

The Bicycling World

AND
THE ARCHERY WORLD

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

BOSTON, 10 JULY, 1880

10C. A COPY.—\$2.50 A YEAR.
Entered at the Post Office
as second-class mail matter.

Vol. 1]

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[No. 18



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VOLUME 1]

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CURRENTE CALAMO

The City Council of Topeka, Kansas, has modified the obnoxious ordinance, and now permits bicycles on all but one or two business streets where nobody wants to ride.

That was one of Col. Ingersoll's best retorts, when asked what improvements he would make in the universe if he were given the power: "I would make good health catching, instead of disease."

The *Philadelphia Bulletin* explains: "The law against carrying concealed weapons does not apply to bicycles. They are revolvers, but they avoid cart ridges and never go off themselves."

We have a very neat nicked wrench in our tool bag, which was kindly tossed us by one of the riders at Newport, for whom we have inquired in vain. If he will pay us a call, or send us a note, we will return the wrench with as much gracefulness as we can command.

That late reception of the Massachusetts Club at ex-President Pope's, on the evening of the 26 June, was a charming little affair, and was much enjoyed by two or three invited guests from outside clubs. The colonel at home is a jolly entertainer.

It is said that Gen. Garfield is an enthusiastic base-ball man, and very much interested in athletic sports. From what we have seen of him, we think he would do fine execution with a 52-inch bicycle; and we trust that, with all the attention he receives, there will be presented to him a fine full-nickel Harvard or Special Columbia, on which he might make a more graceful approach to the White House next March.

The New York *World* has also quoted that ingenious paragraph from the *London World*, though it credits it to the *London Truth*, and observes, "The bicycler will do well to meditate on the following ominous paragraph." If the paragraph referred to did originate in the *London Truth*, that paper had better change its name; and this is not the first time the suggestion has occurred to us, either. If there is any one thing

that gives erect and elegant carriage to the human frame, it is bicycling. It may be over credited with giving gracefulness, but it is an accepted fact among all who know anything about it, or have observed correctly, that bicycling and other athletic exercises give erectness, alertness, and a certain manliness of carriage, which the narrow-chested, lazy people who don't exercise at all, and those shirking deluded creatures who smoke their cigars and try to keep still and enjoy the motion of the horse while they simply hold the lines, can never attain.

An item in the N.Y. *Sunday Courier* states that one evening recently some unfortunate wheelman, riding with a lantern through the main drive of the park in Brooklyn, frightened a horse, in "consequence of which the commissioners have, for the present, forbidden to the wheelmen the use of the drives." We can't help supposing that the *Courier* has been misinformed, the conduct of the Brooklyn authorities recently having been such as to lead us to expect more rational action on the part of the Park Commissioners. It was certainly an awful thing that a horse should be frightened, especially when a bicycle was on the drive; but it is one of the unexplainable things we have frequently noticed, that when some idiotic rider of a horse runs down a bicyclist, or crowds him into the gutter, or otherwise disturbs a wheelman in the enjoyment of his rights, nobody sets up any public howl, no board of commissioners comes to the rescue, and no city council passes a hasty ordinance. This item reminds us of the following, which we clip from the *Springfield Republican* of 26 May last, and which we commend to the high and mighty city officials in the various parts of the country where bicycling prevails:—

SOMETHING WANTED MORE THAN A BICYCLE ORDINANCE.

To the Editor of The Republican:—It seems to me that the awful bicycle is striking a good deal of unnecessary terror to the hearts of some of our timid young councilmen. Why not brace up and pass an ordinance that a man who owns a spirited horse that he can hardly drive with two well hands sha'n't try to drive him with one hand in a sling, on any street within a mile of the City Hall. There would be good, hard sense in that. It seems to be a settled thing that the bicycle is steadily being more and more adopted as a vehicle for both business and pleasure riding. Only a few days since a salesman for a large commercial house, who travels all over the country on his large bicycle, passed through this city, stopping on Main street to transact his business, and quietly passing on, leaving horses and carriages behind, or drivers, who wanted to run the risk, urging on their horses to keep the rapid rider in sight. I venture to say that almost any case of a "runaway" is caused by the inexcusable carelessness of the driver, rather than by strange objects on the street. It is a common occurrence for horses to be left unhitched on the most crowded street in the city, and for drivers to foolishly urge a horse up toward a puffing locomotive, just to "train him," or to see how near he will go without trying to smash things. More lives are put in jeopardy on Main street every day by careless management of horses than by all the bicycles in the country. If a rider has a sore foot he'll not try to ride his bicycle with one foot done up in a rag; and if he gets disabled by riding, his steed don't get the advantage of him and go tearing like mad up the street, colliding with other teams, or clear a half-mile of sidewalk and bring up in a plate-glass window, smash. What the city really needs and demands, it seems to me, is some sort of a "hitching," or "horse ordinance," or something that shall compel drivers to have proper care and sufficient control of the horses in the street. If a bicycle ordinance is the thing, why not include Brigham's big trunk team, and all the other numerous advertising vehicles that parade the streets; also baby carriages, the new style sunshades, the horse-cars, and anything else that might frighten a spirited horse, provided the horse was given the advantage? Timid women, and those with baby carriages, don't keep an eye out for swift-going bicycles; but they do quail whenever they see a runaway horse sail into view, —and that is pretty often, comparatively speaking. If it comes to a question of horses or bicycles on Main street, I say give us bicycles. They are safer for the public in general, and don't try anybody's nerve but the rider's. C.

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Vol. 1] THE BICYCLING WORLD [No. 18

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

BOSTON, 10 JULY, 1880

ALARMING DEFORMITIES.

It may be noticed, says the Boston correspondent of the *Metropolisville Skillet*, that many young men you meet nowadays on Beacon street and Commonwealth avenue, are prematurely stooping and bow-legged, and walk with a sort of up-and-down movement of the body, and a duck-legged motion of the arms. This is not the result of rheumatism, or over-work, but the consequence of the continual bobbing in what is called horseback riding, which has become very popular and almost universal among the well-to-do classes in this Eastern metropolis. This peculiar and ungraceful appearance, which is becoming indelibly stamped on many young men, is known as the "equestrian courtesy."

It may be noticed, says the *New York Centre Board*, that many young men you meet nowadays are prematurely broad in the beam, and walk with a swaying movement from side to side, apparently with difficulty; it is particularly noticed that they have a sort of lazy, rocking appearance when sitting, which is their customary attitude. This is not the result of over-activity or smartness, but is the consequence of tiller-holding and rocking on the briny, and devotion to what is familiarly known as yachting. This peculiar and ungraceful appearance, which is becoming indelibly stamped on many youths, is known as the "centre-board reel."

It may be noticed, says the *London Paste Pot*, that about half the young men you meet now-days are prematurely lop-eared on one side, and have a peculiar open-and-shut movement of the thumb and second finger of the right hand. This is not the result of over-originality, or genius, but is the conse-

quence of perpetual clipping and resting of the pen, in what is called literary or editorial work. This peculiar and ungraceful appearance, which has become indelibly stamped on many youths, is known as the 'contributor's ear.'

It is rather a singular coincidence, but during the same week that we noticed the paragraphs mentioned above, we saw the following paragraph, which bears the same evidence of originality and truthfulness, in a copy of the Boston *Sunday Herald*, under the caption of "Bicycle back."

It may be noticed, says the *London World*, that many young men you meet nowadays are prematurely round-shouldered, and walk with bent knees and a sort of crab-like movement. This is not the result of over-study or weakness, but the consequence of perpetual wobbling on what is called the "steel horse." This peculiar and ungraceful appearance, which is becoming indelibly stamped on many youths, is known as the "piec'e-back."

A day or two after this brilliant paragraph appeared, we noticed among the jottings of the aristocratic Boston *Transcript*, and in the truly conservative New York *World*, serious editorial reference to this subject. From the number of clippings we have had sent us, and the inquiries that have been made orally and by letter, we judge that the latter paragraph, relating to bicycling, is equally as amusing as either of the former ones, and would hasten to corroborate the accuracy of the observation and the acuteness of the inference contained in it.

Any one who closely observed the one hundred and fifty wheelmen at Newport would have been fearfully impressed with the round-shouldered and crooked-kneedness of the gentlemen assembled there with their steel horses. It was painful to see to what a degree these deformities had become developed in the lithe and graceful figure of Mr. Wright, of New York, and in the arrow-like build of Mr. Hart, of Philadelphia. We will not mention further examples here, although the editor of this paper might be noticed as a bent-kneed cripple. We might refer to Mr. L. H. Johnson, the long-distance amateur rider, the roundness of whose shoulders has probably escaped the attention of his solicitous friends; or "Jack Easy," with his familiar walk and backward "rake," very much like that of the forks of his favorite machine or the main-mast of the Mist, which has led some of his admirers to think that he is really so straight as to lean backwards.

Seriously, the impending danger is so great, from the use of this fascinating enemy to personal grace and elegant carriage, that we are daily expecting to see bicycle schools closed, and the mischievous wheels tilted up against stable walls to rust from disuse. Those brilliant squib-writers of the papers who have pointed out the evil, and the learned, self-sacrificing editors who have given prominent notice to the direful effect of bicycle riding, will have the thanks of the public for this early warning of so threatening a disaster as a universal use of this steel horse, and the universal calamity of "an indelibly stamped" "bicycle-back."

Now, if they will kindly give circulation to the paragraphs at the beginning of this article, and also call attention of the frequenters of Martha's Vineyard in the summer to the deformity of exaggerated knees and bent toes, which comes from over-much kneeling, and of the ladies and gentlemen of Chicago and Pittsburg to the equally dread prevalence of left shoulderedness and monstrously developed arms, which is becoming "indelibly stamped" upon them by their attention to the bow and arrow, they will have at least the sincere thanks of the readers and the editor of this paper.

Several interesting papers are on our editorial table awaiting their opportunity; but the crowd on our columns is so great this week that we trust both our readers and contributors will pardon omissions.

"Chiron" suggests that if we change our name to *Wheel and Arrow*, the zodiacal sign sagittarius would be appropriate as a design for an engraved heading. We thank him for the suggestion, and have to say that our readers will probably soon see a tasteful engraving at the top of our paper, selected from several designs.

The *Railway Advertiser* says, "A steam bicycle has been invented. This will fill a long-felt want. A steam bicycle may explode and kill its rider." We hope it will. A man who has not pluck enough to drive his own bicycle deserves to be blown up.

It is said that in view of a dead lock in the New York Board of Park Commissioners, on account of which wheelmen are still deprived of the use of the drives, two members from each of the three leading clubs will soon join in the procession of carriages, and submit to an arrest, for the purpose of testing their legal rights.

The American team has beaten the Irish at Dollymount. Now we should like to see a team of bowmen put themselves in training to go over and take the gold from our British cousins, that is, in a figurative sense; and since they are likely to stop the boyish shooting for money prizes, we have no doubt they will soon be ready to do so,

CAMPBELL, UNDONE AND OUTDONE.

When oftentimes the young ærial beau
Spans on bright arch the glittering wheels below,
Why to yon upland turns the 'cycling eye,
Whose misty outline mingles with the sky?
Why do those tracts of soberer tint appear
More meet than all the landscape shining near?
'Tis *distance* sends enchantment to his view,
And lures the mounted with its azure hue.

THE BICYCLER; A VAGARY.

(Writer been taking something.)

Hearti-and Hardiness unite
To give Bicycler's name a raise;
Most fairly seen in the clear light
That fills "excursions of two days."

A knightly character he bears —
Not that his business office knows;
Unfading is the coat he wears,
If first-class tailor make his clothes.

Cock of the walk for treading high,
Elation shines upon his face —
His coat, I say, is the real dye —
His steps are levity and grace.

Inferior horses he disdains,
Nor stoops to lower walks on earth;
John Taurus' goodly work maintains
The expenses of his airy mirth.

The stoutest gent who struts below,
When trained to fill a seat above,
John gives him all he can bestow,
His wheeldom of diurnal move.

Beer shall be lavished at the halt —
Methinks from earth I see him rise!
Clubbers convulse to see him vault,
And shout him welcome to the wise!

TOURS AND EXCURSIONS

ESSEX RAMBLES.—A TRIP TO LONG BRANCH.

At quarter to five our little party of four had assembled on Clinton avenue, Newark, ready for the start. Besides the trim uniforms of the club, each cyclist wore a coat, which, in the chill air of the morning, felt very comfortable. Without delay, a mount was effected, — Charley rolling lazily along on his Duplex Excelsior; Al following vigorously on a Coventry Champion; while the two sedate members, Bert and John, brought up the rear, upon their Harvards, discussing with dignity the probable condition of the roads to be travelled over before sunset. Frelinghuysen avenue proved so good that Elizabeth (6 m.) was made in thirty minutes. Sidewalks were taken, and soon the Rahway road lay stretched out before our excursionists. "Now for hard work!" said Bert, and his three comrades echoed his sentiments. The road from Elizabeth to Perth Amboy was known to be a natural one; and, from their experience upon that class of Jersey thoroughfares, our cyclers had resigned themselves to at least three hours of mingled headers and tramps. Imagine their joy, then, to find a hard, smooth surface upon which ten miles an hour was not only practical but comfortable. The quiet little city of Rahway, and still quieter village of Woodbridge, were ridden through without stopping; and at exactly seven o'clock, ninety minutes ahead of schedule time, the now hungry party dismounted at the hotel in Perth Amboy (20 m.). Breakfast was ordered, and ready by the time our dusty party had freshened itself up a little. A demure Jersey maiden who waited upon us at breakfast, made such an impression upon the susceptible Bert, that John found it necessary to tone him down, which he did very successfully by saying suggestively: "Bert, remember Pan Dowdy!"

We were informed at the hotel that a steam launch made hourly trips to South Amboy, from which point the journey was to be continued; and at eight o'clock, with the entire juvenile population of the town as an escort, we rode slowly down to the wharf, only to be told that the ferry had not been opened for the season. No time was lost lamenting, however; for John immediately engaged a bronzed old waterman to row the party, with their steeds, over the three miles of bay that separated them from South Amboy; and, with machines piled in bow, and riders seated in stern, the trip was slowly made. The wonderful drawbridge of the New York and Long Branch Railroad over the Raritan river, the largest structure of the kind in the world, greatly interested our cyclers, who concluded that it was almost as great a triumph of engineering skill as the club's favorite bicycle, — the Harvard.

South Amboy is the great coaling depot of New York, the Lehigh Valley Railroad having here its terminus. Charley procured some specimens of this valuable mineral by taking a header in a dump, alongside of which he was trying to ride. Leaving South Amboy at 9.30, after disposing of the now uncomfortable coats, by strapping them to springs and handlebars, our cyclers rode slowly over Cheesequake Hill, a romantic spot that the party can never forget, — thanks to the universal use in that section, as a fertilizer, of those common little fish the menhaden, which, however attractive they may be when fresh, are certainly not so after several days' exposure to a broiling sun. A turn in the road led us over a bridge and along the beach, where the carriage-way suddenly degenerated into a barren waste of deep sand, through which trundling a bicycle was almost as hard as riding it. A unanimous adjournment to the water's edge followed. Charley, who never walks when he can ride, was instantly in the saddle; the others followed; and for half a mile amused themselves chasing the festive crab and erratic sand-bug. Reluctantly our party left the beach and trudged up a hill so deep in sand that John, with a characteristic grunt, shouldered the 54-inch H.F.H., and thus proceeded to the summit. The road now became rather better; and, by dint of caution and dexterity, our party managed to use their machines, — with many dismounts, it is true, but few involuntary ones. One of the latter was exceedingly funny. The road ran close to the edge of an embankment, at the foot of which were alder and sumac bushes. Charley and

Bert passed in safety; but Al's wheel struck a sand-hole, pitched him down the embankment, and calmly laid down in the road until the return of its absent master. When John came up, Al emerged unhurt, and was greeted with shouts of laughter, in which he joined.

At a little village called Morristown our cyclers were gladdened to find the turnpike a variety of road-bed for which South Jersey is famous. Composed of pebble, clay, and sand, these roads, when in perfect order, are superior to any other, asphalt, perhaps, excepted. Perfectly free from stones, dust, or ruts, our Essex men found them, with a few exceptions, where the prolonged dry weather had somewhat broken them up. A smart road pace was now set, in spite of the stiff headwind against which our party struggled for the rest of the journey. Keyport (35 m.) and Middletown (42 m.) were passed without stopping; and, notwithstanding the perversity of Charley's tyre, which persisted in staying everywhere except where it belonged, our famished cyclers filed into Red Bank (48 m.) at one p.m., and dismounted at the Globe Hotel for dinner. Here we met one of the two riders of Red Bank, — a young physician who has driven his nicked Wheel many hundred miles over Monmouth's superb turnpikes. He welcomed our party with true bicyclers' hospitality; and, after taking dinner with us, — which, by the way, was wonderfully good, and as wonderfully cheap, — invited us around to his office to rest and chat. All accepted save the indefatigable John, who mounted his wheel and made several calls about town, returning to find his three comrades asleep in the doctor's office. At half-past four everybody was sufficiently awake to start; and, after a pleasant spin through the city, under the guidance of Dr. M., the route was taken to Long Branch, through Eatontown. Part of this turnpike was undergoing "repairs," that made it unridable; but, thanks to the footpath, our party reached Long Branch (60 m.) and Atlanticville (61 m.) a few minutes after. Here, at Al's cottage, we were entertained royally until Monday, when Bert, Charley, and John went home, after having the jolliest kind of a time. I could tell of the twenty-mile spin we took Sunday afternoon, when we frightened Mary Anderson's pony, and were simultaneously "smashed;" of the paddle on the beach; the pier; the early Monday run to Red Bank; the bushels of army worms we crushed on the roads; but, having compassion on the gentle reader this hot weather, will stop short, — oh, no! not never to go again, by any means!

IXION.

¹ The running time was just 6 h. 12 m.

CORRESPONDENCE

CAMBRIDGE, DORCHESTER COUNTY, MD., has a wheelman who finds the machine an ever-increasing pleasure, riding on the common roads twenty miles in two hours, or thirty-seven miles in four hours, or a run from Cambridge to Madison and return, a distance of twenty-four miles, in two hours and twenty minutes. If the roads are good enough for him to accomplish these distances, he certainly ought not to be left to ride alone long.

SLOW RECORDS. — In No. 2, page 20, of the BICYCLING WORLD, Mr. J. H. Taylor's time for 100 yards, slow race, is given as 4.08½; the time recognized by the judges was 4.10, or at the rate of about 37 minutes to the half mile. Can anyone inform me if better slow time has ever been made in this country, and if so, when, where, and by whom? IKE.

BOSTON, June 6, 1880.

BOSTON, June 18, 1880.

Ed. Bi. World: — In last issue "Castor" claims the title of "Nine Pin" for the Captain of the Capital Bi. C. Referring to the article in *Scribner's*, we find that "Nine Pin" rode a 56-in. machine. There were but two of that size present; one was ridden by a Bostonian, and the other by a Worcester man, who is the party referred to, and who now sports a 58-in. "Nine Pin," and another member of the Worcester Club, have been stopping in the suburbs this week, enjoying the fine roads.

They have had some thrilling experiences in the western part of the State lately, which it is hoped they will give us the benefit of through the WORLD. "Ixion" may be right in regard to the accuracy of the cyclometer, but I keep a journal and dead reckoning, which I claim to be much more accurate, practically, than the cyclometer, besides saving the inconvenience.

PRACTICAL.

PITTSBURG, PENN.

Editor Bicycling World: — We have not given up bicycling here entirely, but the fact is, the inability of the Bicycling Agency here to get bicycles for would-be riders, and a series of unfortunate appointments for club meets, bicycling events have been rare. One of the unpleasant days set for a club run, the writer decided to be on hand and have a ride, even if alone. At the appointed hour the rendezvous saw but one. Still determined on the ride, and a companion if possible, he went for one, an old rider who needed but little coaxing to get him to don his uniform and bring out his wheel. Then off we raced in spite of high wind and damp pavements till we had rolled our wheels over 17 miles of paved streets in the hour and a half that was left us before dark, and were sure we felt better than those that did not turn out.

We have since had many little meets of 3 to 5, and had the pleasure that comes only to those that ride the wheel, and in company. The late moonlight evenings have been enjoyed. As we glide noiselessly along in our light drab uniforms we are often called the ghosts. An incident of an evening ride was a test that may not have been made by many. We were bent on a good leg-on-handle ride, and so went out one of our concrete avenues that runs for several miles through farm property, *over* might be said as there was but little effort made to make the road-grade different than the natural hills, some of which were too much for the legs of a few to mount while on their wheels. We chose a very uniform grade 6 feet to the hundred, nearly ¼ mile long, then measuring off ¼ mile by cyclometer from foot of hill up, and with signal men and timers at the start and finish of it we were prepared to see how fast we could coast over that quarter on a bicycle. So with legs up and a flying start we rushed over it in 35 seconds — a 2.20 gait. It was glorious to most, but a few fresh ones said they would not again for a bicycle, which was putting it strong. The other day we were honored with a call from the Cor. Sec'y of the L. A. W. We feel like congratulating the league in having that gentleman as an officer. The Keystone boys will undoubtedly vote solid for admission to the League of American Wheelmen at the first meeting of the club. Yours sincerely, BELLA ROTA.

RACES

WASHINGTON, D.C. — The first annual races of the Capital Bi. C. attracted some 5,000 spectators to the Iowa circle, at Thirteenth street and Vermont avenue, on the afternoon of 29 June. One circuit of the circle was announced to be a quarter mile. There were four events, each to commence with a flying start. The judges were H. M. Schooley, F. G. Collins, and E. H. Fowler. The first event was a *quarter mile dash*, won by W. Chester, in 41½ seconds, with J. McK. Borden second by 1½ seconds; A. M. Coyle, third.

The *mile race* found four starters, who were sent off in pairs: Max Hausmann and W. Chester were the first two, the latter coming in in 3.28 and the former in 3.30; then Borden and Coyle took the track, the former arriving in 3.25 and the latter withdrawing on the third circuit. Borden was declared first and Chester second.

The *five mile race* was started for by Borden, who was winner in 19.21; Hansmann, who was second, in 19.39; Coyle, who was third, in 19.48; Chester and L. W. Seeley.

The *100 yards slow race* was won by Borden. There were two prizes in each of the first three events, consisting of gold and silver medals. There was some fine riding by the competitors, and much interest awakened by the closeness of time of the heats.

CINCINNATI, OHIO. — At the games of the Cincinnati Athletic Club, at the Base Ball Park, 5 June, a three-mile bicycle

race was won by W. H. Read in 13.22½; J. G. Kitchell, second; J. Meader, jr., third.

BUFFALO, N.Y. — A handicap contest between John Faley and John T. Gard, for a silver cup, came off at the Driving Park in Buffalo, N.Y., on 15 June. Distance was 20 miles, Faley from scratch, and Gard having two miles start; and the latter, though riding gracefully and well his 18 miles in 1.28.17, was surpassed by the former, who rode his 20 miles in 1.28.15 rather easily.

CITY OF BOSTON RACES. — About 12,000 people witnessed the series of bicycle races given on Commonwealth avenue, under the auspices of the Boston city government, on 5 July. The track had been put in as good condition as it is possible to make a much-used macadam road, but it was rather heavy; and the strong wind blowing at the time made one-half the course very laborious. The amateur one-mile race was the first to be run, and was won by C. W. Sewall, Waltham Bi. C., in 4m. 1s. C. S. Nauss, Waltham Bi. C., was second, in 4m. 8s., and John E. Brown, Worcester Bi. C., third, time not taken.

The one-mile professional race was next in order. There were four entries and four starters: John W. Wilson, Thomas Harrison, and George Harrison, of Boston, and Henry T. Hearsey, of Cambridge. The Harrisons had it all their own way, though Wilson rode a plucky race. Considering the track, which was only fair, and the high wind, the riding in this, as in all the races, was fair. Thomas Harrison rides in better form than when last seen here, and George, the younger brother, has also improved, and showed great staying power, spurring beautifully at the end of each heat. George won the second and third heats in 3m. 37½s. and 3m. 44½s., respectively. Thomas won the first heat in 3m. 47½s., and came in second in the two succeeding heats, in 3m. 38s., and 3m. 45s., respectively. Wilson's best time was 3m. 39s., and Hersey's best was 4m. 1s.

The amateur half-mile race was won by Will R. Pitman, Manhattan Bi. C., whose time was 1m. 45s. John E. Brown, Worcester Bi. C., was second, in 1m. 46s., and E. C. Churchill, Providence Bi. C., third, in 1m. 48s. J. G. Blow, St. Louis Bi. C., rode a fast race, and, but for losing a shoe and slipping his hold on the pedal, thereby getting an ugly fall, would have secured the second prize.

The amateur quarter-mile dash was also closely contested, and was won by C. W. Sewall, Waltham Bi. C.; in 46½s. The others came in in the following order: J. G. Blow, St. Louis Bi. C., 47s.; E. F. Copeland, Hartford Wheel C., 48½s.; E. C. Churchill, Providence Bi. C., 49s.

The amateur two-mile race was an exciting one, and was won by Will R. Pitman, Manhattan Bi. C., in 7m. 47s. C. W. Sewall, Waltham Bi. C., was only 10 seconds behind him, while the third and fourth places were secured by Lewis T. Frye, Marlboro Bi. C., and E. C. Churchill, Providence Bi. C., in 8m. 12s. and 8m. 15s., respectively. W. W. Stall, of Brighton, proved a very fast rider on the stretch, but lost so badly on the turns as to prevent his taking a prize.

The last contest — a slow race for amateurs — was ridden by Churchill and F. R. Miller, Chauncey Bi. C., and was won by the former; but, as the winner had not properly entered, and the other did not ride the whole distance, it was declared no race.

A number of protests against Mr. Pitman were filed by contestants; but the judges, after consultation, voted, four to three (the chairman and one other not voting), that Mr. Pitman, being a member of the Manhattan Bicycle Club, of New York, an amateur organization, and having been "reinstated" by the National Association of Amateur Athletes, should receive the two prizes he had won.

Brown's Brigade Band furnished music, and a squad of police, under Lieut. Gould, of Station 4, did efficient service.

The prizes — an elegant full nicked Special Columbia bicycle (partly contributed by the manufacturers), to George Harrison, \$75 to Thomas Harrison, \$25 to Wilson, and gold and silver medals to the first and second, respectively, in the other races — were, after the races, presented to the respective winners by Alderman Slade, in behalf of the committee of the

city government. Mr. E. C. Hodges acted as starter, and the following-named gentlemen performed acceptably the duties of judges: Charles E. Pratt, chairman; F. B. Cochran, J. N. Howard, E. P. Sharp, E. C. Clark, E. C. Hodges, H. S. Kempton, George H. Day, and Col. A. A. Pope.

L. A. W.

CARD FROM THE MEMBERSHIP COMMITTEE L. A. W.

It is the request of the Committee on Membership L. A. W. that, until the League defines an *amateur* wheelman, no application for membership be made by any person upon whom rests the least suspicion of professionalism. If such applications are made by persons of whose *status* the committee has any doubt, they will not be considered until professional and amateur wheelmen have been defined by the League.

Very respectfully,

C. K. MUNROE,	{	Committee on Membership.
L. H. JOHNSON,		
CHAS. KOOP,		

ESSEX BICYCLE CLUB sends the following entire active membership list: —

B. H. Atha, 756 High st., Newark, N.J.; Theo. Ball, 137 Kearney st., Newark, N.J.; A. Bedell, 140 Clinton ave., Newark, N.J.; Harry Burnett, Grove st., East Orange, N.J.; Paul Bunker, Garden City, Long Island; Harry Burnet, Grove st. E. Orange, N.J.; George Clark, Mt. Pleasant ave., Newark, N.J.; Alfred Clapp, Orange, N. J.; Fred. K. Farley, Jr., Milburn, N.J.; W. G. Field, 28 E. Kenney st., Newark, N. J.; W. Farrand, 101 Court st., Newark, N.J.; R. Foster, 10 Stratford Place, N.J.; Frederick Hussey, Orange, N.J.; L. H. Johnson, Orange, N.J.; Rowland Johnson, Orange, N.J.; W. J. Knight, 800 Broad st., Newark, N.J.; C. A. Knight, 800 Broad st., Newark, N.J.; H. W. Knight, 766 Broad st. Newark, N.J.; W. T. Lawson, 92 Broadway, New York, N.Y.; John Long, Hillyear st., Orange, N.J.; R. Merrill, Orange, N.J.; W. Miller, Maplewood, N.J.; S. B. Pomeroy, 27 E. 29th st., New York, N.Y.; Warren Smith, Orange, N.J.; E. Snyder, Orange, N.J.; Eugene Thatcher, East Orange, N.J.

PHILADELPHIA BICYCLE CLUB sends the following entire active membership list: —

Thos. K. Longstreth, 717 Walnut St.; Henry Longstreth, 409 Chestnut st.; Jno. Gibson 133 S. 4th st.; H. C. Blair 8th and Walnut sts.; Jno. Fergusson, 102 Chestnut st.; Geo. E. Bartol, 139 S. Front st.; Chas. A. Ashburner, 9 Woodland terrace; H. A. Blakisson, 3905 Chestnut st.; J. L. Reed, 4007 Pine st.; Chas. M. Hudders, 231 Chestnut st.; Jno. B. Quirk, 945 Ridge ave.; H. B. Hart, 813 Arch st.; J. W. Griscom, 528 Arch st.; Alf. J. Briggs, 831 Market st.; I. P. Eppelsheimer, 2000 Park ave.; Wm. K. Wilson, 4th & Walnut sts.; Chas. Collier, 913 Walnut st.; G. N. Osborne, 204 S. 11th st.; J. Imbrie Miller, 1301 Walnut st.; E. C. Richman, 831 Market st.; Leedom Sharp, 518 Walnut st.; Dr. Jno. F. Weightman, 9th and Parrish sts.; Ewd. King, 227 S. 4th st.; G. H. Millett, 407 Library st.; Wm. Griscom, 528 Arch st.; F. C. Stokes, Moorestown, N.J.; Wm. F. Hiron, 134 S. 3d St.; Wm. E. Montelius, 327 Walnut st.; Geo. B. Lukens, 5th and Federal sts., Camden, N.J.

Editor 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. The entire active membership of the Crescent Bicycle Club, of Boston, as reported by H. L. Duker, Secretary: —

F. B. Cochran, 16 James st., Boston, Mass.
F. B. Carpenter, 10 Union Park, Boston, Mass.
Herman H. Duker, 11 Yarmouth st., Boston, Mass.
A. B. Turner, 31 East Newton st., Boston, Mass.
H. P. Robinson, 50 Vernon st., Boston, Mass.
Dwight F. Boyden, Hotel Huntington, Huntington ave., Boston, Mass.
E. S. Robinson, 50 Vernon st., Boston, Mass.
George Blake, Belmont, Mass.
P. T. Lowell, 20 East Brookline st., Boston, Mass.

Wm. D. Mandell, 12 Union Park, Boston, Mass.
 Frank Tenney, 64 Rutland st., Boston, Mass.
 G. R. Howe, 606 Tremont st., Boston, Mass.
 E. F. Smith, 537 Columbus ave., Boston, Mass.
 A. H. Baldwin, 605 Tremont st., Boston, Mass.
 G. P. Baldwin, 605 Tremont st., Boston, Mass.
 Frank Spalding, 86 Worcester st., Boston, Mass.
 Harry Toucy, 49 Commonwealth ave., Boston, Mass.
 Gardner Murphy, 499 Columbus ave., Boston, Mass.
 Charles Harrington, Linden place, Brookline, Mass.
 William C. Woodward, No. 5 Lambert ave., Roxbury, Mass.

The entire active membership of the Indianapolis Bicycle Club, as reported by Fremont Swain, Secretary:—Harry (or Harvey?) Bates, jr., J. J. Landis, Charles Fletcher, J. L. Hunt, H. C. Emery, Fremont Swain, Milton Morris, Joseph Mansur, Schuyler Haughey, Hawley Russell, E. D. Braden. All of Indianapolis, Ind.

(Continued on page 301.)

THE EFFECT OF BICYCLING ON THE HEALTH.

[From *Physician and Patient* for April, 1880.]

The hygienic effects of the use of the bicycle have received little public mention from the medical profession in this country as yet, though the increasing prevalence of their use, both as a recreation and as a means of conveyance, entitles them to some consideration. In our principal cities and their suburban towns the number of bicyclers is already large, and at our colleges it is being rapidly taken up. At Harvard, for instance, there are more than ninety young men devoted to this practice; and the indications observable are that it may become as nearly universal among our younger men as it is in Great Britain. The relations of this vehicular epidemic, if we may so call it, to physical health are therefore of some importance.

To the questioning lay mind there is probably some apparent answer in the fact that many physicians ride the wheel, and thus, by example at least, encourage bicycling. We know of several instances, and in others it has been recommended to patients by medical advisers, as horseback riding often is. And of course, so far as it induces the convalescent or the well to take the open air and sunshine, and adds a stimulus of interest, it must be beneficial.

Passing for a moment the matter of accidents, what is the character of the exercise upon which the bicyclist enters? Handling the machine, when off it, is evidently the lifting of 40 to 50 lbs., or a gentle pushing of the same weight on a sensitive pair of wheels, combined with direction and resistance to any tendency of the machine to fall over. All this involves gentle and varied muscular action. Now see him mount. Standing back of the machine and extending both arms to their utmost, he takes an end of the handle bar in each hand, places the left toe upon a step some twenty-two inches high, takes two or three pushing skips on his right toe, half springs and half raises himself till his limbs are straight, and then glides to his saddle and takes the pedals with his feet, while he has preserved the balance of his vehicle, which is still in motion. The greater part of this effort has, of course, come upon the muscles of the toes and legs; whilst those of the pelvis, the trunk, and the arms have all contributed. As he rides the motion of the legs is very much like that of walking a gentle incline, with the difference that the weight of the body is more or less transferred from the soles to the saddle; the feet move through circles, and thus there is wider action of both flexor and extensor muscles, and there is a constantly variant action and an elasticity arising from the fact that the *piece de resistance* is always at the ball of the foot and never at the heel. The arms are busy at the same time, guiding and aiding to preserve equilibrium, as are also nearly all the muscles of the neck and trunk, not only from positive action, but also from the infinitely varying position of the rider. Dismounting is either a reversal of the process of mounting, or a gentle vault from the pedal while swinging one leg over the machine and resting part of the weight on the hands.

In ascending grades, or riding a rough road, or against head wind there is some lifting on the handles which increases the intensity of action of the muscles, not only of the arms and legs, but also of the chest, back and abdomen, and this may be increased at will; while in descending grades or going with the

wind there is less or no action of the muscles, except in preserving equilibrium. In this as in any muscular efforts the heart and the lungs are necessarily urged to better work; the vital processes are quickened; and what may be called bodily combustion of fuel is promoted. Hence the proverbial appetite of bicyclers. Either intense, rapid, or long-continued exercise, however varied and well distributed, induces perspiration, and, in time, greater or less exhaustion. This will follow bicycling under sufficiently arduous or continuous effort.

It is singularly free, however, from special discomforts, such as footsoreness, saddle-chafing or lameness. In fact, this exercise is less wearisome than walking, less violent than horseback riding, more varied than either, and has all the good qualities of both. The effect on the kidneys and liver, for instance, is of the same character as in horseback riding, but milder.

Upon careful examination of the subject there do not appear to be any special dangers attendant upon this active form of exercise. Prudence is required as to over-exertion, riding on an empty stomach, and taking cold after perspiration, just as in the case of any other positive recreation. A few years since there was considerable said and also written about a liability to hernia from the use of the old two-wheeled velocipede,—an instrument which was considerably different in principle as well as in the position and muscular operation of the rider; but the cases were rare; and not an instance of this arising from use of the bicycle has been reported in the journals or has come to our knowledge. So far as we can ascertain the only danger to which the bicyclist is exposed is that of accidents. Broken bones, bruises, and even death in two instances, have resulted from being thrown from bicycles. At ordinary speed, however, a fall is not likely to cause serious injury, since the distance is not great, and the force of the fall is tempered by the fact that one is let down over an arc and usually saves himself with the hands or feet, or both. This possibility of accident is inherent in skating, swimming, rowing, equestrianism, shooting, and all the manly diversions; and it is only the careless who suffer from it. The observed and reported facts would indicate that there is a lower average of accident with bicycling than with any other means of exercise or locomotion except walking.

So far as observation has yet extended, it may therefore be said that the general hygienic effects of bicycling are beneficial. Whether used as a means of locomotion, or an implement of reasonable sport, it leads to fresh, pure air, to sunshine, to recreative change of theme and of scene; it quickens the organic functions, tends to an even and well-distributed development, promotes appetite and digestion and induces rest and sleep. So healthful and comparatively economical and ready is it, that we may expect the judicious use of the bicycle to be recommended by physicians, and look for liveness, vigor, and manliness, in the rising generation of men from its introduction.

YONKERS, N. Y., 7 JUNE, 1880.

Editor Bicycling World:—Saturday, 22 May, the Yonkers B. Club took their usual weekly run, varying it this time by making a run into New Jersey. The start was made from headquarters (Mr. Mason's riding-school) at 9.30, a.m., taking the Yonker's steam ferry to Alpine, N.Y., and then pushing the bicycles up the steep Palisades (350 feet high), like Lord Howe's army, of Revolutionary fame, with their cannon. Reaching the top, the Boulevard was taken leading north—a real Jersey boulevard, three to six inches of red dust and sand. This continued for five miles; but at Piermont the road became better. This place is just on the edge of Jersey, and came near being quite a town. At this place one of the riders was asked if those (meaning the bicycles) were "Popes." He was told, No; they were bicycles; and immediately retired to tell his wife. Nyack was reached at 2, p.m., and dinner taken at the Broadway Hotel. After a little lounging and billiards, the return was begun at 4.30, p.m., taking the Nyack ferry to Tarrytown. The Tappan Zee was so rough that even the bicycles felt dizzy. The run from Tarrytown to Yonkers was made in one hour and fifty minutes, reaching Yonkers at 7, p.m. Continuous dry weather has made the roads very poor. Five new members were elected to the Y. B. C. last meeting. New bicycles keep coming weekly, and soon there will be nearly every make in town.

YONKER.

GLANCES ABROAD

AMERICANS AT COVENTRY.

Mr. Weston's party, having proceeded through Birkenhead, Chester, Rosset, Wrexham, Ruabon, Shrewsbury, Wroxeter, Willington, Wolverhampton, Dudley, Birmingham, and other towns and villages, through which they were accompanied and guided by Mr. Thomas, of the firm of Bayliss, Thomas & Co., arrived in Coventry on Wednesday the 9 June. Here they spent some time examining the bicycle factories, seeing some of the sights and the "lions;" and on Friday evening they were very handsomely entertained at dinner under the auspices of the B. T. C.

Some forty-seven gentlemen connected with bicycling, either in a business way or as a recreation, including among the latter MM. Cotterell, Wilson, Sturme, Welford, Cooper, Nairn, and others, whose names are more or less familiar on this side the ocean. Very bright and good-humored speeches were made, in proposing and in response to a well-chosen list of toasts, by Mr. Cotterell (who presided), Mr. Locke, Mr. Nairn, Mr. Welford, and others, and songs were sung; an address to Mr. Weston and his comrades was read by Mr. Welford, and presented on behalf of the Touring Club, to which Mr. Weston very happily responded. Dr. Adams, later, made some very amusing and effective remarks. The occasion was, altogether, a very pleasant one, and the courtesies exchanged will not be lost. We are indebted for our information at present writing to the *Cyclist* and the *Coventry Standard*, which, the former especially, gave quite full accounts of the affair. Mr. Cotterell's kindly reference to the League of American Wheelmen, and Dr. Adams's appreciative reference to the Bicycle Touring Club as having been thus far their "guide, philosopher, and friend," are suggestive of the value of these institutions, and the possibilities for mutual help and delight. We on this side will echo the wish that these institutions may "work side by side unitedly as branches of the same glorious pastime."

ENGLAND. — A valued correspondent, writing under date 3 June, inst., gives us a few glances from an Englishman's point of view at the present condition of bicycling in England, which we take the liberty of sharing with our readers. "Cycling prospects," he says, in "the United Kingdom, are very rosy; all the makers are up to their eyes in work, and novices daily coming. The Bicycle Union has, by discarding an item of its practice (prize-

giving in amateur and professional races) maintained its principles intact, and yet is in accord with the amateur definition of the newly-formed, but very powerful Amateur Athletic Association. This latter has also expunged in 1880, the mechanic, artisan, and laborer clause, which the Union discarded in 1878." Speaking of riders, he says, "Cortis, our great champion, is not up to his 1880 form, principally because he has developed a most unexpected nervousness of corners. He used to slash 'round them in the most daring manner. Curiously enough several other good men, J. R. Hamilton, the Druid's crack, amongst them, have developed the same fault in varying degrees."

"C. E. Sikes, of the Temple B. C., is a wonderfully improved man, and if he can stay (as it is confidently reported that he can), he will 'bustle' some of the cracks, as his 'spurt' is absolutely phenomenal. He is undoubtedly a first-class man, who has not hitherto shown his best form. His club, the Temple, the most prominent of the seceders from the Union, recently held, or rather called, a mass meeting, which resulted in the representation of some three hundred riders, and no important racing. The club adopted an amateur definition, which is *seriatim*, if not *literatim*, the B.U. definition. Pride prohibits their going into that body, and unkind people say that they have conformed so far to enable their crack Sikes to take part in Union contests."

"Keith-Falconer is not riding up to his usual form. Our professionals multiply and improve. Freddie Cooper, of Humber & Co., as you have doubtless seen, accomplished a 'best' by riding ten miles in 30 minutes 6 seconds, and he is confident that had he had any real competitors he could have got inside even time. F. C. stands apart from other pros., as he is a cut above them, and rides splendidly *con amore*. A good proportion of the rank and file require a deal of subsidizing before they will do all they can."

Speaking of American roads, he says: — "Like most people who have not visited the United States, my ideas as to the nature of the roads are most vague. I am aware that around the great cities they are *As*, and I have read in 'startling works of fact and fiction,' accounts of 'Corduroy' roads. Then, in accounts of visits to the Yosemite Valley, etc., I read of 'so and so trail'; now, would it be possible, on a strongly constructed wheel, with good springs and plenty of energy, to ride two or three thousand miles straight away? Could he ride a chosen route from the Atlantic to the Pacific, and could a 'cycle be ridden on a 'trail'?"

"I hope, sometime, to visit you in *propria persona*," and we really hope he may come to make us a visit. We can show him all the roads he will find time to ride on without his following any trails, and, perhaps, we might content even him with long distance riding, even if we didn't accompany him from "the Atlantic to the Pacific." If we could not, we should turn him over to brother Blow, of St. Louis."

ROYAL BICYCLING ASSOCIATION. — The first annual meeting and exhibition of bicycles, tricycles, and accessories, under the auspices of this association, will take place at Carlisle on Monday, 12 July, to Satur-

day, inclusive. £400 will be given in prizes for the professional contests, and there will be valuable prizes offered for amateur races.

The track is egg-shaped, six laps to the mile, and will be boarded and covered. The chief feature of the meeting will be the exhibition of bicycle making as a British industry.

C. TERRONT has again proved winner in a six-days' contest, having covered 860 miles and 5 laps, in six days of twelve hours, at Hull.

THE BICYCLE UNION, at a recent meeting, adopted a vote declaring that bicycling forms no part of athletics, properly so-called, but is an entirely distinct sport.

Also, that they would withhold their sanction to a race between an amateur and a professional, in a case where a prize of any sort was obtainable by either competitor.

Also, that, in respect to championship meetings, no riders could be fairly excluded except those with whom bicycling itself, or any other athletic exercise, was a professional occupation.

Also that it was most desirable, in the interests of pure amateur sport, that prizes other than challenge cups, should not exceed the value of ten guineas.

FRED COOPER, at a recent match with Keith Falconer, at Cambridge, won a mile race by one second, in 2.46.

CLUB DOINGS

ELGIN B. C. — "This club has lost its genial Captain Bowen. He goes to Waltham, Massachusetts. At a special business meeting of the club on 22 June, he tendered his resignation; but he was subsequently elected an honorary member. At this meeting about thirty of his friends were present as invited guests, to give him a "send off." Jolly time, music, refreshments. W. H. Pearce was elected Captain, and F. S. Wenk, lieutenant; and the newly elected captain, in a very neat impromptu speech, presented Ex-captain Bowen a wheel of flowers on behalf of the club. We now have twelve members. — SECRETARY.

OAKLAND B. C. — A club was organized under this name at Pittsburg, Pa., on 30 June, with six members and the following officers: — Captain, George Clarke; Lieutenant, George Wood; Secretary, Louis S. Clarke; Treasurer, DeWitt Wilt.

ROXBURY B. C. — Organized on 22 May last, at Roxbury, Massachusetts, with five members, and officers as follows: Captain, R. W. Davenport; Sub-Captain, A. Phemister; Secretary and Treasurer, J. R. Heard. Other members, Charles H. Currier, Charles E. Lord. Costume, gray shirt and knee-breeches, navy-blue (nobby) cap and stockings; badge, silver star with winged wheel in centre and "R. B. C., May 22, 1880," on the points.

A Chelsea correspondent asks "why can't some arrangements be made for bicyclic participation in the city of Boston parade in September, on the 250th anniversary celebration? It would prove an interesting and effective feature."

Vol. 1]

THE ARCHERY WORLD

[No. 18]

ACTIVITY OF MASSACHUSETTS ARCHERS.

The archery season is fairly upon us; and in casting an editorial eye about Massachusetts, in which we, of course, take an interest, we have been lost in admiration at the achievements and the unflagging activity of the ladies and gentlemen who are devoted to this time honored recreation. We see the *nuclei* of archery clubs in almost every town and village. On many a private lawn the picturesque target looks attractive to the passer by. On Saturday afternoons one frequently sees the range-bound bowman, with his long green bag in one hand and his quiver and belt in the other. Occasionally we receive notes from officers of the E.A.A., and calls from representatives of the clubs. In many places there are beves of ladies and groups of gentlemen, lighted up with animation and the fire of emulation, but whose noses have a little sidewise twist away from the club spirit, and the club forms, who are hence denied that wide recognition which comes from public reports.

But with all this flutter, with all the beautiful preparations, and the elegant outfits, and the charming conversation (not to mention the taffy) about archery, and with all the gallant talk there was about the York Round, and the promise of braced bows for long ranges, we are constrained to say that Massachusetts bowmen have got splendidly ready, and are doing nothing in a most masterly manner. "Captain Jack," indeed, broke silence by publishing two or three creditable scores. The Pequosettes have done some very fine finessing about challenges; and there have been a few other items of interest, with which our readers are fully acquainted. But where are the reports of the clubs, and the notices of afternoon competitions? Where are the growing scores which, week after week, might establish the progress of the excellent York Round? Into what profound depths of long boots has the courage of the Eastern Archery Association descended, that it does not even provide a full York Round for matches in any case, but gives us some mongrel mixture of short ranges, and some practically impossible combinations of ladies and gentlemen in the composition of teams for shooting? It is just possible, and we hope that on reopening our eyes we may find it true, that we have been dreaming, or that our attention has been too much taken up with the doings of the Western archers to observe accurately how much has been done about home; but we have the impression that the Eastern devotees of archery are asleep? What is the matter with the ladies? We can well understand how the gentlemen become more interested in the ladies than they do in the less attractive colors of the target; but we cannot possibly conceive what rival attractions ladies find that spoil their shots, make them forget their tackle, and so absorb their attention that they hesitate to join the clubs.

FORD'S THEORY AND PRACTICE OF ARCHERY.¹

It is with great pleasure that we recommend this book to our readers. Mr. Ford, as all the archery world know, was one of the best shots that ever lived; and a careful study of his book is the best education that an archer can have. Mr. Ford requests his readers "to bear in mind that these pages profess to give the results of actual experience; and to assure them that nothing to be advanced in them is mere theory, or opinion unsupported by proof; but is the result of long, patient, and practical investigation, and of constant and untiring experiment. We can well believe this to be so, for though there are state-

ments on almost every page contrary to Ascham, Roberts, and Hansard, each one is either mathematically proved or confirmed by the experience of Mr. Ford and his brother archers.

Of the contents of the book, forty-five pages are devoted to the equipment, and fifty-three to shooting, sub-divided into chapters on nocking, position, drawing, aiming, holding, and loosing, and distance shooting; all of which are of the utmost importance to the archer. Ford's treatment of the loose is probably the best in use. How many of us hold the string at the full draw an instant, while we straighten the fingers! It is a hard thing to learn, and a still harder to teach, but the following description is quite clear: "The great characteristic with regard to it is, that *the fingers do not go forward one hair's breadth with the string*, but that their action is, as it were, *a continuance of the draw*, rather than an independent movement, yet accompanied with just sufficient additional muscular action in a direction away from the bow, and simultaneous expansion of the fingers at the final instant of quitting the string, as to admit of its instantaneous fraction from all and each of them, at the same identical moment of time." This may sound easy to the reader, but we can assure him it is not; yet it will well repay all time spent in obtaining the mastery of it. We would like to quote the whole chapter on aiming, but have not space, and to pick from it would only spoil it, therefore we will let our readers review it for themselves. We will say, however, that Mr. Ford is the only writer who has given a logical theory of aiming, and proved it by his own unparalleled success on the field.

The chapters on bows, arrows, and other equipments are full of useful hints, and though many will be disappointed in finding nothing about any kind of bow excepting yew, we can assure them, that if they once use a yew, they will agree with Mr. Ford that there are few else worth mentioning.

The rest of the book is devoted to the history and fable of the English long bow, with some comparisons of ancient and modern scores, by-laws of societies, etc. The American editor has had the good taste to give us a perfect reprint of Ford, and has confined his own notes to an appendix, in which he also gives a few of the best American scores.

AMONG THE FINEST photographs, the receipt of which we have to acknowledge, are two large and elegant pictures of Mr. Brownell and Mr. Worcester, taken respectively in their archery uniforms and equipments, with archery lawn backgrounds; the first by Pearsall, of Brooklyn, and the second by Notman, of Boston.

AN ARCHERY MATCH will take place at Nahant, Mass., under the auspices of the Nahant Sporting Club, on Saturday, 10 July, at 3.30 p.m. It will be open to all amateur archers. Owing to the shortness of time, the complete York Round will not be shot, but it will be abridged to 48 arrows at 100 yards, 24 at 80, and 24 at 60. Prizes will be given to winners of the first and second gross scores, which will be elegant and appropriate. A subscription to the BICYCLING WORLD is offered for the poorest score at the 100-yard range.

SOCIAL.—On Wednesday evening, 30 June, a very pleasant reception was given by Mr. W. P. Plimpton to the members of the West Newton Archery Club. The lawns were handsomely decorated with Chinese lanterns, which, with the targets, gave a very pleasing effect. The earlier part of the evening was spent in shooting, after which a collation was served. After ample justice had been done to this part of the entertainment, dancing was commenced, which continued during the remainder of the evening.

Editor Bicycling World:—I see by the last issue of the WORLD that the executive committee have made a rule which reads as follows, referring to club championship: A club team shall consist of three ladies and three gentlemen, and at least five members shall be present and shoot in the team.

It seems to me that the committee are stretching the number which must constitute a team further than it will bear, and also by making it imperative that a team shall consist of both ladies and gentlemen. If this rule is adhered to, it will shut out from the team shoot at least two of the clubs from this section, viz.: the Brooklyn and the Manhattan Clubs, neither of which,

¹Archery. Its theory and practice. By Horace A. Ford, edited by Dean V. R. Mauley. pp. 31.50. Bicycling World Co., N. E. Agents.

we believe, has any lady members. Of the remaining clubs in this vicinity, we find that the teams shot by the New York Club and the Ascham Archers of Brooklyn consist of four gentlemen and two ladies each, and only one, the Nottingham Archers of Elizabeth, consists of three ladies and three gentlemen, and even this club, if it shot its full strength with a team of six, would be four gentlemen and two ladies. Again, it seems to me that if the club championship of the Eastern Association is to be shot for by teams of six, six should appear at the butts to shoot for the prize. If any deviation from this is allowed, it opens the door very wide for dissatisfaction and ill-feeling that would soon lead to open rupture with the association. Again, there are many clubs who cannot send a team of six, but can a team of four; and if they can send four would enter, and it seems like taking unnecessary risks to change more of last year's rules than is necessary. Last year it was teams of four, both in the Eastern and in the National Associations, that did battle for the club championship. Let us not rush the matter too fast; give archery a chance to take a deeper root, and to spread a little here in the east, and not discourage and crowd out the smaller clubs from trying for the championship by making the teams too large.

Yours,

DARK BLUE.

CHICAGO, June 25, 1880.

Editor Bicycling World:—In response to a challenge from the North Side Archery Club of this city, a match was shot with Brooklyn Club, on 19th inst., each team shooting on its respective Range and scores exchanged by mail. The terms of the match were—a team of four of the North Side Club *vs.* a team of five of the Brooklyn Club, at the single York Round; following are the scores:—

BROOKLYN TEAM.

	100 yds.	80 yds.	60 yds.	Total.
Jno. K. Hoyt	25	76	44	145
Frank E. Pearsall	29	56	47	132
A. G. Constable	10	22	36	68
A. E. Stoutenborough	24	32	41	97
E. A. Parker	25	30	41	96

Team total 538

NORTH SIDE TEAM.

J. R. Adams	117	171	85	373
Granger Smith	68	132	66	266
John Wilkinson	51	106	69	226
J. O. Blake	50	89	73	212

Team total 1,077

Yours truly,

HE, HE.

SCORES AGAIN.

Editor Bicycling World:—There are errors in the communication of Dr. Dwight, published in your issue of May, which should be corrected; and to do this I shall have to reiterate some of my previous statements.

The average for the York Round by the best archers, is about two hits out of three, and a value of less than five to the hit. Any scores similar in these conditions are applicable to the question under consideration (the equitable valuation of the several rings of the target), and Dr. Dwight will find that in all the scores upon which I have based my figures, the conditions were as above stated, and it is immaterial whether the distances are long or short, provided the result is similar to those of the standard distances.

"Figures don't lie," but they will awfully mix one who does not use them rightly, and I am sorry to find Dr. Dwight in that condition. He agreed with me that the average of distance from the centre is the accurate manner of comparison of target shooting, and I think he will also agree with me that to arrive at such an average, the distance must be measured to each arrow shot. Those that miss the facing must be included as

well as those which hit. Otherwise, A who could get one or two hits about midway in the target, would average nearer than B, who, shooting the same number of arrows, and making one or two hits equally as good as A's, and with several others just outside.

That is the error in the score which Dr. D. has figured out for us. Taking the same score (which was one of 48 arrows at 80 yards.)

38 hits value 128, proposed values 80, and averaging the 10 misses at 6 inches outside the target or 30 inches from the centre; the result is in averages per arrow shot as follows:—

Present valuation	2.66	or 17.6 inches from centre.
Proposed "	1.66	or 18.4 " "
By measurement	18.8	" "

Thus it will be seen that the score which he gives to controvert my proposition is in reality a substantiation of it.

A. S. BROWNELL.

BOSTON, 8 June, 1880.

NATIONAL ARCHERY ASSOCIATION. — The adjourned business meeting of this association on the 12th instant, and the grand tournament on the 13th, 14th, and 15th, will be full of interest, and ought to be attended by every lover of the noble pastime who finds it possible to be there.

We bespeak for the promoters and the participants great success, and trust they will have general coöperation of all their friends to that end. No one should miss being there, and none should hesitate to take appropriate part in making the meetings interesting.

The Tournament will, undoubtedly, be the leading archery event of the year. The association under whose auspices it is held is the oldest and largest in this country; its membership includes many of those who have chiefly distinguished themselves at the range and in the literary field; its officers have arranged the details and the programme with great tact and good judgment, and the ladies and gentlemen who will shoot at the contests will be amongst those most interesting to meet and to observe. These, with the many visitors, will represent almost every locality where the twang of the sure bow is heard.

INDOORS AND OUT quotes, in an archery column, a saying of Lord Halifax's, "True merit is like a river—the deeper it is the less noise it makes;" and, again, a saying of Swift's, "Men are like bottles—the less they have in them the more noise they make with the pouring it out." Now, Mr. Jervis, how do you propose to apply those saws to archers? If you have as much trouble as we do in getting them to report their doings, you will be busy during the next month in finding some parallel proverbs. Even the few scores of the lady archers which we are able to get, have a very suspicious appearance of assumed names. We have very serious thoughts of trying a little expedient. We ought not to give it away, but if you won't tell the ladies, we mean to make a little list of their names and publish some mean scores at a random guess; and we know they will contradict us, and let out the real ones. You know how it is: if you say a lady is 30, she will declare she is not a month over 29, and in that way you can sometimes find out.

A Boston man gives this to the press: "I have in my possession a Comanche bow, the description of which may be interesting: length, 3 feet 3 inches; width, 2½ inches; thickness, ¾ inch; made of spruce, and backed with a mat of buffalo sinew, glued so firmly as to defy both weather and time. The string was also of sinew; and after I broke it I never could get another that would stand the strain. A sheaf of arrows accompanied it, that were also a curiosity in their way. The shafts were in two parts. (1.) A 30-inch reed, apparently, with a woody outside. (2.) A short piece of wood inserted in the end, of an equal diameter as the shaft, to which the stone and head were fastened with sinew resembling catgut, while both joints and feathers (hawk) were fastened with thin bands of the same. The whole was about thirty-three inches in length; and I have seen a strong man draw that three-foot bow to the head, and send an arrow over a fence one hundred and sixty-three yards away! I could not do it though."

AT A RECENT MEETING of the executive committee of the N. A. A., a resolution was adopted admitting all archers, regardless of affiliation, to contest for all prizes except the medals. These, by the constitution, can only be given to members of the N. A. A. No cash prizes will be offered, but some very beautiful and valuable memorial prizes will be given instead.

PEQUOSSETTE ARCHERS.—At the July business meeting the following were adopted as the Club Rounds:—

For ladies, 48 at 60 yards, and 24 at 50 yards. For gentlemen, 48 at 80 yards, and 24 at 60 yards.

It has also been voted to send all club scores to the BICYCLING WORLD, and to request other clubs to do the same.

The first competition for the club medal, at the new distances was held on the afternoon of 5 July, with the following scores:—

	60 yards. 13 hits	50 yards. 8 hits	Total. 21 hits
Miss Clark,	43	36	79
Miss Walker,	22	53	75
Miss Ingraham,	35	36	71
Miss E. Magee,	44	24	68
Miss L. Magee,	25	10	36
	80 yards. 21 hits	60 yards. 13 hits	Total. 34 hits
A. S. Brownell,	73	41	114
E. R. Dwight,	61	36	97
E. Hucksins,	19	22	41

At the conclusion of the shooting, refreshments were served, and after dark an illumination and display of fireworks was had. Shortly after 10 o'clock the party broke up, having had a very pleasant afternoon and evening.

The Club Medal is contested for by all the members, an allowance in distance being made for ladies.

Two special prizes are to be offered, open to members of any archery club, for which visitors are invited to compete, on the club grounds and at the club rounds, the prizes to be the property of the persons winning them three times.

The next club competition will be held July 17, at 5 p.m.

Editor Bicycling World:—The note of M in your last issue was to the point. We desire to avoid publicity in the daily papers; but desiring to know what our fellow-archers are doing, and their success in archery, we must, if we are to be so informed, contribute the same to others, and the BICYCLING WORLD being specially an Archery paper, and for diffusing such news to interested parties I can see no reason why any one should object to having their scores published in it.

I give herewith a summary of my practice for June:—

24 arrows at 60 yards, 23 rounds, average score 67; best scores, 102, 106, and 108.

48 arrows at 80 yards, 10½ rounds, average score 82; best scores 120, 113, and 95.

72 arrows at 100 yards, 3 rounds, scores 65, 40 and 68.

Now, I think if the Eastern archers will each month make up such a summary and send it to the editor of the BICYCLING WORLD, that he will put them together and publish. A. S. BROWNELL.

Boston, July 3d, 1880.

THE BICYCLING WORLD

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(Continued from page 296.)

Following is a list of the members of the Saratoga Bi. Club:—Wm. Hay Bokes, No. 30 Circular st.; Samuel T. Clark, cor. Spring and Putnam sts.; Jno. H. Darrow, No. 346 North Broadway; C. E. Durkee, No. 505 North Broadway; Chas. N. Dowd, cor. Spring and Circular sts.; W. W. Durand, Adirondack R. R. Office; Jno. W. Ehninger, cor. Broadway and Greenfield ave.; Wm. B. Gage, U. S. Hotel; Wm. H. Hall, M.D., No. 74 Phila. st.; Willard Lester, No. 747 North Broadway; James W. Lester, No. 747 North Broadway; Chas. C. Lester, No. 360 Broadway; A. R. McNair, No. 626 North Broadway; A. S. Pease, Saratoga Sun office; Dr. Amos C. Rich, No. 9 Arcade Building; D. F. Ritchie, Saratogian office; Jno. C. Shepherd, No. 42 Circular st.; W. O. Stillman, M.D., No. 90 Circular st.; Chas. H. Tefft, Jr., No. 235 South Broadway; Rev. H. R. Traver, cor. Phila. and Regent sts.; Hugh L. Willoughby, No. 538 North Broadway; Frank A. White, No. 44 Franklin st.; Frank H. Walworth, No. 523 North Broadway; P. V. P. Wiggins, No. 203 South Broadway.

Entire active membership of the Chelsea Bi. Club, reported by W. P. Yerrinton, Secretary: S. H. Ayer, Geo. C. Bosson, Jr., F. N. Bosson, Grenville Bell, C. H. Fowler, Jr., Wm. E. Gilman, F. S. Herson, Darius Hadley, Herman Eustace, Howell Mason, H. J. Phipps, W. S. Slocum, Harry Turner, W. E. Pratt, A. M. Pratt, W. P. Yerrinton.

THE LEAGUE.

Editor Bicycling World:—May I ask a little of your valuable space in which to remind bicyclers of the League of American Wheelmen, formed at Newport a month ago, which is now an assured success, with a rapidly increasing list of members?

It is to the "unattached" that I desire especially to commend the League; for while the clubs have responded spontaneously, and are vying with each other in promptly sending in their entire membership lists, the unattached seem not to understand that the League stands with open arms waiting to welcome them into its elastic organization, where perfect freedom is united with complete fellowship.

It seems unnecessary to enlarge upon the advantages (particularly to unattached riders) of connection with the League.

Whatever question there may seem to be as to the benefits of belonging to a local bicycle club—and no man who has ever been a club-member admits that it is an open question—there can be none in respect to the League.

The badge of the League will insure a cordial welcome from some genial wheelman in almost every city or town in America,—or in the world; it will give the wearer full fellowship with a large and widely scattered body of thorough gentlemen; it will inspire respect in over-zealous officials, or overbearing drivers, from the knowledge that its bearer will be backed up by a large and influential organization in enforcing his rights.

The best legal knowledge will be at the command of any member whose rights are

threatened. Tours and excursions can be intelligently planned on information which will be at the command of every member.

United action will result in favorable regulations as to bicycling in cities and towns, as to transportation of machines by railroads, as to the proper management of races, etc.

In short there is not a bicyclist in America who will not be benefited ten times the cost of membership by the action, or influence, of this powerful combination. Can there be one who is not desirous of sharing in its expense and influence by adding to its membership his name? Nothing could be simpler than the formality of joining. Send your full name and address, with \$1.00 as the membership fee for one year, to the Corresponding Secretary. The name will be published in THE BICYCLING WORLD, the official organ of the League, and is then referred to the Committee on Membership, and if you are not a professional, and are a gentleman, in the best sense of that word, you will be elected a member.

"In union there is strength," and influence, increased happiness, and enlarged usefulness; let all bicyclists unite to make the League of American Wheelmen a power in the land. Hoping that clubmen and single wheelmen will lose no time in sending in their names, I am,

Yours, very truly,

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

Cambridgeport, Mass., June 30, 1880.

A SWING AROUND THE CIRCLE.

"To the Boston, Crescent and Massachusetts Clubs, Greeting."

Such was the caption of a very neat circular which was recently sent to the members of the above-named clubs, stating that a grand one day's excursion had been arranged by the two Lieutenants of the Mass. B. Club, Messrs. H. E. Parkhurst and C. P. Shillaber, for Wednesday 23 June. The time named for starting was 7.30 a.m., and the place Trinity square. At that hour on the appointed day, eight representatives of these clubs were drawn up in line in front of the Art Museum ready for the start; twenty minutes, however, were allowed for tardy wheelmen; but, as none arrived, the faithful eight started off at 7.50 for Harvard square. Perhaps the start was a little early, for it is rumored that several wheels were seen going at a terrific rate towards Cambridge half an hour later. Only one of these wheelmen succeeded in overtaking us, however, and he a 56-in. Crescent man who reported brutal treatment on the road, or rather sidewalk, having been forcibly pushed into the gutter for no reason whatever, by a well-dressed fellow, who evidently was stronger physically than mentally. We now counted up sixteen wheels, having been joined by riders in different places on the route. Pres. Parsons, who had only a few hours before arrived home from the West, found time to lend us his pleasant company for a little while as we ran through Cambridge. From Arlington our course lay over a charming road, *via* Pleasant and Quince streets to Waltham;

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thence on through Newtonville, Newton, and Newton Centre to a point on the hill overlooking Chestnut Hill Reservoir, where a call to refreshments was sounded by our bugler, Mr. J. T. Dyer. The lunch was a light one, consisting of crackers, cheese, and milk; after twenty miles of wheeling this was not bad to take, however. Half or three quarters of an hour's rest on the grass beneath Farmer Woodman's fine elms put us in excellent order to continue through West Roxbury to Dedham, our stopping-place to dinner. Dinner, coffee, and cigarettes being disposed of, all were impatient to start; so our bugler blew a merry blast, and in a twinkling we were off for Readville; then on we went to the base of the Blue Hills, where we stacked machines, and climbed to the summit by a pretty, winding path through a pleasant wood. The view from this summit of Blue Hill is really magnificent: a vast extent of country, with Mounts Wachusett and Monadnock to the west and north-west, and the ocean to the eastward, is spread out to view. Three or four little ponds, nestling near the base of the hills, the woody slopes near by, the pleasant, quiet-looking villages, with their picturesque spires and towers on every hand, the great city of Boston, and the harbor, with its islands and forts, and hundreds of sails,—all go to make up a picture of almost unsurpassed loveliness. Almost with feelings of regret we turned our steps downward. Once more at the base of the hill we found on hand a good supply of something that seemed like tonic beer, at all events we were well braced up for a lively spin over the hills to Milton Lower Mills, where we arrived in splendid condition. The small boy was there before us, and on the lookout for mischief; seeing two machines gracefully supporting each other, he realized that his time for action had come, and straightway he flung those wheels to the ground with singular adroitness. Jolly-boy's wheel was undermost, and was found to have a crank so badly bent that the wheel would not turn. The village blacksmith repaired the damage, however, with little delay. The moral to all wheelmen is *Beware the small boy!*

On through the Highlands to Trinity square, and our "swing around the circle" was swung. The cyclometers indicated 42½ miles. Although no one felt very tired, the aching muscles in every part of the body made us all appreciate the truthfulness of the 1st Lieutenant's quiet, but terrible remark, that "bicycling is conducive to the diffusive development of the muscular system." lke.

"Bicycles are now compelled to travel in the middle of the street with other wheeled vehicles," says the *Brockton Advance*.

We learn from the *Haverhill Bulletin* that the town authorities of Danvers have authorized the arrest of every bicyclist found riding on the sidewalks.

Mr. Wentworth Rollins may be found at present at, 228 W. 11th st.; or 8 Wall st., New York City.

OFF THE SIDEWALKS.

Now, boys, "*let's swear off!*"—off the sidewalks, I mean,—and it must be confessed that on some roads bicycle riders are more apt to swear, *off the sidewalk* than on it.

I say "boys," because I think that our younger riders are more generally found taking to the sidewalk than the older ones, but when on the bicycle are we not *all* "boys" in exuberant life, in lightness of heart, and flow of spirits? Let us not be "boys" in lawlessness, and reckless disregard of others' rights and feelings.

Through the spring the temptation to ride on the sidewalks is almost too much for those of us who have kept off on principle; but now the roads are dry and settled, so let us *all* "swear off."

For a year or two yet, bicyclers cannot be too cautious not to incur the ill will of anybody.

Hostile legislation or restrictive ordinances may result from any accident or carelessness, and until the bicycle has obtained a little surer foothold, we must use great care not to arouse antagonisms.

Now, we cannot long use both road and sidewalk. We must decide which to claim, and stick to that. Most of us have decided; and if we have not, the authorities have, that the bicycle is a *vehicle*, and that the *road* is the place for it. As our numbers increase, our influence will cause roads to be kept smoother, and our rights to the road to be respected.

Nothing could be worse for bicycling than an attempt by riders of the wheel generally, to use both wheel-track and foot-path *ad libitum*. Pedestrians would feel that we had no rights on the sidewalk, while drivers would soon feel that we had no rights on the road; and we should not escape the fate of him who tries to sit on two stools,—a fate which often literally happens to the bicyclist who tries to use both walk and road. "Between the two he falls to the ground."

Our right to the road is indisputable. No man, or beast, or vehicle has a better; let us then be firm, but courteous, in enforcing it; let us turn to the right *always* when we meet a team, always to the left when we pass one; and let us not shave *too closely* the horses' noses! Only by obeying implicitly "the law of the road" can we educate drivers of horses up to a recognition of our equality on the road, or teach them where to find us.

Are not bicyclers a little to blame for the feeling among drivers? Haven't we been too much inclined to be guided, or to *guide*, by our own convenience or fancy, rather than by any settled rule,—dashing along first on this side, then on that; first on the road, then on the sidewalk; those we meet hardly know which way to turn; the walker does not know what moment we may be on the sidewalk; the driver feels that any instant we may plunge under his horse's head. Let us each try to reform this, and be guided by *law*, and let us leave the sidewalks safe to women and children.

There can be no question but that the danger of accident to ourselves or to others is increased an hundred fold by riding on the sidewalks; the sudden opening of a gate, or driving out of a horse, the unexpected turn of a walker, or the quick movement of a child are very difficult things to foresee, and on the narrow walk there is little chance to turn out. *You* may be careful, but are you willing to trust your children—taught to feel secure on the sidewalk—to *my lack of care*? For the sake of the children, if for nothing else, let us leave the sidewalks.

I believe it to be our best *policy* to entirely abandon the sidewalks when on the wheel. Let us, therefore, make it a *principle*, and it will soon become a fixed habit to ride in the road, and the sidewalk will soon cease to be a temptation.

A. S. PARSONS.

OMAHA, NEBRASKA, has several bicycles, and several more riders who are expecting machines. Wheeling is attracting considerable attention, and several roads in the vicinity are being freed from stones, and the gravel drying very soon after rains, making it necessarily good riding.

As the first bicycle arrived here in the season of 1879, no extended tours have yet been taken; but as there are good roads to towns 30 or 40 miles away, there will be some fine excursions during the season.

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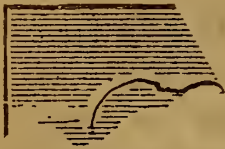
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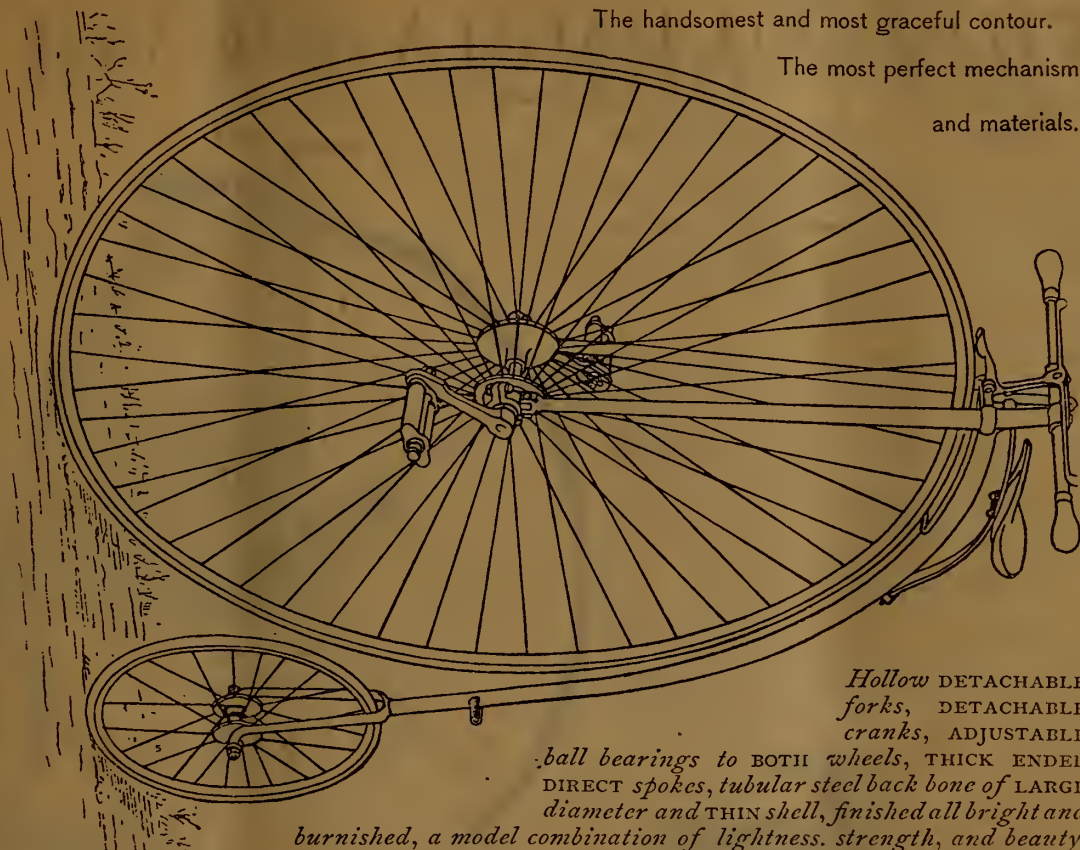
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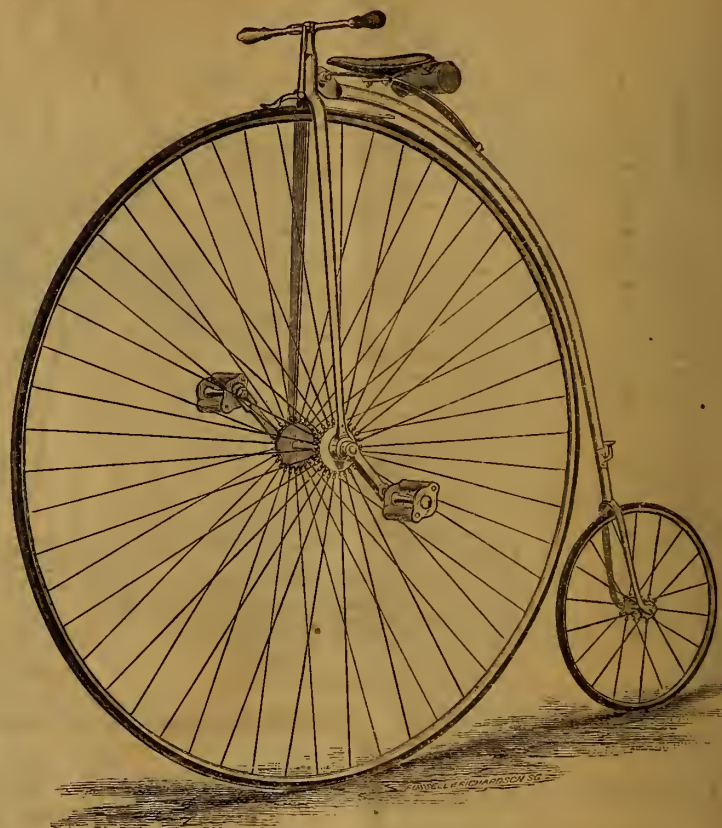
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