

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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Editor and Manager,
Office, 40 Water St.

BOSTON, 3 APRIL, 1880

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CURRENTS CALAMO

Now you will know all the newly-elected captains and buglers by their lips. And they will find it easy to clip and paste the "music," which we furnish in other columns, into handy note-books, to use until the second edition of the *American Bicyclist* is out.

In the process of editing we put on a good many labels. Some time since we gave the name of "Lance Wood" to an accomplished Boston bowman who contributed to our columns, and we trust he has not entirely run away with it to another paper.

Another valued contributor found his paragraphs neatly

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buckled on under the style of "Cheiron's M. I. P.," and then we had another visit from him. He don't take any Greek in his when he knows it. He says that plain, long-used English is good enough; and having looked in all the biographical dictionaries and failed to find anything nearer than *Chiron*, he begs us to omit the *c* from our title to his budget. Of course we do it, and hasten to explain that he is *not* a descendant of Kronos, nor even remotely related to the famous riders of Thessalia.

Jack Easy showed us his B. T. C. ticket, the other day. It bears the membership No. 1142. He says he is No. 1 in most things, but a few others got ahead of him in this matter.

Roller-skating appears to be on a rapid increase. In several of our Eastern cities it has been amply provided for and patronized as a favorite winter pastime; and now a little club has taken it up in Stockton, Cal., with 150 members.

Mr. Wentworth Rollins informs us that the gentlemanly and accomplished vice-president of the Chicago Bi. C. contemplates a six months tour in Europe on a bicycle, and desires a suitable companion. The expenses of the tour will be \$500, and communications may be sent to Mr. Rollins.

In the procession of the late carnival at Nice, after the chariot of Flora, followed a bicyclers' car which, says Olive Logan, was "of wonderful construction, representing a circular race-course, upon which more than a dozen experienced riders kept up an exciting bicycle contest during the whole progress of the procession. At night this car was illuminated with the electric light, which was thrown alternately through glasses of different colors, with novel and beautiful effect."

CORRESPONDENCE

PORT OF SPAIN, TRINIDAD, is heard from under date of 24 February. There are already quite a number of bicycles used there, and Mr. D. E. Mason proposes to introduce more.

SPRINGFIELD, OHIO. — Mr. D. E. Barnum, who represents the bicycling industry there, after some pleasing encouragement for the *Bi. WORLD*, remarks: "Though our number at present is small, we hope to be enabled with the opening of the season to interest riders enough to make a club of respectable size."

BROOKLYN, N. Y. — "I notice you mention 'Extraordinary' challenges in and around Boston. A member of our club has ridden a 54-mile one during the past six months with much pleasure."

WASHINGTON, D.C., has one active *Bi. C.*, but a correspondent says that another club is likely to be formed soon, including some of "the older fellows."

CLEVELAND, OHIO. — "Six bicyclers of the 18th Ward, or 'Newburg,' this city, will organize as a club very soon. Our older club is in a very good condition financially and otherwise, and we expect a large increase in membership."

SAN FRANCISCO, CAL. — A report reaches us that "twelve gentlemen of a well-known literary society are preparing to organize a new bicycle club."

NEW YORK, N.Y. — "I also wish to tell you that we (the N. Y. *Bi. C.*) have received a very courteous letter from Mayor Burdick, of Newport, offering us the hospitality of the city for May 29, 30, and 31, and assuring us that he will do everything in his power to make the proposed bicycle meet a success in all ways."

CHICAGO, ILL. — "The outlook for the season of 1880 is very promising, and I expect the *C. Bi. C.* will gain at least half a hundred members. The *Bi. WORLD* is eagerly looked for every time it is due, and well read, I assure you."

HOLLY, MICHIGAN. — "I intend to keep my subscription good, 'and don't you forget it.' But O my dear sir, you cannot conceive of my forlorn condition, the sorrow and misery of reading your paper, of being a rider, and at the same time not being possessor of a bicycle! I tell you I am unhappy. The fact is, dollars with me represent days' work; true I could get one for less money by buying second-hand, but when I do purchase I want the best." For such as these there is interest in our PREMIUM LIST.

ROCHESTER, N.Y. — "Last October there were only six bicycles in the city; now there is a club of fourteen riders, and quite a number more outside the club. The bicycle is getting more popular fast. There is no agency for the sale of machines here yet, but I am sure there would be patronage for the right kind of one."

The following letter, written from the same city, to Mr. C. F. Joy, Treasurer of the Mass. *Bi. C.*, has been handed in:—

Dear Sir, — The R. *Bi. C.* accept your greeting, and salute you with a hail "Columbia." It was well "spoke"n, as becomes the "hub." We shall never "tire" of any "article" from the "header" of your organization. When the "spring" opens should we, "by circling" round the country, "meet" with any of your "fellows," we will "step" forward and "handle" them in "good form," "guard" and "guide" them to some inviting "retreat," where they can "rest" their "back-bones" without fear of "breaking" them.

Your brother of the saddle, W. H. REID, *Sec. and Treas.*

NEW HARTFORD, CONN. — I wish you "God-speed in your endeavors to promote pleasant, healthful, and manly sports for young and old, and that, I hope, will be kept free from the gambling attachment which forms so prominent a part in almost all other departments of athletics, and which, to many, spoil all pleasure; for they can never be sure that the winner was not in some way tampered with, and induced to work for the side showing the largest bank account."

GRAND RAPIDS, MICHIGAN. — "I send enclosed a photograph of a sketch illustrating the 'Wagon Trick,' as described by President Bates, of the Detroit *Bi. C.* . . . We have the elements of a club here, but are waiting the arrival of a few

more machines before organizing. You will hear from us soon." [We wish to make special acknowledgment to Mr. J. W. Phelps for the very amusing photograph referred to. — ED.]

RACINE, WISCONSIN. — We have to thank Mr. Thomas Renouf, of this place, for a favor enclosing a clipped account of a race "on the Isle of Guernsey, my native place. This is a fine little island in the British channel. The roads are first-class for bicycling all the year round, and rideable even after two or three days' rain, or in the rain." The race is referred to in our "Glances Abroad."

BURLINGTON, Vermont. — Mr. Geo. E. Styles writes that he has about 50 beginners at his agency, and expects more. "You will hear from old Vermont soon, for she is not dead but dormant."

ST. LOUIS, Mo. — Mr. J. G. Blow reports that "Bicycling has taken hold wonderfully at St. Louis, and you can count on our having many runs and races occur here this year."

ALBANY, N.Y. — Maj. H. B. Goodrich, Manager of the New Bicycle Academy, writes that a club is about to be formed in that city. "I am meeting with 'unparalleled success' here, and the number of riders increases daily. I propose entering the list for one of the Premiums offered in your paper, and enclose," etc., "and will endeavor to swell the number of your subscribers."

RIDING ON SNOW. — From Montreal, Canada, under date of 16 March, comes the following: "On Saturday, 13 March, the Secretary of the Montreal Bicycle Club, tempted by the unusually propitious state of the roads, made the first attempt to ride on the snow, and successfully covered five or six miles, over, in some places, drifts of solidly packed snow four feet deep. The going was a trifle rough, and the driving-wheel 'skidded' a little in going up-hill, otherwise there was no difference between that and travelling on an ordinary road. If we get favorable weather several members of the club will turn out for Lachine on Saturday; but appearances are not in our favor as the snow has been falling all day, and there is probability of high wind, which will block the roads up with drifts, and spoil all chance of riding. H. S. T."

PITTSFIELD, Mass. — A correspondent writes that four "Columbias" are in use here, and more are ordered. A club is talked of.

SUNDAY RIDING. — A Boston wheelman left this in our letter-box the other day:—

"*Editor Bicycling World:* The inquiry of 'A Rider' in your last issue in reference to Sunday riding is, as you have already suggested, difficult, if not impossible, to answer definitely. During last summer and autumn, I took advantage of every pleasant Sunday to make the 'whole wheel whirl,' and it usually whirled me to the Reservoir, where I *always* found as many as three bicyclers; and on one occasion, I counted twelve at one time. I never met so many Sunday riders elsewhere, but invariably met them singly, in twos, or in threes, on all of our suburban roads. 'If 'A Rider' is not yet a Sunday rider, let him venture out some fine seventh day, and report to the *world* what he sees. IKE."

LANTERNS. — A Cambridge rider imparts the result of his experience thus: "I cannot agree with 'Ixion' in recommending 'Phoenix' to use the head lantern. I ride a *great deal* at night, — almost every night when there is riding, — and much prefer the hub lantern. The shadow of the rim causes no trouble after a little use accustoms one to it, and I much prefer the light where it is — down low, where the glare does not prevent one from seeing objects ahead. Moreover, the hub lantern cannot be broken in a fall; this alone makes it superior to a head-lamp. If properly put on, the hub lamp cannot become detached. It is certainly the favorite lamp with riders in this city. Yours truly, KIRKLAND."

WESTFIELD, MASS. — "The bicycling season has been open here since the last of February. Westfield is probably the banner town for smooth, wide, concrete walks, of which there are said to be ten miles; and bicyclers have been granted the privilege of riding on the walks, with no conditions imposed save a care for the safety and convenience of pedestrians. The roads in the vicinity are better than the average Massachusetts road. The first surprise of novelty has worn quite off, and

people entertain considerable respect for 'the machine,' and begin to look upon it as something more than a wild and impracticable innovation, or a handsome toy."

RACES IN N. Y. — Mr. A. H. Curtis, sends under date of 20 March, this pleasant notice:—

"DEAR SIR: In the 12th annual spring meeting of the New York Athletic Club, on Monday, May 31st (Decoration Day), there will be a one and a five mile Bicycle Race. Elegant and costly gold medals will be given to first; silver to second; and silver to third. Full particulars can be obtained of the Secretary, Box 3101, N.Y. P. O. This will be a good opportunity to test the merits of the Boston and New York Bicyclers."

THESE NIBS of correspondence must end this time (several letters wait over) with a brief extract of a private letter from the absent captain of the Boston Bi. C., writing from Guadalupe, California, under date 3 February: "I called on Mr. Cunningham, in San Francisco, and was received very kindly. He placed a machine at my disposal during my stay. There is to be a meet in S. F. the latter part of March, although the exact date had not been decided upon. . . . I am spending a few days here and shall take a look at the quicksilver mines, said to be the largest in the world. My plans are not all settled as to time of going homeward, but shall soon inform you definitely. The accounts of runs written up in the Bi. WORLD make me long to mount the wheel and spin out to the Blue Bell with you, and partake of the seductive m. p. I found a French woman in Acapulco who can, notwithstanding your high reputation as mixer of liquid refreshments, give you points. . . . I found Sibley at Santa Barbara, as happy as a clam, but more busy. He has bought a lot, and will build immediately. He wished to be remembered to you and other knights of the wheel whom he had left behind. He is much improved in health."

EAST TEMPLE CHAMBERS, FLEET ST.,
LONDON, E.C., 8 March, 1880.

To the Editor of the *Bicycling World*:—

SIR,—Seeing that a party of 'cyclers purpose visiting Old England, and making a tour, I am instructed by several of our leading men to write you, intimating that they will have much pleasure in meeting the party at Liverpool, and escorting them throughout the route laid down, etc., etc. Should this be in accordance with the views of the intended visitors, an early reply, giving date of arrival, etc., will be esteemed.

I am, dear sir, yours, faithfully,
HARRY ETHERINGTON.

LIVERPOOL, ENG., 13 March, 1880.

Editor Bicycling World:—Bicycling here has now begun in earnest. Touring has already had several weeks run, and sports to which amateurs look forward to with no small delight, will commence with "full swing" with Easter. Your humble "Cyclino"—although an enthusiastic rider at such, has, nevertheless, but small claims to a successful competitor—has begun training, with fond hopes for better success in the coming season. I have noticed with pleasure, in the pages of one of our journals, the probability of seeing some of our American cousins in England. Your brother Cyclist will be most happy to give any information, or make any prearrangements you like, and, if circumstances permit, accompany them some part of the road. I would strongly advise all the intending tourists to first become members of our B. T. C.; the advantages of so doing would be found to be many and great. We have hotels in almost every town, where members of the Club will find every comfort and accommodation, and all charges at a uniform and fixed rate.

The six days professional Bicycle championship commences on the 15th inst., particulars of which and result I will send in my next. C. Tenont and W. Cann, no doubt known to many of your readers, are amongst the competitors, but the absence is noted and regretted of our present champion, G. W. Waller. Waller, I hear, is arranging a six-days race at Newcastle, for early in April. There is, also, another six-days' contest talked of at Wolverhampton. Our Bicycle Union are at the present moment indefatigably doing their utmost to come to a proper arrangement with regard to the appointment of a handicapper, to be under them. I say may they succeed.

Our French friends, not to be outdone in the matter of Bicycling literature, have just started a paper, "*Le Sport Vélodépedique*," the editor is M. Devillers, of Paris. Arrangements for the annual Bicycle meets throughout our Island, have commenced. The North-eastern meet will be held at Newcastle on Easter Monday, and the Kentish meet on May 17 next (Whit Monday). The annual London meet, held at Hampton Court, will take place as usual this year. I hope to send more "news" next time, but must conclude this.

CYCLINO.

FARMINGTON, N. H., 12 March, 1880.

The demand for second-hand bicycles seems to be "booming." I have received, up to date, thirty-four letters of inquiry concerning my 46-in. I could not reply to all of them. Those who write me and receive no reply will see by this notice the reason why. I am well satisfied with the WORLD as an advertising medium.

E. F. PEAVEY.

Editor, please publish the above; it will allay the anxiety of those who receive no reply from me.

KOL KRON'S LETTER.

WASHINGTON SQUARE, N.Y., 29 Feb., 1880.

Wheel v. Bicycle.—*A possible reform.*—*Mishaps.*—*A painless header.*—*Suggestion for an index.*—*An interesting turnpike.*—*Wheeling and wheeling.*—*A fifth Sunday in February.*

To the Editor of the *Bicycling World*:—Though it might seem presumptuous for any one to say "yes" to the question propounded by a correspondent in your last issue, as to the practicability of persuading Americans to henceforth call the bicycle "the wheel," I write to assure him that at least one rider agrees most heartily with his arguments in reference to the desirability of the change. Not only is the etymology of the word incongruous, in that its two parts are derived from different languages, but it lacks significance and accuracy, in that it makes prominent the idea of *two* wheels (which was really the distinguishing characteristic of the velocipede of 1869); whereas the peculiarity of the modern machine is its close approximation to the condition of a single wheel. "Cycle" would be a better name for it, were this not already adopted as a designation of time. The success which has attended the praiseworthy effort to bring into use the termination "er" as a substitute for "ist," in designating a bicycle rider, shows that the chance of accomplishing this more important reform is not necessarily hopeless.

Agreeably to the expressed wish of another correspondent, that wheelmen should send you a record of their personal mishaps, in order that others may be on their guard against similar ones, I have to report the following: at Springfield, Mass., in September, having dismounted at a bridge which crossed a railway, I was bending over to read the cyclometer, when a carriage containing three men passed close beside me at full speed, and the driver, who was drunk, used all his force in giving me a cut with his whip. The narrowness of the bridge prevented my suspecting any sinister design in the closeness of the approach, and the suddenness of the attack combined with my unguarded position to make protection impossible. Fortunately, however, the blow miscarried (though it was given with reckless vigor, enough to have put out an eye, or produced other serious disfigurement), and nothing worse resulted than the knocking off of my hat.

Again, while taking a November ride from New Haven to New York, I stopped at Port Chester for dinner, and found, when I got ready to remount, that the usual number of small boys had assembled to do the usual escort duty for the first quarter-mile or so. I have no objection to a "progress" of this kind, for I have always found such boys civil enough to give a sufficiently wide track; but my attention was somewhat occupied by their movements as I passed in front of a blacksmith shop, against which a bold, bad boy of larger growth was leaning, and so when he, by a sudden motion of the hand, lifted up my little wheel, I was thrown instantaneously into the dirt. This is the only plunge I have ever taken without some shadow of a warning, and it is also the only fall I have ever had which was absolutely painless. The young man merely intended to make my wheel jolt a little, and had no deliberate expectation of spilling me off; but the incident shows the insecurity of allowing any stranger to approach within reaching distance of a rider, for ignorance may be as bad as malice in its practical results.

Probably other wheelmen, as well as myself, would be pleased if you were to publish at regular intervals a hint of the names and dates of newspapers containing articles and letters in reference to bicycles. The early American literature of the subject was to a large extent reprinted in the *Bicycling Journal*; and though it is not desirable to exclude original matter for the sake of inserting reprints, an index to the places where current comment on "the wheel" may be found would take up too little space to offend any reader, and would be a great help to the collectors of such literature.

Your last issue contains allusions to recent pieces which I should be glad to look up had you named them exactly; and you have previously made vague mention of pictures in "the Harper's periodicals," which I have vainly sought to discover, for lack of definite names and dates. The leading article in *Harper's Magazine* for November, by-the-by, was W. H. Rideing's illustrated description of "The Old National Pike," leading over the Alleghanies from Frederick, Md., to Wheeling. "The first macadam pavement used in the United States was laid here, between Hagerstown and Boonsborough, and the mail coaches sometimes took no more than two hours to cover the distance of 26 miles, for the road was the finest one in America."

If my mention of the article shall inspire some ardent wheelman to read it, and the reading shall inspire him to "take to the pike" and wheel himself into Wheeling, and the wheeling shall inspire him to write you an account of his tour, I shall feel that the time spent in composing this letter has not been wasted,—even though that time has been taken out of "the fifth Sunday in February," the like of which, the papers say, is not to be known again on this planet until four centuries more shall have rolled around.

KOL KRON.

CLUB DOINGS

AMHERST BI. C. — This club, formed in September last with eight members, is showing signs of activity with the opening of the season. Uniform, navy blue knickerbockers and blouses, with gray stockings; color red; no badge. President, E. G. Rand; Secretary and Treasurer, H. A. Tucker; other members, P. B. Blatchford, G. H. Fiske, R. T. Low. Additions expected soon.

BALTIMORE BI. C. — At a meeting held by those interested in bicycling, held in Baltimore, Md., on 26 March, the Baltimore Bicycle Club was organized, and the following officers were elected: President, S. T. Clarke; Secretary & Treasurer, George F. Hussey (142 Lanvale street); Club Committee, S. T. Clark, G. F. Hussey, J. L. Tomlinson, T. J. Shryock.

KNICKERBOCKER BI. C. — Organized at Orange, N.J., on 16 March, 1880. Officers elected: President, F. M. Jackson; Secretary, E. H. Snyder; Captain, C. Van Rensselaer; others to be chosen at a subsequent meeting.

MINNEAPOLIS BI. C. — This pioneer club of Minnesota was organized 11 March, with great enthusiasm and prospects of success. By-laws were adopted, and the officers elected were as follows: President, C. H. Hathaway; Secretary, C. J. Brown; Captain, E. B. Clement. They have secured a hall for practice, and expect to take the road as soon as the wheeling will permit. "Look out for a wide awake club in this city," writes the secretary.

SAN FRANCISCO BI. C. — This club held a general meeting on Wednesday evening, 17 March, at Arion Hall, fifteen members being present. P. W. Kimball, C. A. Butler, F. Sims, and T. J. Pettit were elected members. Several candidates were proposed for membership. A committee was appointed by the president, consisting of MM. Cunningham and Eggers, for the purpose of selecting suitable and convenient grounds where members could practice and ride at leisure. A committee was also appointed on uniform and badges, consisting of MM. Pettit, Cunningham, and Eggers. A committee, consisting of MM. Eggers and Cunningham, was also appointed to confer with the Park Commissioners, for the purpose of extending the time and privileges of the park drives for bicycle riding.

ST. LOUIS BI. C. — Organized the second week in March, with eight members, and prospect of more. Officers: President, —; Vice-President, J. C. Le Bourgeois; Treasurer, K. Wilson Kennett; Secretary, G. F. Shepley; Captain, J. G. Blow.

PERSONAL

ONE OF THE hearty good wheelmen of Detroit, Mr. W. J. Howard, D. Bi. C., has metropolitan tastes, and has gone to New York to indulge them. He may hereafter be found with Mr. Rollins in the bicycle business, where his many friends will hope to see him prosper.

DAVID STANTON sailed for England 27 February, expecting to return in about six weeks and give some races at Manhattan Athletic Grounds.

MR. J. S. HOOPER, favorably known as a Pittsburg wheelman, will be in Cleveland during the summer, and has become a member of the Cleveland Bi. C.

MR. EDWARD PREBLE, Boston Bi. C., has returned from California in fine health and spirits, and will give us some of his "impressions" in a future number.

MR. H. C. SIBLEY, now representing the Boston Bi. C. at Santa Barbara, Cal., says, "the horse is a serious competitor of the wheel there, since you can buy a fine specimen of the former, all saddled and bridled, for \$30, and board him for \$1 a week."

THE RETIREMENT of A. D. Chandler, Esq., from the presidency of the Suffolk Bi. C., though accompanied by the able accession of Dr. Dwight, will be regretted by all. His generous devotion to the interests of bicycling in its best phases will only be limited, however, by the demands of his busy profession, and his early services to the cause will not be forgotten.

MR. H. I. CARPENTER appears to be stirring things up in Washington. His riding-school is patronized to its fullest limits, and many prominent and active men, who do not wish to lose their youthfulness too early, are doing some preliminary pedaling there.

TO BE AN honorary member of the New York Bi. C. is no empty honor, and Mr. Charles E. Pratt, whose name has come to be connected with his favorite recreation in so many other ways, will heartily appreciate the distinction of being first on that honorable roll.

THE COLUMBIA Riding-school at Albany, N. Y., is the right institution in the right place, and a good club is sure to be one of its results.

AMONGST our English subscribers are Bayliss, Thomas & Co., and Hillman, Herbert & Cooper, and the Surrey Machinist Co. Americans have long taken an interest in their "Excelsiors," "Premiers," and "Invincibles," and it is pleasant to have the interest reciprocated.

CUNNINGHAM & Co., will probably make an announcement in the next number of the BI. WORLD which will interest many of its readers. This firm has grown particularly active of late, and none of their early enterprise has been lost.

Mr. C. M. GAYLORD of Monroe Falls, Summit County, Ohio, and his comrades are turning kindly attention to the BI. WORLD, and report that "bicycling is the rage" there. Let us hear more about it thereabouts, and whether you have a club, brother wheelman.

"PIONEER" tells of a person in Germantown, who on reading the "Atlantic City Excursion" in our last number inquired if his *nom-de-plume* "Long Joe" means "Extended Joker," evidently never having recognized the veteran on his battered 56-inch.

TAKING a birds-eye view of the field at present, one would think that Mr. Rollins in New York, Mr. Fairfield in Chicago, and Mr. Hart in Philadelphia, were moved by a most creditable emulation to exceed each other in advantages offered their patrons. Meanwhile all are interested in their respective success, and are treasuring for years to come the pleasant memories that belong to enterprising pioneers whose broadness of business vision takes in the future as well as the present.

HODGSON IS OVERRUNNING with orders, at his Newton Upper Falls factory, for the "Velocity,"—best of bicycles. The BICYCLING WORLD, which brings to our sanctum its quota of news, comprising a variety of sports polite and athletics refined, tells us in a very matter-of-fact way of a prospective English tour on the bicycle, the party to start from New York on the 22d of May, sailing in the "City of Richmond." What Shakespeare's bones or Sir Walter's spoke may rattle forth when these audacious Yankees spin by their resting-places, we dare not contemplate. It is a very crank undertaking, and may prove an unfortunate measure for our American tourists. Suppose, for instance, their attachment to English soil should extend to such a length as to induce them to stick, how could we spare so much of the back-bone of our youth? We would really like to know if President Bates, of Detroit, is going over; if he does, he might do both sea and land—over and Dover.—*Newton Transcript*.

LITERARY COMMENT

LE SPORT VELOCEPIEDIQUE is the latest addition to the periodical literature of bicycling. It is under the editorial management of M. Paul Devillers, one of our Paris correspondents, and whose qualifications for the post are indicated by the facts that he is president of one of the Parisian bicycle clubs, has long contributed to the bicycling departments of *Le Sporting* and *La Revue des Sports*, and has been the French correspondent for several of the English papers. The full title is "*Le Sport Vélocipédique, Organe Bi-mensuel des Veloce-Clubs de France, de Suisse & de Belgique, contenant toutes les informations vélocipédiques, Comptes-rendus de Courses, Descriptions de Voyages, Inventions, etc., et publiant les dernières Nouvelles Anglaises & Américaines.*" It contains four pages, about the size of those of the BICYCLING WORLD, and the price is \$1.50 a year for American subscribers. Address, 119 Boulevard de l'Hôpital, Paris. The editor makes a very interesting and stirring appeal to velocemen, and certainly deserves their support and a good success.

THE BICYCLE ANNUAL FOR 1880, edited by C. W. Nairn and C. J. Fox, Jr., is just at hand. This is the fourth year of its publication, and it is looked for as regularly as the spring. It is a useful manual for all who wish to keep accurately posted, and for our British cousins it must be a necessity, for its lists of roads, of races, and fastest times, and its full directory of British clubs. It also contains a brief review of the year, and other well-edited matter; but when one reads its curt mention

of the B. T. C., and comment that "since the secretaryship has gone into the hands of a Newcastle editor, the readers of the weekly bicycling press have heard nothing of the doings of the body," he is likely to think that the compilers used their weekly editorial pens, which have lately shown a little twist at the nib. It is well worth the price, "one shilling," with the portraits of Etherington, Terront, and Cann thrown in; and the editors deserve many thanks for their labor.—Received of Etherington & Co., East Temple Chambers, Whitefriars street, Fleet street, London, E. C.

"THE GROWTH of Wood-cut Printing," by T. L. De Vinne, of which the first chapter appears in April *Scribner's*, is a most instructive, carefully-written, and lavishly-illustrated paper, being a review of the methods and the subjects of press-printing with wood-cuts from 1450 to 1850. It is from the pen and the graver of a master-hand. The publishers of *Scribner's Monthly* have done much to encourage and gain for America eminence in this valuable art; and now the editor of this magazine offers, in the present number, three prizes,—of \$100, \$75, and \$50, respectively,—for the first, second, and third best specimens of wood engraving produced and sent to his office any time during the present year by pupils in any art school or under any private teacher in the United States. Mr. Alexander W. Drake, Mr. Timothy Cole, and the author of the above-named article, are proposed as the board of judges; and three more competent artists could not be found. A very amusing paper in the same number is one on "Rocky Mountain Mules," by Ernest Ingersoll, with illustrations by Mr. W. Taber, whose sketches are very amusing.—Received by A. Williams & Co.

A NEW AND ENLARGED edition of "The American Bicyclist," by Charles E. Pratt, is in press and will be issued about the middle of April. It will bring the information in regard to manufacture and use of the wheel up to date of 1 March, 1880, with racing lists, full club directory, many additional routes, and some pages of music, with a ready index. Two thousand copies of this book were issued last May (the first edition) and every copy has been sold. It is probable that the book will be in greater demand this year than ever, and that it will continue to be the authority and principal source of reliable information as to American bicycling and the history of "the wheel."

Puck of 17 March has a half-page poem, "The Bicycle Boom," with two illustrations. An amusing defence of the sport by an enthusiastic wheelman. Other bicycling articles and pleasantries are the following: "Up in the Cow Country, No. 11," in *The Railroad Advertiser* for 6 March; "A Diabolical Wheel," in *Detroit Free Press* for 13 March; "The Steel Horse," in *N. E. Homestead*, Springfield, Mass., 13 March; "The Bicycle and Riding It," in *N. Y. Times* of 25 January; "Bicycling," a census of the sport at the American colleges, by "Col Kron," in *N. Y. World* of 22 December, 1879; "The New Vehicle," in *Oil City Sunday Derrick* of 8 February, 1880; "The Bicycle," containing President Bates' address on tricks, in *Detroit Post and Tribune* of 21 February.

ODE.

THE TRYING 'CYCLER TO HIS WHEEL.

Rotal bird of travelling fame,
Let me quit this sort of game:
Climbing, toppling, faltering, vying,
Oh the strain, the hopes of trying!
Peace, fond mortor, cease the strife,
And start me languid into life.

Hark! they whistle; 'cyclers say,
Brother, *spin it right away*.—
This is what abducts me quite!
Steels my sinews, rears my height,
Dawns my troubles, stirs my pride;
High-metalled steed, is this your ride?

The town recedes—it disappears!
Fields open on my eyes, my ears
With sounds viatic ring.
On end, with wings, I dance, I fly!
O horse, where is thy quick go-by?
Of chafe where is the sting?

CHIRON.

Vol. I.]

THE BICYCLING WORLD

[No. 11]

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, 3 APRIL, 1880

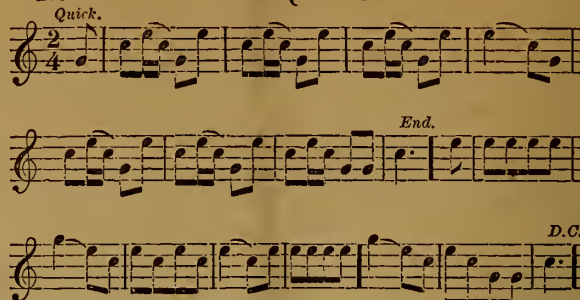
SIGNALS AND BUGLE CALLS.

Nothing is more desirable for proper discipline and manœuvre of any body of men than a suitable code of signals. The English Bicycle Clubs, and some American clubs, have already adopted either whistle or bugle calls for the more important movements of the club when riding. Many wishes have been expressed for a more complete code than has heretofore been made, and there have been many requests for the musical notes of such calls. It is every way desirable that uniformity should be observed in the use of such calls by clubs throughout the country, in order that members and officers may understand each other on excursions and otherwise, and obey the same commands. More than two years ago the Boston Club adopted certain calls from the U. S. Cavalry Tactics, though it has never used them very much. Other clubs have adopted essentially the same calls. In answer to these various demands the following code, simple and easy, and at the same time sufficient for all ordinary purposes, has been prepared. It consists of the calls of the Boston Bicycle Club, with a few added which may be of service on excursions, and to make it more complete:—

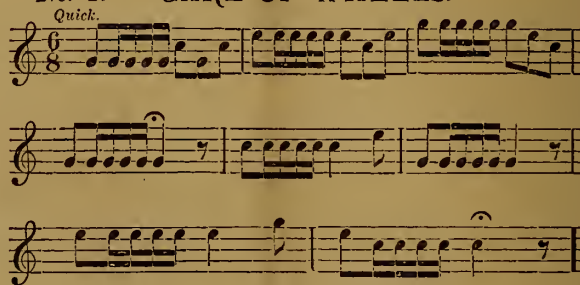
1. MORNING. This is "Reveille," to be sounded in the morning on an excursion, or to summon the club together on a day of meet, and for other purposes which will be obvious enough.

2. CARE OF WHEELS. This is the "Stable" call, and is to be used for a summons to oil up, previous to starting,

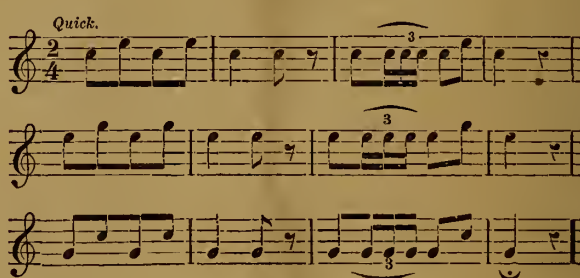
No. 1. MORNING.



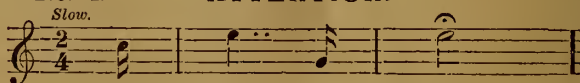
No. 2. CARE OF WHEELS.



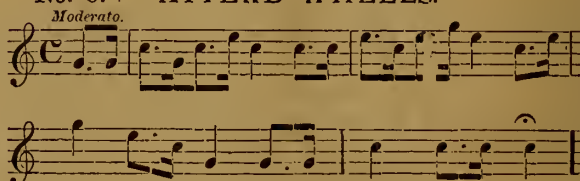
No. 3. TABLE.



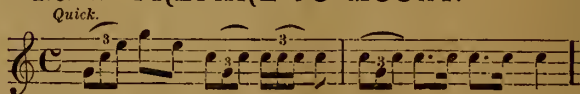
No. 4. ATTENTION.



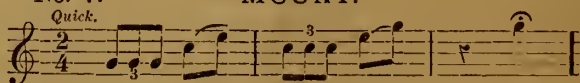
No. 5. ATTEND WHEELS.



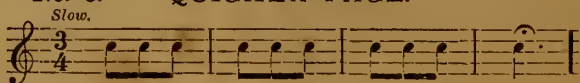
No. 6. PREPARE TO MOUNT.



No. 7. MOUNT.



No. 8. QUICKEN PACE.



or to rub down wheels and put in order at the end of a run.

3. TABLE. This is "Mess," and will be used to call to refreshments or to meals.

4. ATTENTION. This is the cavalry call "Attention," and is to be used as a prelude to other calls, or for the purpose of calling to order at any time and gaining attention to commands. It will also denote that an order is about to be given which should be obeyed in form.

5. ATTEND WHEELS. This is "Assembly," the order which will be given previous to a mount; and at the sound of it each wheelman will proceed to bring his bicycle forward and place himself in readiness for the next signal.

6. PREPARE TO MOUNT. This is "Boots and Saddles;" at the sound of it bicyclers will place their wheels in line as previously arranged by the captain, with hands on handles and foot on step ready to mount.

7. MOUNT. This is cavalry order "Mount;" and at sound of it the first, or man to left of the line, will start wheel in motion and mount, and each in order will follow him.

8. QUICKEN PACE. This is the cavalry "Gallop;" at sound of it a simultaneous quickening speed will be made along the line.

9. SLACKEN PACE. This is the cavalry order "Walk;" obedience to it will mean slowing up all along the line.

10. TWO ABREAST. This is "Trot;" but in bicycling tactics it means two by two, or ride in double file, which may be accomplished by each second man advancing to a position at the left of the one before him.

11. SINGLE FILE. This is the order "To Arms," and is given when riding two abreast to single out, in obedience to which there will be a slowing along the line; each left-hand man will fall behind his companion. It is the reverse of number 10.

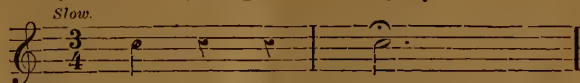
12. RIDE AT EASE. This is the call to be sounded when riding in company, either in single or double file or in any form, to signify that each rider may take his own choice of companion or position in the road as a relief from orderly riding, or in the case of bad road making it inconvenient to keep in regular order.

13. DISMOUNT. This is the cavalry order "Dismount," and will be sounded when riding to denote a dismount either at the end of a run, or for rest, or for walking a hill, or for other purposes, and should be obeyed from the rear, the last man dismounting first, and each succeeding one following in turn, so that no collision may be caused. It will mean, when sounded, simply to dismount, and stand by or walk with wheels, either of which will be indicated by a subsequent signal.

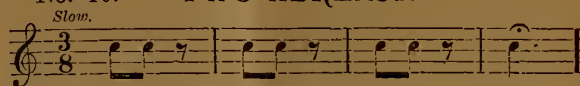
14. WALK BY WHEELS. This is the order "Forward," and when sounded immediately after "Dismount," or after "Attend Wheels," will be obeyed by each man placing his hand on the saddle or perch of his wheel and walking along beside it.

15. HALT. This short call may be given at any time for ordering a stand-still; if given abruptly when riding it will signify dismount and halt at once, with as much promptness and care as to avoiding collision as possible, but without observing the order of dismounting. If

No. 9. SLACKEN PACE.



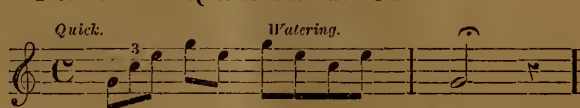
No. 10. TWO ABREAST.



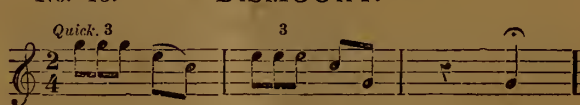
No. 11. SINGLE FILE.



No. 12. RIDE AT EASE.



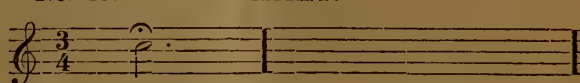
No. 13. DISMOUNT.



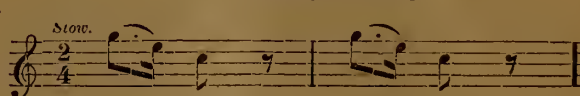
No. 14. WALK BY WHEELS.



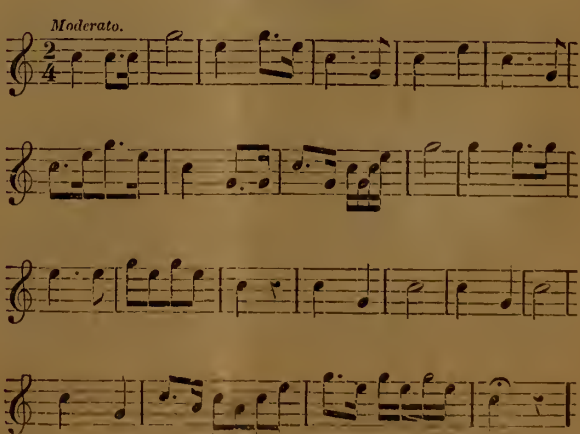
No. 15. HALT.



No. 16. PILE MACHINES.



No. 17. DISBAND.



sounded immediately after "Dismount," it would mean stand by wheels. At any time it means to stop.

16. **PILE MACHINES.** This is the cavalry order "Lie Down," and will be obeyed when sounded by piling machines two and two; that is, the two at the head of the line will lean their machines together, next two theirs, etc. It is equivalent to "Stack Arms."

17. **DISBAND.** This is "Retreat," and will be sounded at the conclusion of a meet, or at the end of a club run, when each rider may go his own way. On an excursion it will be sounded when the run for the day is ended.

18. **RIDE IN FORM.** This is "Quick Step," and the order may be given when riding through villages, or at any other time when it is desirable to ride in form and observe an even distance apart, or where the streets are narrow, or when more than usual caution is due to pedestrians and teams.

19. **EVENING.** This is "Tattoo," and may be used to summon to parlors, to entertainments, to refreshment, or to rest; it is the signal to assemble without wheels.

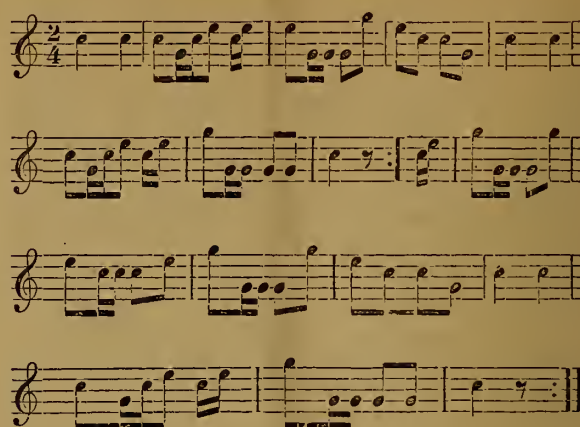
Although this code may seem of considerable length, it will be found simple and practicable. Only a few calls will be found absolutely necessary; for ordinary club use a selection of the necessary ones will be best.

In the absence of the bugler a code of whistle-calls will be found desirable. In addition to the before-mentioned calls, it will be found very pleasant and useful for each club to have its peculiar private signal.

A MATTER FOR IMMEDIATE ATTENTION.

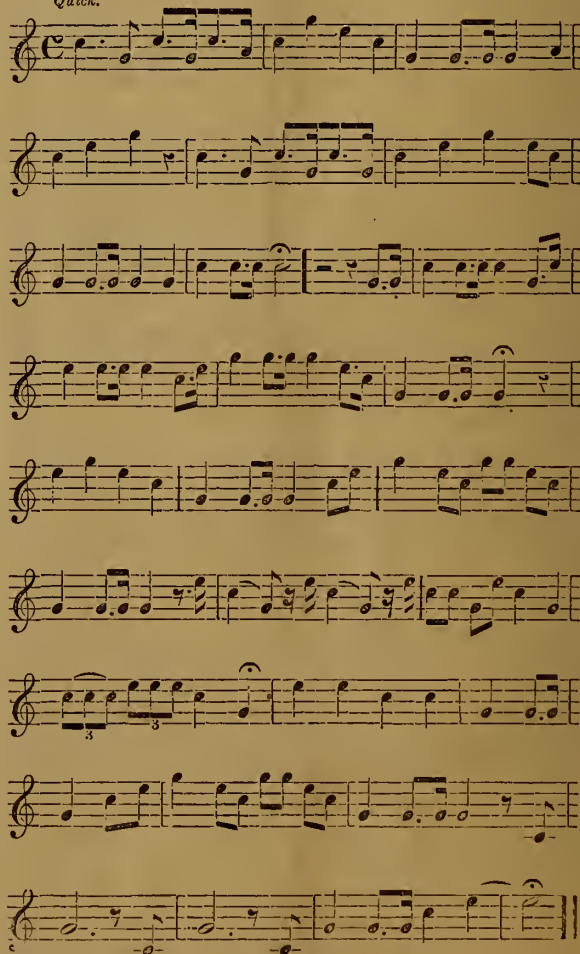
The wheelmen of Boston and vicinity have had a proposition made to them which is worthy of more active attention than it has received. For more than a year there has been a clamor for a suitable racing path. Here in the city where bicycling began, where racing took its first impetus, and where of all places the fraternity would be expected to forward the development of the wheel in every direction, there is not a bicycle track worthy the name. A prospectus was sometime ago put forward for somewhat extensive athletic grounds especially designed for bicycling and the kindred recreations at Granite Bridge. No definite result has been reached in that direction, and it is scarcely possible that anything will be accomplished there during the present season. In the last number of the *BICYCLING WORLD* Mr. Henry W. Lamb, secretary of the Driving and Athletic Association, put forward the matter of a cinder path at Beacon Park, in a definite fair and attractive manner. Mr. Lamb deserves the hearty coöperation of bicyclers, for he is the champion of their interest in and out of the Association, in a generous and public spirited way. Against considerable prejudice and opposition he and some of his coadjutors have received authority for his committee to lay out a three-lap cinder path for bicycling use, to allow the use of clubhouse, bath-rooms, club-rooms, lockers, and other facilities, provided the names of a sufficient number of applicants for admission as bicyclers are received before 10 April. That date was fixed as early as was deemed expedient, because it is desirable to begin at once the opening of such a track for use during the spring season. The fee for admission is \$10, which will cover the first year's assessments. We understand that the publication of this proposition (on our page 153) has not as yet induced a sufficient number of applications. We cannot believe that the wheelmen of Boston and vicinity are indifferent to this matter; we cannot believe that they will allow it to pass by willingly, but they may do it thoughtlessly. Every wheelman within reasonable radius of Beacon Park should not only take a prominent interest in the matter, but should send his name at once to Mr. H. W. Lamb, 33 Federal street, Boston. The time is short, but we hope to see Mr. Lamb's judgment in behalf of the favorite pastime promptly confirmed.

No. 18. RIDE IN FORM.



No. 19. EVENING.

Quick.



THE ENGLISH PARTY, under the promotion of Mr. F. W. Weston, seems to be not only an assured success, but a very well and definitely arranged tour. We are informed that nine gentlemen have promised, and several more have resolved to go; and those who are yet to make up their mind and secure the opportunity should attend to the arrangements at once. For ourselves we are only too disconsolate that an editor has no

holiday or hope of vacation, and try to be content with the thought of doing some little toward promotion and enjoyment of home excursioning this season.

WHAT PROSPECT FOR BEACON PARK?

Some inquiries have been made, by those who do not fully understand the matter, as to what will be the gain by those who join the Driving and Athletic Association as bicycling members. To these we suggest, a great deal. The location of Beacon Park is a very central and pleasantly accessible one to all riders in and about Boston. The advantages which are proposed there are not confined to those who take part in races, either as competitors or spectators. During the warm seasons this park would offer a fine rendezvous for club meets, and for inter-club meets. It would offer an attractive practice-ground for amateurs; it would be a pleasant terminus for an afternoon spin; a pleasant place of meeting for wheelmen separated by considerable distance. Those who have pleasant memories of Chestnut Hill reservoir, or Blue Bell at East Milton, as a place of meeting, or of picking up companions, can well imagine what this place would be, with a dressing-room and restaurant attachment, a path for trials of speed, a place to disband after long club runs, and many other pleasures of the pastime. In the colder seasons the proposed facilities will offer fine inducements for keeping machines there, and offer great opportunities to practise and exercise when the roads were unenjoyable from snow, or mud, or frozen ruts. The freedom of the ground when archery contests, or games of lacrosse, or foot ball, base ball, tennis, etc., were in progress, would be found very attractive and desirable, and there are a thousand pleasant ways in which any one might derive, during the year, a satisfaction of value far greater than the amount of the entrance-fee. Aside from these considerations, it is a duty that wheelmen owe to the encouragement and proper meeting of all advances made by others towards the recognition of the rights and privileges of bicycles. We are sure that no such mistake will be made as to allow the time suggested to pass by without a very large response to the first practical and generous proposal that has been made towards a general head-quarters for bicyclers in this vicinity.

ARCHERS AND ARCHERY

AN INTERESTING NEW EDITION.—We have been informed that Messrs. Dean, V. R. Manley, and Frank E. Raff, members of the Toledo Archery Club, are reprinting Horace A. Ford's celebrated work on archery. This news will be a source of gratification to all archers, for the book has become very rare, if not quite impossible to obtain. It has been out of print for several years, and Mr. Ford, who is now a minister of the Church of England, seems to ignore his previous reputation as an archer and to think that another edition of his work would be useless. It is needless to say that we do not agree with him. Mr. Ford, as the best shot with the bow and arrow of modern times, that England, world-famed for her skilled archers, has known, and as a gentleman of liberal education, was peculiarly fitted to write upon the "Theory and Practice" of Archery, and his book stands proof that he was faithful to the advantages he possessed. The rules therein laid down, and the opinions expressed, grew out of a careful study in the art of which he was so perfect a master; and although the progressive archer of to-day may find points of difference between his own ideas and those of the author, still we think it is safe to assert that the book is the most meritorious one of the kind extant. The book as issuing from the hands of Messrs. Manley and Raff will be a perfect reprint of the edition of 1859; the original text and cuts, even to the frontispiece, will be reproduced with no changes whatever; and with only such annotations as may serve to enlighten the uninformed reader as to the advances, or supposed advances, in the archer's art made within the past few years. A compilation of facts, both useful and entertaining to archers, will be appended to the volume. The republication of Mr. Ford's book is an enterprise deserving of every archer's commendation and support, and we trust the publishers will be justly rewarded for their labor and expense.

A LEARNER'S FASCINATIONS CONFESSED.

Editor Bicycling World:—Perhaps you are right in thinking that I did not give a very dark picture of Archery, and looking back at my experience, there are a good many bright spots in it, sufficient to make me say that I will never give up my practice; but what I wish to show is, that the way to become a skilful archer has some thorns in it, and is not all so rose-colored as you have been trying to make us believe.

When our second season opened there was a great deal of discussion about remodelling our club; some wanted it to continue the way it was, and some wished to make the practice a more important element in it. A challenge from a neighboring club made us think more of our shooting, and reluctantly we decided that there were not six sufficiently good shots in our club to accept a challenge. This gave the enthusiastic archers a handle, and, by continuous urging, they persuaded the club to ignore the suppers and social part, to practise more, and to devote all their energies to becoming good shots. A regular range was selected, permanent targets were set up, and the members were invited to practise at all times, while the regular meetings were appointed twice a week instead of fortnightly. By this means, though we lost some of our members, the others soon showed great improvement in their shooting, and we all came to daily practice and enjoyed it. This sounds rather in support of the amusement, but the very enjoyment brought trouble. Often getting excited by having some other member beat me by a few points, I would keep insisting on waiting to fire another round, and would finally reach home, tired and disgusted with myself, to find hungry children and burnt beans. But next morning the fever would be worse than ever, and, breakfast over, would take my bow and start for the range. Here, however, I must say a word in my defence, and also one of advice. If you do not want Archery to get too strong a hold on you, don't buy good bows and arrows; the very beauty of mine would tempt me to use them, when all other arguments were powerless. My bow, one of —. But I've noticed how particular you are not to praise special manufacturers, so I won't. My bow was the best I could find, and for beauty and smoothness of draw could hardly be excelled; but why describe it, every one knows what it is to have a favorite bow, and I was in love with all my equipments, from my bow down to my shooting glove, as foolish as a girl over her first doll-dress. But no matter what the temptation was, every morning would find me practising, utterly regardless of there being anything else in the world necessary for me to do but to hit the gold as many times as possible. Often one of my friends would say, "L——, how can you neglect your family so much for this childish amusement?" But I would try to silence her and my own conscience by telling how much I was improving in health and strength, — a very delusive argument; for, when excited by an unusually successful round, I would feel so well and strong that I would entirely forget how tired I sometimes was when dispirited by being beaten.

This was the state of affairs when our first match came off. For sometime we had been discussing the subject of challenging the "—— Archers," but we hardly dared to, and while we were deliberating, they took the lead and sent us a challenge. After some dispute in regard to terms, the match was decided on; thirty arrows at thirty yards for the ladies, and forty for the gentlemen, each team to consist of three ladies and three gentlemen. The appointed day came at last, and with many misgivings I went to the range wishing that some accident would prevent the match. If I wished so at first I am sure I did afterwards, for not only was our club horribly beaten, but my score was hardly one-half as large as the next poorest. That night there was no need of my children laughing at me, for I never felt such utter humiliation in my life, and no amount of encouragement could induce me to shoot for more than a week, but after a while I recovered my spirits and listened to the urging of the Captain, who did not want the club to finish its season with such a record; so we began practising again, and it was curious to see the modest faces we had when we met again in front of the targets.

The next break in our practice was the meeting of the Eastern Archery Association at Beacon Park; though I did not shoot, I was there every day, and by watching attentively the manner

of the best archers, managed to learn a great deal to help me in my own practice. I would advise all who wish to become archers to lose no opportunity of watching a match, for they can learn a great deal more, especially at the great association meetings, than they can from books or in months of practice on their own grounds. When next I tried shooting and made use of the hints I had picked up, there was great improvement, so much that I began to entertain hopes of winning the championship of our club; and, as this was the next thing in view, it completely filled my mind, and I was unable to talk or think about anything but the comparative shooting of the members. Morning practice was not enough for me now, but the afternoon would also find me in front of the target; of course this caused more neglect of my family, and the only way my husband could get me to sew on a shirt-button would be by oiling my arrows or whipping a bow-string while I was doing it.

As the day approached we all grew more and more excited, and my interest was increased by having my friends promise to give me presents if I won the silver arrow; besides this, my Irish girl said she would pray for me while I was shooting. The time came at last, as blustering a November day as you could well find, but no one thought of postponing the match, and with shawls and furs on we began the shooting. Luckily for me I did not draw the first number, as nothing would spoil my score more than to have to fire the first arrow with every one watching me; as it was, I did poorly enough in the fifth position, shooting horribly for the first half of the match; but then the prayers seemed to have some effect, for I made two golds and a red at one end. Encouraged by this I kept on shooting well, and finally won the match easily, and retired on my laurels for the rest of the season. The last three months have been occupied in the vain endeavor to do the sewing that I neglected last summer, and in resolving not to let archery interfere again with my household duties; but the recent arrival of a new bow that I have had made for me, has reawakened the fever, and I am waiting for the March winds to be over that I may try it, and probably my good resolves will be of no effect. When I began to write I thought so much of the difficulties that it seemed to me that I would advise no one to begin archery practice, but on trying to remember my experience I find that the pleasures have made a deeper impression on me than the difficulties, and perhaps it would have been better to have entitled these papers, The fascinations of archery from a feminine point of view.

L. L.

TARGET COLORS—ARE THEY USEFUL?

I notice in a late issue of a contemporary journal an article proposing a target with one well-defined centre and the outside rings outlined by a narrow line instead of the heavy colored rings now used. This arrangement of a target facing we have used all winter at our "Plimpton Hall Range." We have tried black, red, orange, and gold centres. The most popular being the gold with one-quarter inch ring of red outside to define the line of the gold. The black, though very striking in appearance, does not appear so large to the eye when viewed at forty yards as either of the other colors. We know it is an improvement for in-door shooting, and it seems to us that it will also be the same out of doors. One of our members has tried it out of doors and says it is even more of an improvement for sixty yards. Others propose trying it, and we will give you the general opinion.

Maurice Thompson, in his "Witchery of Archery," says, in substance, that it is easier to concentrate on a bird or small animal at a hundred yards than on our many colored target.

In retaining the golden centre as the mark, we would retain all that is strictly traditional in regard to color, this having been handed down to us from the time of King Solomon, but the colors and number of rings outside are modern and mixed. Mr. Thompson at first gave us an "inner white" instead of our blue, and the French used a target with twelve rings, containing colors not now used. The object of our shooting is to hit as near as possible to the centre, and it seems to me that there can be no use for the outside colors save to define the distance from the centre. This can as readily be done by a narrow line, doing away with the heavy colors outside the mark which only detract from its distinctness.

A. N. DREW.

A BOSTON Archery Society, for the encouragement of archery in this section, is talked of, as well as an Eastern private practice club.

MANHATTAN BOWMEN. — This new club has been organized in New York, with the following officers: President, D. M. McLean; Vice-President, W. C. Beecher; Secretary, J. O. Davidson; Treasurer, S. E. French.

THE NEW YORK ARCHERY CLUB has passed a resolution excluding members of other archery clubs from membership. This is understood to be a stand taken against "rounders," and has given rise to considerable discussion.

TENNIS AND ARCHERY CLUB OF ELIZABETH. — This club, of Elizabeth, N. J., is now organizing, with a membership limited to sixty,—thirty ladies and thirty gentlemen. The Edgar estate, on West Jersey street, has been leased, and there it is proposed to practise lawn tennis, archery, croquet, etc. Meetings will probably be held twice a week.

CHICAGO. — A short-range match was shot Saturday evening, March 13th, between Capt. J. K. Hoyt, of the Brooklyn Club, in Brooklyn, and Mr. J. O. Blake, of the North Side A. C. of Chicago, in the latter place. The terms of the match were 90 arrows at 30 yards, Mr. Blake allowing Capt. Hoyt 20 points on the total result. The scores were as follows:

	Hits.	1st 30.	2d 30.	3d 30.	Allow'ce.	Total.
Capt. Hoyt	89	168	175	178	20	541
Mr. Blake	90	200	206	210	—	616

T. A. W.

YEW BOWS are receiving the special attention of manufacturers, and are taking a good place as a fashion, or something better. California yew is being used considerably, and is said to be finer than the English, and to compare favorably with the Spanish or Italian yews for this purpose. Mr. E. I. Horsman did not make his choice of Spanish yew, however, without careful examination, and we hear many good things said of his backed bows of this year's make.

THE PACIFIC COAST Archery Association will hold its first tournament in the third week in May, at some place in the vicinity of Oakland. The Pacific Archery Club, the Bow Club, the Merry Foresters, the Robin Hood Club, the Highland Park Archery Club, and several others, are keeping in good practice, and will send representatives.

BOW HUNTING. — It is related of Mr. Button, Santa Cruz, Cal., that he frequently sallies out for a day's hunt with bow and arrows, and that one day recently he returned with nine squirrels, three rabbits, and a jay in his bag.

A CALL on Bradford & Anthony will satisfy any visitor in Boston that arrows will fly thick and fast this season. An old and conservative house like theirs does not brisk up and lay in special stock in any direction unless the indications are certain for a lively demand.

IT HAS BEEN SAID that the test of merit of an invention is the number of its infringements. Already has this system of scoring been infringed by the publication in this city of score sheets substantially the same. The parties were informed of the rights of Mr. Brownell, which were immediately recognized, and they discontinued their publication. E. I. Horsman, No. 82 William street, New York, is the sole agent for the United States.

INVENTION AND MANUFACTURE

WOODMAN'S AUTOMATIC BICYCLE BELL.

Mr. Walter Woodman, of Cambridge, Mass., has sometime since turned his attention to the continuance of an alarm suited to his own machine for night riding; and, as the result of considerable experiment, has produced one which is ingenious for its simplicity, and of which he has presented us of a very attractive sample. The main part of the alarm is, of course, a gong of bell metal, of generous size and very clear ring. This gong is attached by means of a screw through the centre to a plate a trifle smaller in diameter on the inner side, and this plate carries a clamp or slotted lug by which it is attached to the upright part of the brake lever where the grip brake is used; this gives the bell a position immediately in front of the head of the machine, entirely out of the way and in a guarded position. To this plate is attached also, on one side, a pivoted lever extending upward, properly curved so as to terminate in a thumb-

piece near the handle of the bicycle; and extending downward from the plate is a small shaft, bearing at its lower end a fixed pulley or little wheel with serrated edge, revolving in bearings on the gong plate, and having at its upper end a small fixed pulley with a crank pin, which, when the shaft is made to revolve, comes in contact with a stud, so as to throw a small hammer inside the gong. There is also a suitable spring to hold the hammer back, and an elastic ring which pulls back the handle and keeps the serrated wheel from contact with the tire except when operated. It is worked by pressure on the thumb-piece, throwing the serrated wheel in contact with the side of the tire of the large wheel, the revolution of which causes the small shaft to revolve and the crank pin at its upper end to operate the striker, when a very effective ring is produced. The inventor claims superiority for this bell for the following reasons:—(1) it is perfectly noiseless when not in action; (2) it cannot be broken in a fall of the machine; (3) it does not mar the symmetry of the machine; (4) it can be easily rung when the legs are over the handles of the machine; (5) all parts are interchangeable; (6) for its beauty of workmanship and durability. The bell and the brake do not in the least interfere. It is made plain, of brass, with nickel-plated gong, lacquered and burnished, brass plate, burnished handle and shaft. It is also made nickel-plated throughout.

"AMONG THE MANUFACTURERS."

BOSTON, March 20, 1880.

Editor Bicycling World:—Your remarks under above heading in No. 10 of your valuable paper, now before us, are not, in reference to the *Harvard* bicycle, characterized by your usual accuracy. The *Harvard* is not "as last year" in many respects. The ball bearings to both wheels, which you state we are "continuing to offer" are the outcome of last year's experience and experiment, but had not been perfected nor adopted by us prior to the issuing of our 1880 machine. The same may be said of the steering, the improved coned socket of 1879 having been abandoned in favor of the long-centred and low-handled *open* head, by means of which we are enabled to attain in our *hollow fork* (also in our Roadsters, — a specialty of 1880) the most perfect combination, so far, of strength, simplicity, and graceful appearance. In other details, such as the adjustment of the front and rear bearings, the deep recessing of the hubs, the *thick-ended direct* spokes, etc., etc., a careful comparison will show that we have earnestly endeavored in our "1880 H. F. H." to maintain our position "among the manufacturers" of being equalled by few, excelled by none. In this endeavor, Messrs. Bayliss, Thomas & Co., of Coventry, at whose works our "Harvards" are made, have most ably supported us, and of our success we would gratefully record that we have no reason, so far, to complain. We are glad to state that the "three weeks' wait," which in another column was referred to as attending an order for a "Harvard," is now nearly at an end, and that increasing shipments constantly arriving are gradually enabling us to catch up with our orders, so that we shall shortly be able to supply the demand "on demand." That our fourth season should have caught us unawares by opening so unprecedentedly early we attribute mainly to the good influence of your *BI. WORLD*, and we gratefully acknowledge our indebtedness.

CUNNINGHAM & Co.

[We do not stand corrected in any particular, but are glad to give this enterprising firm an opportunity to say what they are doing. — ED.]

BICYCLE TOURING CLUB.

The *monthly circular* of the Bicycle Touring Club has been sent to us by the Secretary. It is a very interesting but somewhat lengthy document, to which we can not give space at this time to print it entire. The substance of it is as follows:—A half-yearly meeting was held on the 7 February, in London, Mr. S. J. A. Cotterell in the chair. A very enthusiastic interest was taken in the business proceedings, which lasted from five until eight, p. m. In his opening speech the President said that the club had been convened by its Councillors to present the half-yearly balance sheet and the report of the Councillors; he alluded to the fact that no more than fifteen months since a few gentlemen started this now vast club. To attend this meeting several members have had to come from 100 to 250 miles of distance. Fifteen officers were present, and a very large number

of members. He concluded his speech with the following remarks:—"I may go from that to speak of America. It is the opinion of bicyclers in the United States that the Bicycle Touring Club will do well to establish a branch there. Of course the establishment of such a branch would be an arduous task for us to undertake, but we have already several members there, and we will do our best to start it in form; we cannot do anything more. It is said that they have a good many obstacles to contend with, but if we have a branch establishment there I trust we will make it as great a success as the *Bicycle Touring Club* has proved it to be. (Loud applause.)" Mr. Walter D. Welford, secretary, then read his report, in which, after referring to the first annual general meeting, held in August last, and the circumstances under which Mr. Cotterell retired from the secretaryship, he makes a summary of the work of the council as follows:—On the 13 September a meeting of officers was held at Newcastle-on-Tyne, when business was transacted until one o'clock in the morning, and it was decided that the executive body of the club should be called the Council; that the officers and Chief Consuls should compose it; and that the Council meetings should be held monthly for the transaction of business. The honorary offices, and those of Assistant Honorable Secretary, the managers of hotel, badge, and uniform, were abolished, and some useful alterations were made in the rules. The badges were improved and the prices raised to three shillings, and three shillings six-pence. The club thus organized entered upon a new stage of progress. At the October Councillors' meeting four important matters were dealt with:—first, a new tariff of hotel prices was adopted; second, a change was made in respect to badges, by which different officers should be distinguished by small pieces of velvet of different colors, the President, Vice-President, and Hon. Treasurer, wearing purple, the Secretary wearing blue, Chief Consuls red, of shield-shape, like badges, and the Consuls red, but of oblong shape; third, it was resolved that a half-yearly meeting should be held in London, of which the present meeting was the outcome. At the November meeting the Councillors determined to discontinue the monthly circular as a separate publication, on account of its increased expense, and to introduce it as an appendix to '*Cycling*'. To this, however, the objection was urged that all the members did not see the magazine. At the December meeting an arrangement was made by which every member should be supplied with the monthly circular appended to the magazine free of expense. At the latter meeting, among other business, the Councillors ordered that the subscriptions of all new members, elected after December 31, 1879, should last until March 31, 1881. The report gives very favorable showing of increased membership, which increase also increases in a goodly proportion from month to month. Since the annual meeting the following elections have taken place:—

On September 8th Mr. T. Young was elected Vice-President; Mr. J. Robinson, of North Shields, was elected Chief Consul for the North English District; Mr. D. D. Bryson, Edinburgh, was elected Chief Consul for the East Scottish District; and Mr. James Steel, Glasgow, for the West Scottish District. On the 4 October Mr. E. R. Shipton was elected Chief Consul for South-western District. On the 1 December Mr. W. B. Tanner was elected Chief Consul for South English District. On the 1 January Mr. W. H. French, of Winslow, Bucks, was elected Chief Consul for East Midland English District; Mr. W. M. Jones, Cardiff, Chief Consul for South Welsh District. All the districts are therefore filled up, and the Council consists of President, nine Vice-Presidents, fifteen Chief Consuls, and the Hon. Treasurer—in all, twenty-six Councillors.

The report further states that candidates have lately been coming in at a rate beyond the most sanguine expectations; the average addition to the list for January was about eight per day. "You will notice in our list of new men the names of four American gentlemen; thus you see how the club is gaining the support of American riders,—a fact greatly to be desired, a great field in future lying open to us." The total membership, including proposals received at May meeting, was reported at 1207.

This report of the Secretary was read and adopted by the Council, and, after some remarks by the President, the Treasurer's report was made, from which it appears that the expenses of the club during the half year have been £103 2s. 5d.; the total assets of the club, £46 7s. 3d.; the balance of assets above liabilities being £22 4s. 4d. During the remarks that ensued Mr. Hillier raised some questions in reference to the connection of '*Cycling*'

with the Bicycle Touring Club, and the connection of the B. T. C. Album with the B. T. C. itself; which called out replies from Mr. W. B. Tanner. Mr. Cosens and others, including Mr. Welford, who, from his double position as Secretary of B. T. C. and editor of *Cycling*, found himself under a sharp but good-natured cross-fire. The subject was finally disposed of by referring it to the Council. Mr. Rücker, in a short speech, called up the subject of racing, and asked whether the B. T. C. would take up racing, and whether it would combine with the Bicycle Union, or take any more intimate relation with it. The President expressed opposition to any proposed combination of these two clubs, and said that the B. T. C. has been founded for the promotion of touring, and that the object of the Bicycle Union is that of racing. After some further discussion, the whole subject was referred to the Council for consideration and decision. Mr. Short then offered a motion to the effect that the B. T. C. should join the Bicycle Union as a club, which, being put to the meeting, was lost, amid much applause. The business meeting concluded with a vote of thanks to the Chairman, and afterwards about two hundred sat down to partake of a supper. After the removal of the cloth the usual loyal toasts were disposed of; the one to the Provincial clubs was responded to by Mr. Ineson.

After this Mr. Hillier proposed the principal toast of the evening, and said, "On looking round me I see a great number of bicyclists divided into two classes, provincial and metropolitan. Those who wander over the roads of England, must be familiar with the feeling of loneliness which comes over the bicyclist when he arrives at his destination for the day, and knows absolutely no one. He longs for a companion, to be on familiar terms with one of his own craft, and it is here that the B. T. C. steps in. The bicyclist, instead of receiving no attention at his hotel, is received warmly by his host, for he carries in his badge a guarantee that he will be welcome. With a little trouble he finds out the consul for the district, and is soon engaged on wheel talk. What can be more enjoyable than this, especially to London bicyclists, who, being accustomed to talk continually feel exceedingly lonely when they get into the country and cannot do so! The hotel is ready, the consul of the district receives him, and all is well. I cannot say too much on behalf of this club, at the same time when I think of the tremendous orators there are in this room, I feel once more my inability to do so, therefore I must ask you all to join with me and drink this toast heartily, coupled with the name of their energetic Secretary, Mr. W. D. Welford." (Loud cheers.)

Mr. Welford, on rising to respond, came in for the ovation of the evening, the hearty cheers making the hall ring again. He said, "I cannot say I have prepared a speech to respond to this toast, because I was taken quite unawares. If I had prepared anything, this applause would have put it all out of my head, so if I make any mistakes in responding, you must consider it your own fault, not mine. We have heard to-night that our club numbers 1,207 members. I feel that the council have conferred the highest honor on me to appoint me Secretary. We do not confine ourselves to England, but have members in America, France, Germany, Switzerland, India, and Trinidad. In America I feel sure we have a large field open to us, and I hope before long they will be able to support an independent club of their own. There is one small matter I should like to mention before I sit down, and that is when members write to me, I wish they would write on one side of the paper only, and say what they want clearly, as I often read through a rigmarole without being able to discover what they want (laughter). Mind I do not say this to save myself trouble, but they would save a great deal of time, ink, and paper, and often temper also. In concluding, I must give you my hearty thanks on behalf of the council and myself for the hearty way you have received this toast." (Loud applause.)

Afterwards the Chairman in proposing the Bicycle Union said, "Though I cannot approve of the B. T. C. joining the Union, still I like the Union, and think it is a grand institution, but I should like to see it supported in a different way. I like to see two separate institutions, the Bicycle Union and the Bicycle Touring Club. I do not know, but I think Mr. Rücker may rush away with the idea that I am opposed to the Bicycle Union, and wish its downfall; but this is not the case. There has been opposition to the Union, but it is necessary that there should be some opposition. I think myself there are some things which

require amendment. I think it would be a good idea for the Union to call a meeting like this and take their opinion. I am sure no one would wish to push the Union on us if we do not want it. I cannot say I should like it, and feel sure if the Union were consulted, they would not be anxious for a junction. If, after consideration, we think it would be well to join the Union, I should very likely give way. I shall not say any more, perhaps I have trespassed too far already, and I dare say the council for the Union will not thank me for what I have said, but I have meant it in a fair way, and I hope they will see it in that light."

Mr. Rücker, who was greatly applauded, said, "I must say I was exceedingly glad to hear Mr. Cotterell say he is not opposed to the Union. I did not think so myself, but many of you after what has just passed in the other room, may have gone away with that impression. I believe the Union has the same feeling towards the Touring Club as the Touring Club has to the Union. If the members are not satisfied with the management, it rests in their own hands to elect other men to represent them. We want to know the feeling of all bicyclists, and not of London only. We should like to get a large representative meeting like this by which we could find out the feeling of all bicyclists, but we cannot get this. If we call a meeting, what is the result? A few men who belong to London turn up, who are in the habit of always coming. I feel sure if we were to get the feeling of provincials, it would assist us greatly. I ask you, especially those here to-night, representatives of provincial clubs to obtain assistance for us. We want your opinion upon certain subjects, and without that we cannot get on. I hope the B. T. C. will aid the Union, and give it a fresh start, and that by the end of the year it may turn out an entire success."

Interesting remarks were then made by Mr. C. B. Wilson and others, and the proceedings were brought to a close about 12 o'clock, with toasts to the press and the ladies, and the music of "Auld Lang Syne."

IS PROGRESS in every direction to be thwarted by the whims of horses, and the interest of those who own them? Have not persons who choose to ride on a bicycle or a steam-carriage rights as well as those who ride upon or drive a horse? If not, the Centaur would be the natural ruler of mankind, and he made a great fool of himself when he allowed himself to go out of existence.—*Washington Evening Star*.

We would add to this that every stationer who has not taken pains to foster a game which gives him a fair business all the year round, and especially during the summer months, should wake up. Put in a stock of archery—three hundred dollars gives a nice assortment—and push the trade in what is going to be the greatest game of the country.—*Geyer's Stationer*.

The New York Bicycle Club will celebrate Decoration Day by a grand parade at Newport, R.I. Talk about men not caring for fashion! We notice they always take an extremely fashionable place to parade.—*Boston Home Journal*.

Vol. I.] THE BICYCLING WORLD [No. 10

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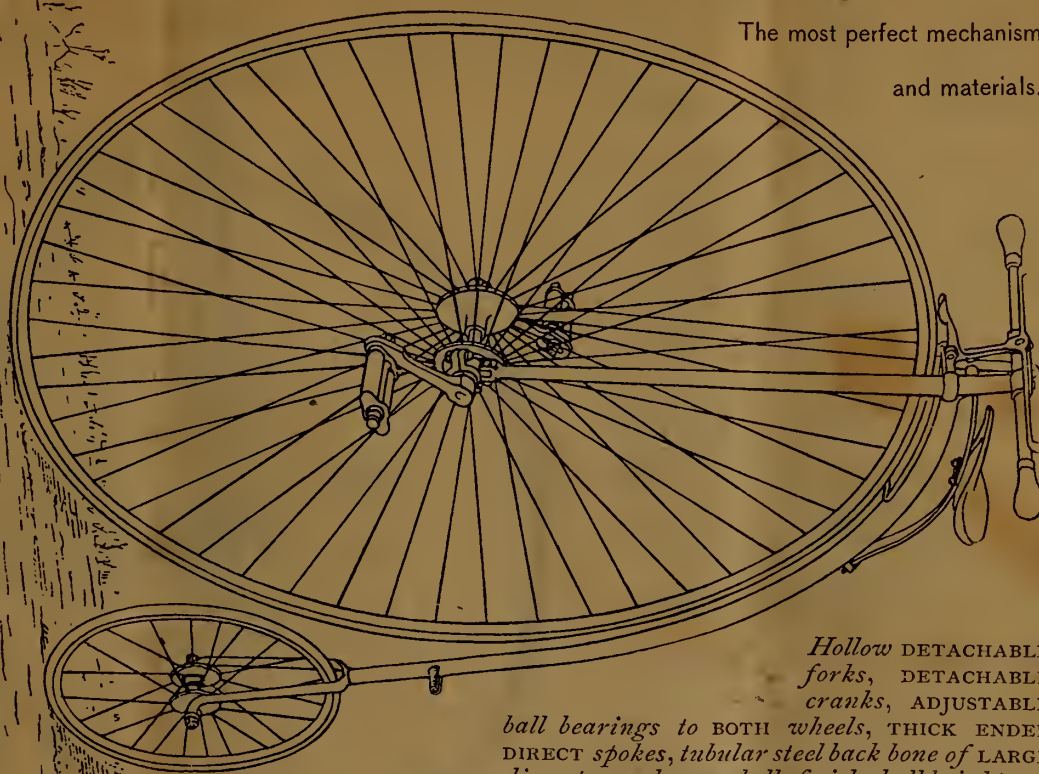
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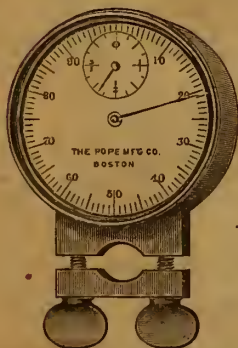


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