more attractive to the casual reader, without distressing our many generous subscribers, we shall take heart and be glad.

The newspapers will have it that there is to be a great bicycle meet at Coney Island in September.

American-made bicycles have been shipped this summer to Seragie, Pekalongan, Java, East Indies.

In haste of making up the other week, we inadvertently placed the name of Mr. Henry Sturmer with the “unattached.” Of course many of our readers know that he is very much attached to English clubs and the B.T.C., and will note with pleasure the name of one so accomplished with both pen and pedal at the head of the list of our foreign membership.

The tricycle movement steadily increases in England, and occasionally we hear of a new club being formed, and it isn't taken up entirely by dainty ladies, timid young men, and old conservatives, either. The members are not all like the writer in the “English Mechanic,” keeping “a bicycle for physic, and a tricycle for going about the country for pleasure.”

The fact is there is quite a springing interest in, and demand for, tricycles in this country, and some very serviceable ones are being imported, and others ingenious or elegant, or both, have been constructed here.

ONLY in spring the treacherous fruit is green;

Only in winter on our heads the icicle

Drops, when quick thaws have warmed the air too keen;

False is the Autumn water's treacherous sheen—

Thou hast all seasons for thine own, O Bicycle!

—Puck, 24 March.

HIGHWAYS AND PARKS IN CHICAGO.

A LEGAL OPINION.

[Concluded from page 313.]

Now in the bicycle the front wheel is made very large, and the seat for the rider is as nearly upon the top of it as possible. The weight of the rider while in motion is chiefly put upon the pedals attached to the propelling crank in the centre of the large wheel, and almost the entire weight of the rider is thus utilized as a propelling force, whereas in the old velocipede the rider had to pull himself as well as his machine by the muscular thrust of the leg. This is an immense difference, and makes bicycling as easy as riding a velocipede was hard. Moreover, the weight of the rider being largely thrown upon the centre of the front wheel, and more of the weight of the machine itself being below that point than above it, owing to the use of a small wheel behind, the centre of gravity of rider and machine together is below the centre of magnitude, which makes the balancing of the bicycle quite an easy matter. In fact where the machine is in rapid motion hardly any attention has to be paid to preserving the equilibrium.

These ideas, and others of minor importance, have certainly made the bicycle a practicable road machine, capable of being used on all roads which are really suitable for driving. Mathematical computations and actual experiments prove that one can go a given distance upon a bicycle in one-third of the time and with less than *one-sixth* of the exertion that are required to walk the same distance. The ordinary and easy rate of speed of the bicycle is from seven to twelve miles an hour, and at this rate it can be ridden ten or twelve hours in a day without over-fatigue. It can be propelled up any hill not steeper than thirty degrees, though uphill work is difficult if kept up for a long time. Deep sand, mud, and snow put a stop to bicycling, and these seem to place almost the only limitation upon its practical usefulness; but it must be remembered that they interfere also very largely with riding and driving.

In England over 130,000 of these vehicles are now in use, most of them undoubtedly for pleasure-riding; but many are also used by physicians and others, in their business, instead of a horse and buggy. They cost about as much as a horse to start with, but require almost no expense to maintain them. For this reason, and because the exercise of riding them is extremely beneficial and healthful, as well as pleasant, it would seem not unlikely that many more of these machines will soon be used in a business way than are now so used.

The use of them in this country is just beginning, but it is increasing rapidly. A Mr. Rollins went on the bicycle from New York to Chicago, which shows that the machine can be used to advantage upon our roads. In the neighborhood of Boston a great many machines are already in use.

Altogether the experience of two years has done a good deal toward showing that the bicycle is not without its practical usefulness, and has some claim to be called a carriage or vehicle.

The question as to whether a bicycle is properly to be termed a carriage, and classed with carriages to be drawn by horses and other means of conveyance, has been before the courts to a certain extent.

The collector of the port of Boston, in classifying the bicycle upon the tariff, classified it as machinery, and refused to admit it among carriages. An appeal was taken from this decision to the Secretary of the Treasury, who reversed the decision of the collector, and classified the bicycle among carriages and vehicles. This decision was made in 1877, and may be found in the *American Bicycling Journal*, No. 4, for February 2d, 1878.

We find no decision in the highest courts of the United States, or the States, upon this subject, though there are some cases in minor courts, or before justices of the peace, which tend in the same direction, and some to the contrary.

The most authoritative case upon the subject is the case of *Taylor vs. Goodwin*, 42 Q. B., 228. In this case the defendant was indicted for "driving a bicycle furiously" upon the streets, so as to endanger passers-by, and for thus knocking down and injuring a man.

The defence was that a bicycle was not a carriage within the meaning of the act under which defendant was indicted, which was an old statute passed long before bicycles were invented.

But the judges held that a bicycle was a carriage within the meaning of the act. Says Justice Miller in this case, "I think the word 'carriage' is large enough to include a machine such as a bicycle, which carries the person who gets upon it, and I think such a person may be said to 'drive' it. He guides as well as propels it, and may be said to drive it as an engine-driver is said to drive an engine. The furious driving of a bicycle is clearly within the mischief of the section, and seems to me to be within the meaning of the words, giving them a reasonable construction."

This case would be decisive of the point in England were it not for the fact that the reasoning of the judges is based more upon the consideration that the accidents and dangers arising from fast riding of the bicycle brought such persons riding within the mischief contemplated by the statute, rather than upon any extended consideration or discussion of the nature or use of the bicycle itself. However, the case is a fair authority, as it stands that the bicycle is a vehicle or carriage subject to the laws of the road, and therefore, of course, entitled to the privileges of the road.

As far, therefore, as the bicycle has come before the courts at all, it seems to have established its claim to be considered a carriage or road-vehicle, to be used and treated like any other conveyance upon the public highways.

There is also in this State a statutory definition of the word "carriage," as used in the roads and bridges act, which definition is certainly broad enough to cover bicycles. It is as follows:—

"SECTION 8. The term carriage, as used in this act, shall be construed to include stage-coaches, wagons, carts, sleighs, sleds, and every other carriage or vehicle used for the transportation of passengers and goods, or either of them."

If, then, both practically and legally, the bicycle is found to be a "useful carriage or vehicle for the transportation of passengers," we cannot see upon what ground the Council could rightfully prohibit its use in the streets, even if it does occasionally frighten horses. If the bicycle is a cheap and useful conveyance, used as it is to-day in England by thousands of physicians and clergymen in going their daily rounds; if it supplies the place of two horses and a buggy, as it does with some physicians in and about London; if it is used by merchants and business men in going to and from their places of business, as it is very largely in England, and to a rapidly increasing extent in Boston, Philadelphia, and other cities in this country; if it is capable of use, as it certainly is, in all weathers and over all roads, when and where horseback riding, or even driving in a buggy, is agreeable, it would seem to have as good a right to the street as any other method of conveyance, and the horses, if necessary, must get used to it, as they have to locomotives, steam fire-engines, military processions, and other less necessary, but still more agitating things, such as circus cavalcades, enormous advertising and band wagons, and other outlandish vehicles, which are constantly seen in the streets. There is no just ground upon which these latter things could be permitted the use of the streets, if the comparatively innocent, and apparently very useful, bicycle could be prohibited from their use.

These principles find able support in the opinion of Judge Caton, in the case of *Moses et al vs. Pittsburgh, Fort Wayne, & Chicago R.R. Co.*, 21. Ills. 522.

But in this case the doctrine is strongly upheld that the Council have control of the streets, and *may allow* the use of them to such vehicles as they may see fit, whether such vehicles are used for the purpose of trade or commerce, or whether they are not. The case does not say, however, that the Council might prohibit the use of the highway to such vehicles as have a right there under the common law. This would be a tyrannical and arbitrary use of power, and not simply a mistake in a matter of discretion, and here clearly the courts might interfere with such action of the Council.

The legal status of the question, whether the bicycle as a business conveyance may be used in the city streets, is therefore this: if the bicycle clearly establishes its claim to be considered a business conveyance, and if the use of it as such becomes at all general, or even if any considerable number use it as such, the Council might pass an ordinance arbitrarily forbid-

ding them the use of the streets, which ordinance would be valid and binding until some one was arrested for its violation, and carried the question to the courts; and our opinion is that under such circumstances the right of the bicycles to the use of the street would be protected, the ordinance of the Council to the contrary notwithstanding.

This brings us to the second branch of our inquiries, namely: Have the Park Commissioners the right to prohibit the riding of bicycles upon the boulevards and in the public parks?

There are three boards of Park Commissioners in Chicago, known as the South Park Commissioners, West Chicago Park Commissioners, and the Commissioners of Lincoln Park.

Each of these boards is given the fullest power by statute over the park or parks entrusted to it, and these words are used in the grant of power to each: "Generally in regard to said park they (the Park Commissioners) shall possess all the power and authority now by law conferred upon or possessed by the Common Council of the city of Chicago, in respect to the public squares and places in said city."

With reference to the boulevards connecting the parks or leading to them, this language is used: "Such boulevard or pleasure-way shall be under the control and management of such Park Commissioners, the same as other grounds by them established."

The commissioners, therefore, have exclusive control over the parks and boulevards, with the same powers which the Council have over the public squares and places in the city. These powers are therefore discretionary with the commissioners, as the powers over the street are discretionary with the Council.

In the exercise of this discretion the South Park Commissioners did, on the 7th day of October, A.D. 1879, pass an ordinance prohibiting expressly the use of the bicycle upon any of the boulevards or in any of the parks subject to their control.

We think the right of the commissioners to pass such an ordinance extremely doubtful. The considerations previously adduced as to the claim of the bicycle to be a carriage fitted for general use seem to us to establish that point in favor of the bicycle; and certainly there cannot be the slightest doubt that, as a pleasure vehicle and means of healthful exercise, the bicycle is thus far quite unsurpassed. Now, some of the boulevards have been public highways for years, and the parks themselves are laid out in some cases directly across established highways. We doubt extremely the right of the commissioners to forbid the use of these highways to any citizen desiring to travel upon them with any vehicle having the right ordinarily to be used upon a highway. And, as the parks are expressly dedicated to the use of the public, as pleasure-grounds, we doubt extremely the right of the commissioners to forbid the use of them for pleasure purposes to any citizen, in any way he may desire to use them, provided he does not injure the park itself, or interfere with the use of it by others. Would the commissioners have a right to say that no man should drive a buggy in the parks, that no kind of vehicles except open carriages, drawn by two horses, should be admitted there? If a vehicle is to be excluded, there must be some reason for it beyond the mere caprice of the commissioners. There is clearly some limit to the discretion given these commissioners, and we are of the opinion that it is carrying the exercise of that discretion too far, to banish bicycles from the parks without the least evidence that they do the park any harm, or that they frighten horses, or annoy passengers, or do any other mischief of any sort; whereas, on the contrary, it is clearly shown that these vehicles are useful and valuable, and that they afford a remarkably agreeable and cheap means of healthful exercise, within the reach of the poor man, who cannot keep horses and carriages, as well of the rich man.

We are informed that the West Park Commissioners have not passed any prohibitory ordinance concerning bicycles, but, on the contrary, have freely permitted their use in the parks and on the boulevards subject to their control. Bicycles have been, therefore, used, and are being used constantly, in the west parks, and thus far no accident whatever has resulted from their use there; no horse has been frightened, no foot-passengers annoyed, nor have the parks or driveways been in any way in-

jured or interfered with. This is a strong argument to show that the action of the South Park Commissioners in prohibiting them is arbitrary and unjustifiable.

E. C. & W. C. LARNED.

THE CLUBS REVIEWED

XXIII. COLUMBIA COLLEGE BICYCLE CLUB.

Bicycles had been owned by several men at Columbia for a considerable time, but it was not until last November that the Bicycle Club was organized. In the first part of the month five gentlemen members of the Junior and Sophomore classes met together and formed themselves into a club. There were six officers to be elected, — President, Secretary, Treasurer, Captain, Lieutenant, and Bugler, — and as there were only five members the captaincy fell to the lot of the President, Mr. W. T. Lawson, who has been the pioneer in the bicycle movement at Columbia, and who has been unremitting in his endeavors to benefit the club.

The first ride was taken on 15 November, and the struggles of one new member and his headers were the subject of much laughter amongst the more experienced riders. The growth of the club was rapid. A constitution, which embodied the main points of the Boston Bicycle Club, was adopted, and a 1st and 2d Lieutenant were added to the list of officers. During the winter the members practised at the Rink, and, when the weather permitted, took to the road on Saturdays. In the races at the Rink several members competed, notably Mr. W. S. Clark, an honorary member, so that the club has the best record in America at present.

The uniform consists of a dark-blue polo cap, with the letters C.C. Bi. C. in front; dark-blue pleated blouse, and pants of same, with white stripe on side, and dark-blue stockings. The elections are held in May and November of each year, and at the last May meeting there were chosen the following:

OFFICERS, 1880.

<i>President</i>	Geo. H. Taylor.
<i>Secretary</i>	R. H. Sayre.
<i>Treasurer</i>	B. P. Clark.
<i>Captain</i>	W. T. Lawson.
<i>1st Captain</i>	L. G. Romaine.
<i>2d Lieutenant</i>	F. H. Lee.
<i>Captain's Bugler</i>	R. H. Sayre.
<i>1st Lieutenant's Bugler</i>	N. P. Rogers, Jr.
<i>2d Lieutenant's Bugler</i>	J. W. Purdon.

GUIDES.

B. P. Clarke, E. H. Snyder, F. B. White.

COMMITTEE.

W. G. Bates, Draton Burrill, W. N. Eldridge.

MEMBERS, JUNE, 1880.

W. G. Bates,	J. W. Purdon,
H. J. Bruner,	G. S. Raymer,
Draton Burrill,	E. Remington,
*B. P. Clark,	N. P. Rogers, Jr.,
†W. R. Clark,	L. G. Romaine,
*A. A. Cohen,	W. W. Russell,
W. Dekham,	*R. H. Sayre,
W. N. Eldridge,	E. H. Snyder,
*W. T. Lawson,	G. H. Taylor,
F. H. Lee,	W. R. Travers, Jr.,
Elliott Marshall,	F. B. White,
*W. K. Otis,	N. B. Woodworth.
†H. Potts,	

R. H. S.

* Original.

† Honorary.

NEW YORK TO TARRYTOWN.

Editor of the Bicycling World:—A report of to-day's observation on this road may, perhaps, be worth printing as a supplement to my letter about last November's trial of it, which appeared in your paper last Saturday.

From the Boulevard at 104th street (by way of 110th street, Seventh avenue, Central avenue, Jerome park, Washington avenue in Yonkers) to the Vincent House, at Tarrytown, my cyclometer registered 22½ miles. Returning in the more direct

way, on the old post road, the distance was 20 $\frac{1}{2}$ miles, though in November the cyclometer, on exactly the same track, registered 21 $\frac{1}{4}$ miles. The falling off seems to have been between the Vincent House and the end of the smooth macadam at Hastings, which in November measured 7 $\frac{1}{4}$ miles and to-day 6 miles. On the up-trip in November, however, this distance measured 6 miles, and the whole distance 21 $\frac{1}{4}$ miles.

I was surprised to-day at my ability to ride without stop from the Vincent House to Hastings, spite of two discouraging-appearing hills (time, 50 minutes); also, at my ability to go without dismount from the stump at the first tolerable grade on the hill north of Kingsbridge through to the centre of Yonkers (3 $\frac{1}{2}$ miles; time, 29 minutes). I might also have gone on without stop through Warrenton avenue, 2 $\frac{1}{2}$ miles further, making a continuous spin of six miles. It would hardly be possible to make the return trip to Kingsbridge without dismount, because of the sand at Mount St. Vincent.

The mile slope downwards from Fort Washington Institute towards the north is now hardly rideable, because of fresh macadam; but this will, in a few weeks or months, of course, make the track better than ever before. From the same point southward to Fort Washington Hotel the track has been greatly improved since November.

The hill leading from Jerome park to Kingsbridge was safely descended by me, though I am sure I should have been thrown had I attempted it in November, and I would not advise a novice to try it. The grade of the lower part, in particular, is not of a sort to encourage "legs over handles."

The half-mile climb from the end of the rideable sidewalk of Wasburton avenue, Yonkers, eastward to the post-road for Tarrytown, is so tiresome that I do not know but what the longer climb up the post-road itself (mentioned in my previous report as if it was the only road) would be preferable, though the view of the river and the Palisades when riding along the avenue is certainly a very pleasant one. A few rods before completing the tiresome tramp from the avenue to the post-road the weary wheelman will find a spring of excellent water wherewith to refresh himself.

Reaching the end of my journey at 104th-street hotel, at 7:30 p.m., I rode in the darkness for an hour longer up and down the Boulevard until I had made seven more miles, and brought my "record" for the day up to fifty miles. This is my longest day's tour yet, and my first trial of riding by gaslight. I am not too weary to write this report, however, and to express the opinion that wheeling in the dark is "fun," even without a lantern.

KOL KRON.

WASHINGTON SQUARE, N.Y., 4 May, 1880.

WHEELING IN NEVADA.

Dear Bicycling World:—

I wonder if your Eastern bicyclers know that the wheel of progress has rolled away out here to Nevada, and would be interested in an account of a trip on the pioneer wheel of Nevada? I cannot tell much of a story, but here goes. One beautiful May Saturday afternoon I resolved to oil and clean up my machine, and take an early start in the morning for Virginia City, the silver city of the silver State. On retiring for the night I set my alarm for half-past four, resolved to see the sun rise several miles from Reno; but alas for my plans. I awoke with a start to find that my alarm had sounded without awakening me, and to see that the sun was already half an hour high, and that the sky was overcast with clouds. As we have rain hardly thrice a year, clouds mean very little with us save absence of sunshine, and so, mounting into my saddle, I was off, sniffing the cool mountain air, and exhilarated by the pleasure of my position and the motion of my smoothly running wheel.

For twelve miles my road (hard as adamant, one of nature's own) on either side was lined with ranches which waved with fields of grass and grain, maturing for the harvest, and along the border of the path wild flowers growing in richest profusion filled the air with a perfume which was almost intoxicating to one who lives and labors between brick walls. Farther back from the road rose the foothills, and still farther westward the grand, snow-clad peaks of the Sierras loomed up, shutting out

the summer valleys of California and the Pacific, two hundred miles away. At the end of this stretch the road leads for a short distance through land which has not been redeemed by irrigation, and which shows the original condition of Nevada: a state of sand and sage-brush. Then commenced a sharp ascent of four miles which took me within four miles of my destination. The work up the hill was hard, but after accomplishing about a mile I turned to look back, and a magnificent view met my eye.

Looking down through a steep cañon which lay at right angles with the one I had just come up, I saw the valley of Washoe, a beautiful strip of green meadow lying five hundred feet below me, backed by the Sierras and a clear sky beyond. Again I pursued my way, and when nearly to the top of the ascent I turned and looked again, and lo! the summer landscape had become a winter one. The west wind had lifted a cloud over the peaks, and the upper half of my landscape was shut out from view by the fast falling snow. There was something grandly beautiful in that sight—in the towering peaks on my side of the valley, in the frame of barrenness, grandeur and winter about my summer picture—that made a deep and lasting impression on my mind. I stooped and picked a handful of violets and was glad I was not in the storm. The descent into Virginia was easily accomplished, nearly all the way with legs over the handles. I had the honor of being the first man who had ever ridden a bicycle into the city, and my wheel was the only one ever there. Virginia is situated on the side of Mount Davidson, and the streets which run up and down the mountain are so steep as to make it utterly impossible to ride up or down, so I do not think they will ever be able to boast of a bicycle club. After a few hours spent in visiting friends, I started for home and arrived without further incident, feeling refreshed in mind although slightly wearied in body.

I believe my 56-inch "Duplex Excelsior" to be the only bicycle owned in Nevada, but with our splendid roads, I hope to be able to write you of a Reno Bicycle Club before many months.

C. M. F.

THE BICYCLING WORLD is astonishingly interesting, even to those who have not caught the bicycling fever, if we may judge by our own impressions. Mr. Charles E. Pratt, the editor, evinces a journalistic talent which must come by nature or "grace," since it cannot have come from the antecedent training of his legal profession. Some ten years ago, the Free Religious Association held a series of itinerant conventions at the West, and were irreverently styled "hell on wheels" by outsiders. Mr. Pratt will show them in the future how to deserve this *soubriquet* better by mounting on bicycles and travelling according to approved scientific principles. If any of our readers are interested in this mode of locomotion, they cannot do better than to send \$2.50 for a year's subscription to the editor, 40 Water street, Boston. — *The Index*.

RACINE, WIS., has several bicyclers, who find much enjoyment in wheeling, but find, also, some difficulties with the drivers of horses. Unfortunately two accidents have occurred by carelessness of drivers in training their horses, and the bicyclers have had to pay small sums for settlement, it being more economical than court contests. It is to be regretted that wheelmen are forced to pay damages for which they are not legally liable, or morally under obligation to pay in any locality; and probably when the American Bicycle Union gets into existence, there will be an opportunity for mutual aid, and will prevent the expense from bearing too heavily on any one, and will lead to better securing of the bicyclers' rights on the highway. When the bicyclers are in the wrong in a case they should pay up like men, but if they are not in the wrong they should resist payment like men, and resist it to the last.

We speeded along the solid and even Rhine road, which on the left hugs the river closely all the way from Cologne to May-luce. It is covered with broken stone and some composition, which renders it like our best macadamized roads, and is a paragon for the pedestrian or bicycle rider. — *College Tramps* (p. 88), by Frederick A. Stokes, Yale, '79.

"THERE are fifteen bicyclers," says a local journal, "now running in Peoria, and the number will be increased to 100 inside of two weeks." Flowers for funerals are getting cheaper, but good rosewood coffins remain the same. — *New York World*.

CLUB DOINGS

STAR BI. C. — And now the Lynn Bicycle Club comes and reorganizes as the Star Bicycle Club at Lynn, Mass., with the following officers: President, Frank Faulkner; Vice-President, Asa Barker, Jr.; Secretary, Frank S. Winship; Treasurer, Edward S. Greeman; Captain, Walter Faulkner; Sub-Captain, Albert Fuller.

RACES

ELIZABETH ATHLETIC CLUB held mid-summer handicap games on 10 July, on its grounds at Prince st., Elizabeth, N. J. The two-mile bicycle handicap resulted as follows: W. W. Woodside (60 seconds), first, in 8.22½; C. O. Morris, Jr., Union Bi. C. (5 seconds), second.

A 1½ MILE BICYCLE race, for boys under 15 years, was run at Staten Island Athletic Club grounds, West New Brighton, on 5 July, and was won by E. W. Gould in 6.03.

A 2½ MILE BICYCLE race was run in Lynn, Mass., on 5 July, on a poor track; time not taken. W. A. Faulkner, winner; F. J. Faulkner, second; A. W. Faulkner, third, with five other entries.

WILLIAMSBURG AGAIN. — A second exhibition and competition in bicycling occurred on the Bedford avenue bicycle track, under the auspices of the Williamsburg Bi. C., on the afternoon of the 24 July, at which Mr. F. Watts won a mile race, Mr. F. Keller a slow race; Mr. F. S. Rollinson rode a mile in 3.50; Mr. Walter Smith ran a mile, beating (?) George Hooper, who rode a bicycle, and at which 22 members of the club took part in a road drill. Mr. Swain won a one-mile amateur race in 4.09, and Mr. G. Bond won a 6-mile amateur race in 29.34. A half-mile race, for boys, was won by E. Sniffen in 2.05.

A SERIES of bicycle races was instituted in July, to take place on the concrete enclosing Ocean Park, at Cottage City, Martha's Vineyard, the first of which occurred on 21 July, and was witnessed by about 3,000 people; the distance was 5 miles, requiring eleven circuits. Out of six entries there were three to start, and the race was won by Mr. U. H. Ames, of the Massachusetts Bi. C. The second of the series was run on the afternoon of 28 July, and was won by George F. Fisk, same distance, in 21.30.

RACES TO OCCUR. — 21 August at Charlotte, and 28 August at Eaton Rapids, Michigan; ten mile bicycle race at each place on the date named. First prize, \$75.00; second \$30.00; third \$20.00; second man must cover eight miles, third man six miles. Entries to D. W. Schuler, secretary, Charlotte, Michigan, close 11 August, and to A. Osborne, secretary, Eaton Rapids, Michigan, close 17 August; distance between the two places, eleven miles.

4 September, at 2.30 p.m., at Elizabeth, N.J., two mile bicycle handicap race;

entries to Robert Morrill, secretary, Elizabeth Athletic Club, Lock Box 28, Elizabeth, N.J., close 28 August.

SMALL WHEELS. — Mr. C. W. Sewall, Waltham Bi. C., who took so many prizes at the 5 July races in Boston, rode a 46-inch wheel; his ordinary size for road riding being a 44-inch. As he won against several large wheels, this may be noted as a fact for the encouragement of some who lament the slight elevation.

AT NAHANT. — There will be an about 2-mile amateur handicap bicycle road race at Nahant, Mass., on Saturday, 7 August, under the auspices of the Nahant Sporting Club. Entries to be made to Dr. James Dwight, Nahant Mass. All entries must be approved by the stewards.

MR. PITMAN thus rears the lofty nose in *The Boston Herald* of 29 July, in response to Mr. Wilson's challenge: —

"To John H. Wilson: You are a professional; I am an amateur. It is impossible, and you know so, for me to compete with you. It would take a very large sum of money to induce me to become a professional. Don't seek notoriety by issuing challenges to me. I have a legitimate business which I attend to 11 months in the year; the 12th month I devote to the silent steed. I mind my own business. You will oblige me by minding yours, and hereafter challenge whom you know are eligible and willing to satisfy your great desire for a race. As you have had a chance to observe the size of my rear wheel in one race, you must remain satisfied forever.

"Very respectfully,
"WILL R. PITMAN."

Whereupon Mr. Wilson replies: —

To the Editor of the *Herald*: — I have seen Mr. Pitman's reply to my challenge in the *Herald*, and I am surprised at the way he answered it, having read his challenge in the *Sunday Herald* of July 18, that he would ride any contestant, one and all, that rode in the 5th of July bicycle races; and, being one of the contestants, and thinking it meant me as well as the rest, I issued a challenge in reply to his. If he meant amateurs, why did he not say so in his card? Then I should have kept silent. I do not seek notoriety, but look for a race, and am willing to ride against his record, or at fancy or trick riding, any time. As I am satisfied Mr. Will R. Pitman will not ride me, I will keep silent to him forever, unless he becomes a professional, and then let him look out.

JOHN W. WILSON.

BOSTON, July 31, 1880.

THE MANHATTAN BI. C. proposes to invite a meet of all clubs and unattached, at the time of the meeting of the Board of Officers of the L.A.W. in September next. The run is to be through Central Park (if permission can be obtained), then through Sixth Avenue to 120th street, to the river; then by steamer to Brooklyn (foot of Montague st.), through Montague st. to Clinton, to Schermerhorn, to Prospect park; thence to Brighton beach; making a fine run of 28 to 30 miles. There will be sev-

eral fine features of entertainment, and fuller details will be published in these columns hereafter.

L. A. W.

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

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

WORCESTER BI. C. Active Membership list: — Fred S. Pratt, 22 Front st.; Geo. M. Doe, Wor. Nat'l Bank; Edward K. Hill, 424 Main st.; Edward F. Tolman, 424 Main st.; Chas. E. Lovell, Millbury; J. A. Dean, 9 Orchard st.; E. D. Thayer, Jr., 67 Chatham st.; A. W. Darling, Cherry Valley; John E. Brown, 100 Mulbury st.; J. F. Adams, 16 William st.; Theodore P. Brown, 9 Merrick st.; Walter U. Barnes, 30 West st.; Waldo Lincoln, 18 West st.; Thomas Earle, 3 Horne st.; Newton Darling, 1030 Main st.; Frank A. Heald, 16 Piedmont st.; Geo. K. Heald, 11 Oread place; Fred H. Blake, 432 Main st.; J. Walter Day, Uxbridge; Wm. T. Brown, 424 Main st.; Edwin Brown, 66 Grafton st.; H. L. Fitts, 514 Main st.; F. W. Blacker, 9 Irving st.; W. H. Raymenton, Summer st.; Fred. G. Davis, 68 Pleasant st.; W. P. Rowell, 183 Main st.; S. E. Greene, 15 Foster st.; Frank W. Fitch, 23 Main st.; Bert L. Gifford, Central Nat'l Bank; J. M. Bemis, Herbert Hall; L. P. C. Damoreau, 66 Allen st., Boston.

GRAND RAPIDS BI. C. — J. C. Parker, Pres.; W. F. Chandler, Vice-Pres.; C. F. Rood, Captain; C. E. Allen, Sub-Captain; H. G. Allen, Sec. and Treas.; C. H. Brinsmaid, C. H. Leonard, N. F. Avery, J. W. Phelps, A. S. Goodman, H. C. Ellis. YONKERS BI. C. — F. S. Grant, M.D., S. H. Thayer, Jr., Esq., S. B. Hawley, Horace Moody, Elliott Mason, Harry Tallmage, M. Clinton-Smith, Arthur Ketcham, F. Shears, Schuyler Bogart, A. E. Pond, F. Clark, Geo. Butler, Howard Scribner, H. E. Thorne, Geo. Brown, Bert Nicolls, Jno. Upham.

ELGIN BI. C. — To A. S. Parsons, Esq., Cor. Sec. L.A.W. — The following names comprise the entire active membership (in good standing), and one of the four honorary members of the Elgin Bi. C.: Ed. T. Ide, Sec.; William H. Pearce, Capt., Elgin, Ill.; Franklin S. Wenk, Lieut., Elgin; Curtis A. Smith, Elgin; William J. Phillips, Elgin; Byron Montrose, Elgin; Geo. Levy, Elgin; Charles E. Stearns, Elgin; Edward T. Ide, Sec., Elgin; Ellis M. Burr, Champaign, Ill.

WILKES-BARRE BI. C. — Edward G. Mercur, J. G. Carpenter, John T. Phillips, Charles W. Bixby, Edward W. Sturdevant, all of Wilkes-Barre, Penn.

ADDITIONAL. — Joseph Lafon, Essex Bi. C., Newark, N. J.; Geo. K. Levering, and Frank A. Lewis, La Fayette Bi. C.; La Fayette, Ind.; Frank H. Ellis, Arthur L.

Atkins, Marlboro' Bi. C., Marlboro', Mass.; Geo. A. Bigelow, Worcester Bi. C., Worcester Bi. C., Worcester, Mass.

UNATTACHED. — Oscar H. Stevens, Marlboro', Mass.; Abram G. Powell, 829 Willow court, Philadelphia, Penn.; Ernest F. Peavey, Farmington, N.H.; Dr. Geo. E. Blackham, R. H. Smith, Dunkirk, N.Y.; A. R. Kelley, 23 Harrison st., Cambridgeport, Mass.

IN THE HAMPSHIRE HILLS.

How many of your devoted wheelmen, dear WORLD, would calmly and deliberately plan a tour through the mountain region of this granite State? Not many, I am sure; the very large majority would shudder at the thought of vertical hills, wastes of deep sand and miles of broken boulders. Mistaken mortals! (I was one of the most mistaken less than a week ago.)

Having been a participant in an indescribably jolly run through Newport, Boston, and Cambridge, I found myself last Wednesday morning in the city of brains — and beans, bound for Sunapee Lake, which lieth in county of Sullivan, State of New Hampshire. My trusty wheel rested, after its labors, at "Cunningham's." After some hesitation (never to be repeated) on the part of its owner it was transferred to the baggage-car of the B. & M. Railroad, and in due course of time deposited safely on the little steamer that meets the train at the head of the lake. It was an exceedingly pretty lake, and apparently the only thing in the region that didn't slant at an angle appalling to a bicyclist's gaze. Result, a mental computation with reference to the buoyancy of hollow metal.

At the landing things were even more discouraging. The only road was sandy and rocky, and went straight up a hill of the most insurmountable grade. The uncomplaining bicycle was dumped into the back hall, and its owner went to supper.

The next morning dawned bright and cool. I donned my "knicks," and after breakfast laboriously hoisted my bicycle to the top of that interminable hill. There the road became smooth and comparatively level, and I rolled along pleasantly and easily in the glorious air. Below, in the valley, lay the little village of Sunapee. I carefully let my steed down another abyss, steeper and longer than the first, and reached the main road. Then, and not till then, did it occur to me that the narrow and little used lane running over the hill could hardly be expected to be in as good condition as the more public thoroughfares. This one was fine. I flew down a little hill, spurted on the level, and shot up another incline, across a bridge and through the village, without stopping, down another slope, exceeding in length, grade and unevenness, the Thurston Hill, famous in bicycling annals as the scene of a well-known secretary's daring coast. With muscles of hand and leg fully exerted, I got down in safety, though with rear wheel flying all over the road. The surface now became fine; there was just enough gravel and sand to make a hard road-bed. There was no fine dust, no mud. Occasionally the

sharp point of some great rock would be found projecting above the level; but, by keeping an eye on my path, I easily avoided these rough places, at the same time having good opportunity to admire the ever-changing scenery. By the advice of some natives I had taken the road to Newport (N.H.), and found it better even than represented. The way led along the banks of the Sugar River (why sugar I can't imagine, unless from the multitudes of sugar maples along its path), and, with one exception, contained no unridable hills between the two towns, a distance of about seven miles. As I had anticipated, my wheel was the only one in the region; one had "gone through" last summer, but had afforded the curious natives no opportunity to examine its marvels. At Newport a crowd gathered wherever I left the machine. One man related, with great gusto, that an old farmer had told him that he "saw a feller ridin' on a wagon wheel, an' I wudn'ter believed it if I hadn'ter seen it."

After a pleasant spin around the gravel-walks of Newport I turned my wheel homewards, and in thirty-five minutes dismounted at the post-office in Sunapee without having had a tumble, invigorated by my exercise in the most glorious atmosphere east of the Rocky Mountains, and unspeakably happy over the good roads. I have made the trip once since, after a good rain, finding the road even better than at first. I found out afterwards, much to my amusement, that a gentleman who prides himself on his horses undertook to follow me to Newport, but gave up about two miles outside of that place. It was hardly a fair race either, as one of the contestants had no knowledge of it.

Should this letter induce some fellow-wheelman to come up here and share with me these delightful excursions, I shall feel grateful both to the WORLD and to my good fortune. IXION.

DETROIT NEWS NOTES.

DETROIT, 28 June, 1880.

Editor Cycling World:—Unless the Chicago Bi. Club was organized on a Sunday, the Detroit Club respectfully desires to be placed ahead of it in point of age of organization.

Our President Bates, Capt. Conger, and Lieut. Osmun, have been dismounted for several weeks, right in these piping times for riding. Disgusted with breaking so many Columbia backbones, Conger ordered an English "Invincible" machine, and Bates followed suit. Osmun's machine broke in the head just under the jam nut, imperiling his life for a moment, and causing a stream of objurations which spoiled his whole Sunday-school record. To help his exasperation he has received no satisfactory intimation that the new backbone ordered will be here before sleighing time.

Our club would probably be represented at the Milwaukee meet if the orders now out for machines, or parts of machines ordered, were filled; but with some of the most enthusiastic members coralled in

the dismounted camp, it is hard to make things move.

Two English machines, imported direct, and two Harvards, are now in use here. They seem to get along without breaking down better than the old-style Columbia. I am glad to hear that the New Columbias are up to the foreign standard.

The riding school of Mr. Seymour is not crowded much of late. Folks think he has made a mistake locating it so far skywards, — but I believe it is the best he could do. 'Pity it was not lower down; then bicycling would boom here.

Three ambitious wheelmen of our club started for Saline, Ypsilanti, and Ann Arbor, a few days ago, at 2 p.m. It was hot, and roads were not very fine; but the trio, Messrs. Howard, Merrill, and Conger (C. G.), got to Saline, 42 miles, about 9 p.m. The next day they went to Ypsilanti and Ann Arbor, and then returned by rail. No effort was made to make fast time, and it is rumored that there was no disposition to speed for the first twelve miles of the way, which were on execrable roads. The same day Messrs. Seymour and Meyer rode direct to Ann Arbor from here, which, with the exception of N. B. Conger's 70-mile ride over to Leamington, Ont., is the longest direct run made hereabouts. Wait till more of the men get mounted, and we will have something more to tell. Yours, HIND-WHEEL.

THE THEORY AND PRACTICE OF ARCHERY,

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

ROFF & MANLEY, Publishers,
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BICYCLING WORLD COMPANY,

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Agents for New England.

All Bicyclers should Read

THE 'CYCLIST

Which is not only the cheapest but the largest and best got up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL-MATTERS.

EDITED BY

HENRY STURMEY, AND C. W. NAIRN,
Author of The "Indispensable," Author of The "Bicycle Annual."

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Vol. 1]

THE ARCHERY FIELD

[No. 20]

BOSTON, 7 AUGUST, 1880

IN THE "ARCHERY FIELD" we have of late many kind assurances that we are a welcome visitor. In succeeding the *American Bicycling Journal*, and assuming to fill the place of a special organ for wheelmen we were, of course, compelled to present ourselves under a name and guise which should be true to our purpose. At the same time we observed that there was no special organ for bowmen in this country; we thought we saw that the gentlemanly and ladylike recreation of archery was related in many ways to that of bicycling, that a paper devoted to these two pursuits together and alone might be an equally good organ for both, and that in the present stages of development of these arts, at least, there would be mutual advantages in bringing both together into one publication. Conscious of many misses and some awkwardness in our new rôle of journalism, we are yet glad to be assured by the many encouragements we have received, especially of late, that our efforts have been appreciated by the archers, and that they are more and more looking to us as in some degree a worthy exponent of their doings and of their noble art.

In choosing a design for the permanent heading of this paper we trust that we have neither disappointed the hopes nor offended the tastes of the many fair and valiant archers who have given us their support. We intend to compel, by the force of our efforts and the exercise of such talent and enterprise as we can command, a friendly recognition of the BICYCLING WORLD AND ARCHERY FIELD as a wide-awake, reliable, attractive, journal of archery. As it is the only one in this country that assumes to be so, we mean to do our level best to fill the bill; and we earnestly invite the aid of our friends everywhere, in all ways, to the mutual attainment of this end.

ARCHERY ASSOCIATIONS.—The meeting of the National Archery Association, at Buffalo, affords enduring satisfaction to those who participated, and many points of instruction to those who have studied the reports. Some of these have already been referred to by our contributors, and will, no doubt, furnish themes and suggestions for future communications. It was in every sense the most satisfactory meeting that has occurred this year, though the comparison between it and those of the Michigan and Pacific Associations is not to be made without proper allowances; the scores made at the meeting of the latter association are given in another column.

It is a noticeable fact that the scores made by competitors at these grand meetings are seldom as good as those made by the competitors at private home ranges, which is to be accounted for by the difference in the conditions of the archers and their surroundings.

These grand meetings under their attending circumstances, afford difficult tests of skill and nerve, but they do something more and better than this: they serve to strengthen among the archers respect and enthusiasm for their chosen recreation; to incite a public interest, which can but largely increase the number of those who may enjoy the blessings which this manly and womanly exercise brings to its devotees; and to bring about and strengthen many warm friendships between archers, and between clubs.

We do not at all assent to the propositions of a contributor to *Pacific Life*, whose observation has apparently been con-

fined to the Pacific slope, and who must have been looking through a very refractory glass: "So far it (archery) has not been directed by men who used any attempts to make an archery meeting an enjoyable reunion under the greenwood tree. It has been all business. Every one wanting to make a brilliant score, and then drop around to a newspaper office to publish it. This is the reason that archery is dying a natural death on this coast. It has been strangled by too much anxiety to show startling records. It is going down to the silent grave, and its epitaph should be, 'Here lies California archery, killed by the efforts to make a delightful pastime a breeder of bickerings and jealousies.'"

We do not believe that that is the true state of things within the jurisdiction of the Pacific Archery Association, and we know it is not on this side the mountains. There are infinite possibilities of development in this noble art, and in the social features connected with it, which many brave men and graceful women are unselfishly interested in working out, and we look to see, during the remainder of the present year, especially during the next, many evidences of their wisdom and success.

EASTERN ARCHERY ASSOCIATION.—The second annual tournament of this association, which is to be held at Wellesley, near Boston, on the 1st, 2d, and 3d of September next, promises to be an occasion of much interest, not only to the twelve clubs directly represented, but also to numerous other clubs and quasi clubs which have not yet joined the association, but are within its territorial limits, are looking on with interest at its proceedings, and will probably take some part in its tournament. In fact the Eastern Archery Association has a great deal to be accountable for in respect to the condition and progress of archery in New England and New York.

On the first two days of the tournament there will be competition for association medals, and special prizes by ladies at the National round and the Columbia round, and by gentlemen at the York round and the American round; on the third day there will be handicap matches, ladies shooting 48 arrows at 50 yards, and gentlemen 48 arrows at 60 yards; also club team matches, constituted, 3 ladies, 72 arrows at 50 yards, and 4 gentlemen, 72 arrows at 60 yards.

Archers not members of clubs in this association may be admitted to compete for special prizes, on application to the executive committee; individual archers will be charged a fee of \$2.00, and each club a fee of \$5.00; complimentary tickets for friends of competitors may be obtained from the executive committee.

There is already a generous list of contributors of prizes, and these latter will be very attractive and valuable.

A peculiar feature of the programme will be that the prizes for both ladies and gentlemen will be awarded equally to the two respective rounds, by giving first choice to the National, and second to the Columbia, for ladies, and first choice to the York, and second to the American, for gentlemen; the choice alternating between the leading scores at the two rounds respectively, until all prizes have been awarded, and archers shooting in both rounds and taking one choice of prizes, will be barred from further choice; there will also be a club championship prize offered.

The shooting will be at one of the most attractive places that could be selected, and if only the weather be favorable the merriest time imaginable may be anticipated.

This Eastern Association is scarcely more than a year old, its formation dating only from July of last year. It cannot expect to rival the National Association, either in the opulence of its arrangements and prizes, or in the accomplishment of scores; but it has shown evidence of ambition in the adoption of the York round, and has exhibited many signs of fresh young life and activity, which promises well for the future. The Association well deserves the support of all eastern archers, and so soon as the bashfulness of beginners is worn off, we shall expect to

see the clubs come forward in larger numbers, to join its ranks, and swell its achievements.

The Association is at present composed of the following clubs:—

Pequossett Archers	Watertown, Mass.
Orchard Archers	Fitchburg, Mass.
West Newton Archery Club	West Newton, Mass.
Lynn Archery Club	Lynn, Mass.
Hawthorn Archers	Boston Highlands, Mass.
Lewiston Toxophilites	Lewiston, Me.
Oritani Archers	Hackensack, N.J.
Brooklyn Archery Club	Brooklyn, N.Y.
Cedarwood Archers	Poughkeepsie, N.Y.
Robin Hood Archery Club	Nyack, N.Y.
Ellenville Archery Club	Ellenville, N.Y.
New York Archery Club	New York, N.Y.

Its present officers are:—

<i>President</i> , Andrew S. Brownell	Watertown, Mass.
<i>First Vice-Pres.</i> , Josephine Wilson	Boston Highlands, Mass.
<i>Second Vice-Pres.</i> , Frank Brandreth	Hackensack, N.J.
<i>Corresponding Secretary</i> , John Worcester	Waltham, Mass.
<i>Recording Secretary</i> , Nathan D. Abbott	Watertown, Mass.
<i>Treasurer</i> , Alma C. Walker	Watertown, Mass.
<i>Executive Committee</i> , Andrew S. Brownell	Watertown, Mass.
George A. Smith	Boston, Mass.
Samuel P. Abbott	Watertown, Mass.
E. Richard Dwight	Watertown, Mass.
James Dwight	Boston, Mass.
John B. Cotton	Lewiston, Me.
George A. Mower	West Newton, Mass.
A. S. Brownell, <i>Chairman</i>	18 P. O. square, Boston.
George A. Smith, <i>Secretary</i>	131 Devonshire st., Boston.

LESSONS FROM THE BUFFALO MEETING.

(Continued from page 316.)

A good thing for archery in this country has been done by Mr. D. V. R. Manley, by the republication of Ford's Theory and Practice of Archery, though at present many are somewhat mixed in their scoring by the attempted change from the draw to the ear to the draw under the eye. This was noticeable at Buffalo, where many were off score on this account; and it was hinted that others who had been high in the list did not appear on that account.

The success which may attend the careful study and practice of Ford's theory was well shown by Mr. Frank H. Walworth, President of the Saratoga Bowmen, who, as a member of the Private Practice Club, commenced practice at the York Round the present season, and has made a steady advance each month in his scores; and it is a noticeable feature in his shooting that his score for the Double York Round, at the tournament, was within two points of his best two scores for the Single Round in private practice. He will make those in advance of him work hard to retain their leadership another season.

The opposite of this was seen in the shooting of Mr. G. H. Hammond, who was scoring in private practice an average of over 300 for the Single York. His falling off is accounted for by his difficulty in getting a point of aim, as he missed the familiar branch of a tree used for that purpose, which formed the background of the range in his private practice.

The "point of aim" seems to us to be about the only point upon which Mr. Ford might have been a little more explicit. Where the point of aim ought to be for each person and distance, we understand, as he says, "is a matter entirely for the judgment of each individual archer, and can only be decided by his own practical experience." He ridicules the archer who aims at the stick in the ground for short range, or the branch of a tree for long range, but does not inform us how we are to establish our point of aim save by individual experience.

A leading American archer gave us his method as follows: Say for long range. Estimate the number of feet above the target for elevation, and the number of feet to right or left for drift. Shoot at this imaginary point, irrespective of background. An arrow or two shot in good form at this point will give a basis for changes if necessary.

Mr. Peddinghaus, of Marietta, Ohio, the present champion

of America, is a quiet, pleasant gentleman, of not far from thirty, medium in height, and rather slim. He is one whose archery has not been confined to target hunting. An archer in a slight degree at the time of the publication of Mr. Thompson's articles in *Scribner's*, his interest was enlivened thereby, and sending to Aldred for a "yew," he followed the Thompsons' example through field and wood. This same yew bow (49 lbs.) which has been used by him in several trips across the Alleghenies and in Texas, he now uses at the 100-yard range, and a 45-lb. self yew, of the same make, at the shorter distances. Like all archers who have shot at game, he shoots quickly, a continuous draw, with a scarcely perceptible hold, though not as quickly as Mr. Will H. Thompson, the ex-champion, and one who is almost too well known to need mention save to the eastern archers. A little below medium height and slim, very pleasant in conversation, and an easy speaker. Having heard him as a speaker, one can readily imagine the happy manner in which he must have made that very apt speech in presenting the prize to the most graceful lady at the Michigan State Tournament.

In shooting he draws the arrow from the quiver, and fixes it on the string. Then, with a glance at the target, he raises the the bow and draws at the same time, reaching the full draw and aim at the same moment, looses instantly, shooting more with a nervous than muscular force. From his physical build he necessarily shoots quickly, as a slow draw would tire or strain him in the use of his 48 lbs. Aldred self yew. His score was below what was expected, for, with his many practice scores of over 500, and his recent score of over 400 at Detroit, at the Single York, it was expected to see him roll up a score of 800 or more at the Double York Round.

In striking contrast with the style of Mr. Thompson was that of Mr. Hammond, Mr. John Wilkinson, Mr. Granger Smith, and others, who shoot with the dead loose, taking the full draw, and holding one, two, or three seconds in fixing the aim, though all of these differ somewhat from each other. This style must be very trying to a bow and to the archer as well.

The many different styles of shooting were interesting to note, and there could be seen about all of the striking ones so fully described by Ford. The novice had only to look along the line for a style to his liking, and then study it.

At lunch, on the first day it was noticed that of all the archers, there was to be found but one pair of dark eyes, light blue being the predominant color. This brought to mind the statement that of the best rifle shots their eyes were all light.

Taken as a whole the Buffalo meeting was a successful and instructive affair, of which the social evening at its conclusion, after the awarding of the prizes, was not the least enjoyable. The recollections of this meeting, and the anticipations for the meeting of next year, with a week at Brooklyn and Coney Island, we have no doubt will make many a pleasant hour through the months which must pass before the Grand National Meeting for 1881.

A. N. DREW.

FOLLOWING is the result of a match shot at Spuyten Duyvil, on Saturday, 24 July, last:—

NEW YORK ARCHERY CLUB.				
	60 yards.	50 yards.	40 yards.	Totals.
J. W. Auten, Jr.	13—57	22—118	22—104	57—279
W. A. Frazer	11—27	22—90	30—170	63—287
Dr. A. B. De Luna	10—20	19—99	23—128	52—247
Dr. H. T. Elliot	5—13	10—32	13—53	28—98
L. R. Hill	5—13	8—28	15—75	28—116
Geo. D. Pond	6—22	11—37	20—80	37—139

Grand totals 265—1,166

SPUYTEN DUUVIL ARCHERY CLUB.				
F. Apgar	20—82	20—92	23—103	63—277
H. W. Hayden	23—111	25—119	27—137	75—367
G. H. Johnson	15—61	21—87	23—109	59—257
A. G. Johnson	22—82	19—83	28—138	69—303
J. R. Whiting	11—41	18—74	28—116	57—231
J. R. Sergeant	9—39	18—62	27—127	52—228

Grand totals 377—1,663

PACIFIC ARCHERY ASSOCIATION. — The first tournament was held at Adams' Point, on the 3 and 5 July last, a strong wind prevailing on the first day. The first prize was won by H. A. Brown, with 30-170 at 40 yards; the second was won by D. H. Ainsworth, with 29-149 at same distance; which was much below their usual scores. The result of team shooting was as follows: —

PACIFIC ARCHERY CLUB.

	60 Yards.		50 Yards.		40 Yards.	
	Hits.	Points.	Hits.	Points.	Hits.	Points.
D. H. Ainsworth . . .	20	76	24	94	30	174
H. A. Brown	21	77	26	126	29	187
J. O. Cadman	15	65	26	105	38	168
A. J. Wells	24	112	26	104	26	158
Totals	80	230	102	429	115	687

OAKLAND BOW CLUB.

	60 Yards.		50 Yards.		40 Yards.	
	Hits.	Points.	Hits.	Points.	Hits.	Points.
A. F. Coffin	21	81	27	131	29	149
R. J. Bush	19	73	27	115	30	174
S. L. Strickland . . .	17	65	22	78	29	165
J. E. Cook	18	56	27	129	30	158
Totals	75	275	106	453	118	646

GOLDEN GATE CLUB.

	60 Yards.		50 Yards.		40 Yards.	
	Hits.	Points.	Hits.	Points.	Hits.	Points.
J. P. Allen	22	98	28	140	30	176
Geo. H. Murdock . . .	17	57	24	96	25	137
Frank Hess	16	58	18	88	29	161
Arthur Allen	12	46	19	85	25	139
Totals	67	259	89	409	109	613

Totals: Oakland Bow Club, hits 299, score 1,374; Pacific Archery Club, hits 297, score 1,346; Golden Gate Archery Club, hits 265, score 1,281; the Oaklands leading by 2 hits and 28 points.

The following is the score at the Double York Round for the championship medal held by Frank C. Havens: —

	Hits.	Points.
F. C. Havens	115	441
O. M. Button	109	434
R. J. Bush	93	373
D. H. Ainsworth	97	368
J. O. Cadman	89	314

The individual match, 30 arrows at 50 yards, gave this result: —

	Hits.	Points.
R. J. Bush	28	143
S. L. Strickland	23	121
J. O. Cadman	26	114
D. O'Connell	26	112
J. E. Cook	23	107
A. F. Coffin	25	101
S. Watts	23	95
W. E. Button	21	89
W. Ireland	22	84
G. H. Murdock	20	80
F. Randolph	17	61
G. Grant	16	54

This was followed by the 80-yard match: —

	Hits.	Points.
F. C. Havens	15	63
A. J. Wells	13	55
J. E. Cook	10	46
A. F. Coffin	12	42
E. E. Potter	11	33
W. Ireland	9	27
G. Grant	7	21
J. Watts	7	21
W. A. Maxwell	6	16
J. F. Stirling	2	10

The 60-yard match with 30 arrows resulted as follows: —

	Hits.	Points.
O. M. Button	25	131
I. P. Allen	28	116
W. Ireland	19	77

	Hits.	Points.
E. E. Potter	14	60
S. Watts	16	52
G. Grant	11	49
A. F. Allen	8	21
J. F. Stirling	5	21

THE LADDER OF ST. HYGEIA.

Assisting Mr. LONGFELLOW to new altitudes.

By J. G. D.

Well, Saint Hygeia, have they said
That, of devices we can frame,
Your bicycle is best to tread
For following up a healthy aim.

All common folk to elevate,
Who wish to quicken and amend —
Its flight of steps, that rolling gait,
Are rounds by which they may ascend.

The low-back ones, the base design,
That make had many virtues less;
Its revels here in 'Sixty-nine
Were all occasions of excess.

The longing for big, noble things,
The time for triumph, now ensu'th,
With hardening of the hand that brings
Persistence in the ways of youth.

Small draughts of ale — small beers, we need,
That have their roots in; cause no reel,
And never wabble nor impede
The action of the sober wheel.

Treadles must now be trampled down
Beneath our feet, that we may gain
In the bright roads of every town
The right of evident domain!

Having no wings, we cannot soar;
But we have feet and hands to climb,
By due degrees, by more and more,
The saddled summits of our time.

The mighty bicycles of John
Bull wedge-like cleave the suburb airs;
When nearer seen, to gad upon,
They are like antic flights of stairs.

O'er distant green hills that uprear
Their rounded backs toward the skies,
Crossing by roadways that appear
As we to higher levels rise.

The seats bicyclers reached and kept
Were not secured by sudden flight;
But they, while their companions crept,
Were toiling — tumbling left and right.

Walking is what was long a bore
With persons bent on exercise;
We now discern, unseen before,
The steps to higher destinies.

Nor deem the boneshaker of the past
Is wholly wasted, wholly vain,
As rising on the arch at last,
To cycling nobler we attain.

Leap Year always shows a revival in the feminine breast for the exhilarating sport of archery. The girls are never without their beaus at this time, and their arrowy glances are more sharply pointed than at any other period of existence.—*Boston Courier*.

The punster still rages through the newspapers, spreading desolation thro' the Queen's English, and through the minds of all those capable of appreciating wit that is wit, or humor that is humour. —*Goodson Gazette*.

PEQUOSSETTE ARCHERS' Regular meet,
31 July, Club Rounds, —
Gentlemen, 48 arrows at 80 yards, and
24 arrows at 60 yards.

80 yds.	60 yds.	Totals.
40—110	14—70	38—180
22—84	18—82	40—166
27—110	14—54	41—164
* 13—37	9—29	22—66
5—11	5—24	10—35
1—5	1—5	2—10

Ladies, 48 arrows at 60 yards, 24 arrows
at 50 yards.

60 yds.	50 yds.	Totals.
* 22—84	11—37	33—121
* 13—51	15—61	28—111
8—30	14—52	22—82
6—24	12—56	18—80
17—51	7—21	24—72
14—50	4—12	18—62
8—16	3—7	11—23

The Club Medal, for best score, was
taken by Mr. A. S. Brownell, as was also the
gentlemen's open to all Handicap prize.

Miss M. L. Magee won the Silver Arrow
in the ladies' open to all Handicap match.

A visiting lady, from Jamaica Plain, won
the special prize for highest lady's score.

* Visitors.

A CORRECTION. — In the haste of making
up our report of the Buffalo Archery
Tournament, we made the types say, on
page 320, that the total score of the North-
side Archers was 1339, when really it foots
up 1389, according to the figures we had.
We thus, in common with many others,
gave the 4th score to the Highland Park
Archers. The official score, we are in-
formed was, Northside, 289-1409; High-
land Park, 295-1,355; a letter from a cor-
respondent in another place sets the matter
right.

NEW YORK, 27 July, 1880.

Editor Bicycling World:—In your re-
port of the National Archery Tournament
at Buffalo you give incorrectly the score
made by the Northside Archery Club of
Chicago. You have their total score
1,339, and say the fourth team prize went
to the Highland Park Team. By an ex-
amination of the detailed scores at 60, 50,
and 40 yards, you will see the team totals
were: Wilkinson, 320; Burnham, 477;
Smith, 343; Blake, 269; total, 1,409;
giving the fourth team prize to the North-
side Team. In the hurry of figuring the
scores on the last evening at Buffalo the
error was made, and not discovered till
the following morning, when the team
prizes were promptly turned over to the
Northside club by the Highland Parkers.

Yours truly, JOHN WILKINSON.

WE ARE INDEBTED to Mr. D. V. R.
Manley, recording Secretary N.A.A., for a
copy of the official report of the business
meeting of that association at Buffalo; as
we had a somewhat fuller one, which, on
comparison, we find substantially accurate,
we omit printing, not without many thanks
for his courtesy in promptly forwarding it.

We are glad to receive such favors from
secretaries as will enable us to publish
accurate reports promptly, for the benefit

THE BICYCLING WORLD

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THE AMERICAN

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record of Bicycling in this country now to
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index prepared expressly, and will send
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and racy reading, besides being a reposi-
tory of interesting facts. In a short time
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40 Water Street, Boston, Mass.

of our readers, or to correct any errors
which may inadvertently creep into our own
accounts.

THE EXECUTIVE COMMITTEE have ob-
tained permission from Wm. E. Baker,
Esq., for the use of a portion of his well-
known estate, the Ridge Hill Farms,
Wellesley, a few miles from this city, for
the Second Annual Tournament of the
Eastern Archery Association.

The spot selected is the Charles-river
plateau, near the Students' Castle and
Hotel Wellesley.

If a sufficient number of archers desire
to spend a vacation-week, or more, at this
place, semi-camp accommodations can be
had at the Students' Castle, at the mini-
mum cost for board and lodgment,
namely, from \$8 to \$13 per week. A
number of archers have already signified
their intention of taking rooms at the
Castle about 25 Aug., to remain until
the close of the meeting, or later. This
will give the members of the E.A.A. a
fine opportunity to spend a vacation to-
gether at a reasonable expense, giving
those from a distance a fine opportunity for
archery practice and rowing, and a head-
quarters from all points of interest in the
vicinity of Boston can be easily reached.

All archers desiring rooms at the Castle
should make early application to A. S.
Brownell, Chairman, 18 P.O. sq., Boston,
or George A. Smith, Secretary, 131 Devon-
shire st., Boston, Mass.

THE FOLLOWING EXTRACT from a pri-
vate letter from Mr. L. L. Peddinghans,
Champion of America, to an archer in this
city, has been given us for print:—

"I have shot two York Rounds since
coming from Buffalo, as follows:—

100 yards.	80 yards.	60 yards.	Totals.
43—159	42—178	23—139	108—476
39—137	39—165	24—126	102—428

Have received the BICYCLING WORLD.
Its report of the Grand National Meeting
is the best and most complete I have yet
seen.

I am sorry to see some one advocating
the American Round for the Eastern As-
sociation Tournament. The York Round
is where the pleasure of archery comes in,
and we might as well give up short ranges
now as any time."

Editor Bicycling World:—It may be of
interest to archers to give my experience
of Mr. Ford's method of shooting. My
old average at 60 yards was 73 for 24 ar-
rows. On beginning again to learn to
shoot I could hardly score 30 at the same
distance, but now I find my average at 60
yards for the last week is over 90, which I
attribute simply to the new mode of shoot-
ing. I enclose some of my best scores.

Yds.	Av.	Best.
100	60	91
80	107	161
60 (old)	73	22-116, 24-104, 23-105, 24-97

St. Leonard's round, 75 arrows at 60
yards, 70 hits, 320 score. Yours truly,
JAMES DWIGHT.

A CHALLENGE AND A SHOOT.—Charlotte, Michigan, 29 July, 1880. *Editor Bicycling World.* The Oakland Bow Club, of California, (F. C. Haven's Club) has challenged the Crescent Bowmen, of this place, and they will shoot (by telegraph) the American round, on 11 August, 1880. W. P. Lacey, Secretary Crescent Bowmen.

THE FOLLOWING CLUBS, belonging to the National Archery Association, were not represented at the Buffalo meet:—Batavia Archery Club, Batavia, Ill.; Chicago Archery Association, Chicago, Ill.; Robin Hood Archery Club, DePere, Wis.; Oriniani Archers, Hackensack, N.J.

FROM our unit representation at meetings in New York, Mr. Brownell may win the name of "the lone archer" of the East. But it won't be so at Brooklyn next July.

THE FINE stock of Bradford & Anthony is fast being put where it will do the most good for archery—on the many lawns and hillsides of New England.

THE RACKET of Mr. E. I. Horsman's tennis sets is heard on many Newport lawns this summer.

LITERARY COMMENT

LIPPINCOTT'S MAGAZINE for August has an illustrated article on American Aeronauts, by Will. O. Bates, which is highly entertaining, and instructive as well, for those interested in this kind of locomotion. It has also an illustrated paper on "Canoeing on the High Mississippi," which is sensible and entertaining. Several other articles of more general literature and social interest make this an exceedingly valuable number.

ATLANTIC MONTHLY for August presents nothing in out-door sports or recreations, and we haven't had time to read it; but we judge by the appetizing table of contents that it is quite up to the standard of this excellent magazine.

SCRIBNER'S MONTHLY for August comes in a cover of new and very artistic design, from which we decipher "Midsummer Holiday Number." The opening article, which is beautifully illustrated, as so many of the articles in this magazine are, is entitled "Our River." After referring to the more pretentious rivers of the country, returning to the Hudson, the writer says, in conclusion, "Our river is doubtless the most beautiful of them all." The funny thing of the number and most unique of its articles is a musical one, covering six pages, words and music entitled "The Sweet o' the Year." Act I., scene in a lowly cot, introducing a tenant (tenor), tenant's wife (soprano), tenant's mother-in-law (contralto), and landlord (basso). Act II., introduces a chorus of feminine house-seekers, and chorus of masculine house-seekers waving permits. The words are by Nellie G. Cone, music by E. C. Phelps. We are not told whether it is intended as a song or an opera, but it is delightfully comic, and could have only been written, we judge, by those familiar with the house-renting season in New York city.

CAVE CANEM.

Bicyclers will do well to beware of a big black Newfoundland dog, with his latter end shaved, belonging to a grain-dealer whose store is near the railroad station in Brookline, Mass. This beast has a fancy for the legs and feet, together with the shoes and stockings, of such itinerant wheelmen as he may meet, and is fond of seizing and lacerating them in a very sudden and disagreeable manner.

Attest, the undersigned,

A RECENT VICTIM.

Boston, 19 July, 1880.

BRITISHERS COMING.—Mr. A. H. Llewellyn-Winter, captain Hyperion Bi. C., announces in the *Bicycling News*, that he and three others are making up a party of British bicyclers, for a three-months' tour in this country next spring.

WE WERE favored with a pleasant call from Captain Timpson, of the Manhattan Bi. C. the other day. He, with Secretary Burrill, have been passing some time very pleasantly near Lake Quinsigamond, and wheeling it with the merry Worcester men.

Mr. FRANK W. WESTON reports the tour of his party at an end, and he expects to leave Liverpool on 19 August, for New York, whence he will probably turn homeward on the wheel. As he will probably furnish us with some account of his visit abroad, we will not announce the good things he may have to say, but merely intimate that his welcome back will be a pleasant one. The other members of his party have taken different directions, either in England or on the continent, and will come back "scattering."

LITTLE FALLS, N.Y., is threatened with a bicycle club, all because Mr. H. B. Thompson, of Erie, Pa., left that city on his 54-inch wheel, at 2 p.m. on the 16 July, reached Buffalo at 10 o'clock that evening, having ridden the first 46 miles in three hours and eleven minutes, and the whole 93 miles in eight hours, including stops; then left at 3 p.m. on Saturday, reaching Batavia at 8.40, taking the ride of 36 miles to Rochester the next morning before breakfast; then leaving Rochester at 4.35, a.m., on Monday, riding 67 miles on the tow path to Port Byron, whence, on account of mud and rain, he took the cars to Little Falls, and proceeded to create some excitement by riding his wheel about town.

Mr. CHARLES R. PERCIVAL, late with Cunningham & Co., sailed for England on Saturday, 17 of July. His visit of about ten weeks, though partly social, is, we understand, not entirely unconnected with bicycling interests, and on his return we shall probably have an interesting announcement to make.

McKEE & HARRINGTON, whose advertisement appears in another column, announce that they are now ready to fill all orders at short notice. It will be remembered that they purchased the machinery of Mr. R. H. Hodgson last spring, and began to fit up a factory in New York; they have made some improvements on the "Veloc-

ity," which had earned a reputation, and have rebaptized it as the "Union." As this Union is in some respects like that other, "which must and shall be preserved," it will be described in these columns at an early date.

MR. EDWARD H. KING, of Philadelphia, requests information through the *BICYCLING WORLD* as to the roads in the Shenandoah Valley from Harper's Ferry down, and whether or not there are any bicyclers in that vicinity? He intends to take a little tour in that section early in October, and would like to know beforehand what to expect.

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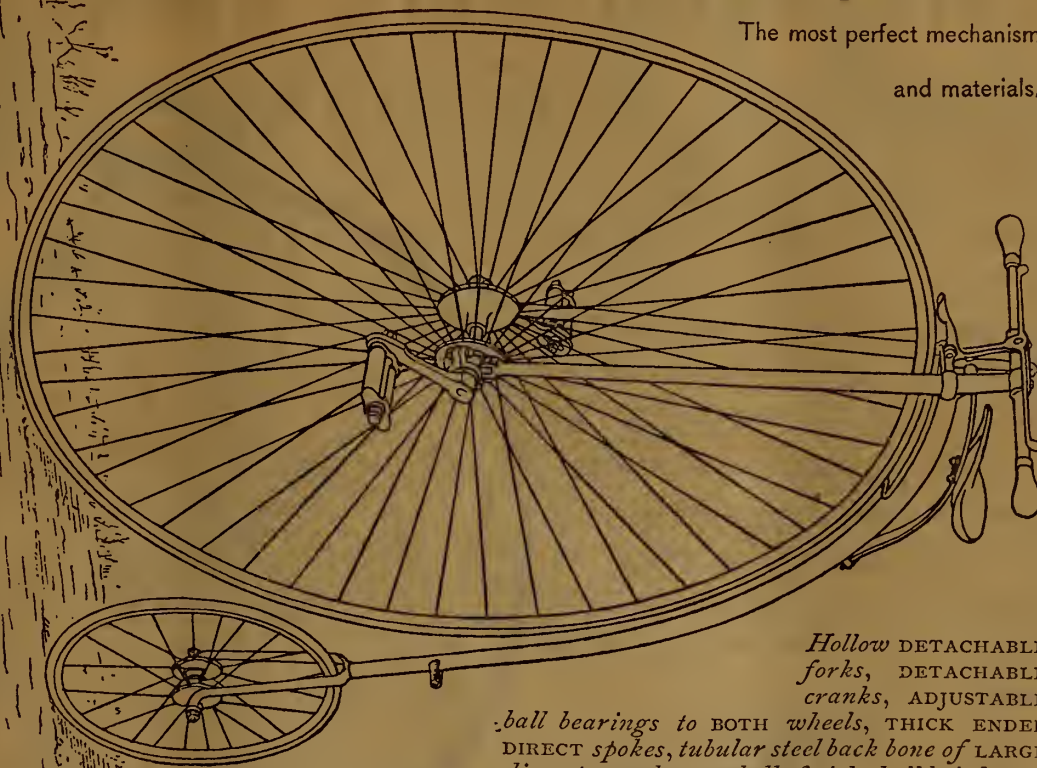
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