

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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

BOSTON, 20 MARCH, 1880

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UNION WEB HAMMOCKS.

CURRENTE CALAMO

March brings many new subscriptions.

Sign of the paragrapher's zodiac — Gem-ini.

Captains and Buglers may look for the code of signals
and the musical notes of bugle calls in our next issue.

According to the best estimates, about ten per cent. of
the English bicyclers are club members. The propor-
tion is a trifle larger here, probably.

A fine thought finely set by Maurice Thompson: "So
long as the new moon returns in heaven a bent, beauti-
ful bow, so long will the fascination of archery keep
hold of the hearts of men."

VOLUME I]

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At a meeting of the Baltimore Park Board, on the
10th inst., a letter was read from several ladies and
gentlemen, asking that archery might be allowed during
the summer in the parks, and an affirmative answer was
granted them.

It is said that when certain Detroiters go out for a spin,
"the milestones look like the teeth of a fine comb."
Also, that a member of their club is "formulating a
drill for bicycle platoons and companies, which may be
exhibited at a forth-coming tournament at Recreation
Park."

They drew long bows in the days of Robin Hood and
Little John and later, when the heroes shot a measured
mile, and an outlaw was related to have sent his arrow
two miles and an inch at a shot. They must either have
been tall or had long feet; for the rule was that the bow
should be in length equal to the height of the bowman
plus the length of his foot.

Miss "Margery Dean," the brilliant Newport corres-
pondent, dips her pen a little nervously and writes of
the meet for which permission has been obtained:
"Very interesting, no doubt, and we shall be very glad
to see the bicyclers, but we have not as yet celebrated
our dead-soldiers' day after the Fourth of July style,
though it would seem we are approaching it. Captain
Munroe's race will occur immediately after the ceremony
at the cemetery." As it won't be a race at all, but the
quiet riding together of a hundred or more representa-
tives of different clubs, it will not seem so very, very in-
appropriate; and we fancy that Margery will be sweeter
to "Captain Munroe" after she has seen him lead his
lines of mounted visitors along the pleasant avenues of
her hospitable city.

THE CLUBS REVIEWED

XIV. WALTHAM BICYCLE CLUB.

The first step towards the formation of a club in Waltham was made August 1, 1879, when (13) thirteen bicyclers met and formed a Road Club, and elected Henry B. Colby, Captain, and La Roy S. Staples, Sub-Captain, after which business the club took a spin through Waltham and the Newtons, riding according to the English rules.

August 24th (9) nine of the club rode to Revere Beach, (4) four of the party doing the (16) sixteen miles (cyclometer measurement) in one hour and thirty minutes.

Before arriving home that day we had accomplished about (50) fifty miles.

While speaking of the beach, I would advise all wheelmen not to expect good riding upon the same, even at low tide, as they will find themselves sadly mistaken, for the machine sticks to the sand, and the rider feels as though he was riding up hill.

During the months of August, September, and October, trips were taken to South Framingham, Lowell, Medford, and other places; but it was not until December 1st that the Waltham Bi. Club was brought into existence.

We started with (15) fifteen members, and are constantly receiving applications for membership. and expect a fine season during 1880.

The club suit consists of a mixed brown and gray corduroy for pants, coat, and cap, grey shirt and stockings, and a gold star for a badge.

"YOUNG AMERICA."

OFFICERS, 1880.

<i>President.</i>	WALTER D. HATCH.
<i>Captain.</i>	HENRY B. COLBY.
<i>Sub-Captain.</i>	CHAS. W. SEWALL.
<i>Secretary and Treasurer</i>	FRED E. DRAPER.
	CHAS. C. HARDY.
<i>Directors</i> }	CHAS. E. MULLOY.
	W. J. FARRAR.

MEMBERS, MARCH, 1880.

Bradstreet, Wm. D.	Gen. Ticket Office, F. R. R.
Brown, Chas. W.	East Ash street.
Carter, Geo. T.	54 Lexington street.
Colby, Henry B.	25 Adams street.
Doole, James	Newton Upper Falls.
Draper, Fred E.	11 Pine street.
Farrar, W. J.	Newton Centre.
Fewkes, Lewis A.	Supt's Office, Amer. Watch Co.
Green, W. W.	86 Moody street.
Hardy, Chas. C.	8 Cherry street.
Hatch, Walter D.	19 Walnut street.
Hodgson, Robert H.	Newton Upper Falls.
Hubbard, Orrin C.	Adams street.
Mulloy, Chas. E.	22 Ash street.
Nauss, Calvin S.	Crescent street.
Richards, Chas. E.	53 Cherry street.
Sewall, Chas. W.	Cor. Jackson and Central streets.
Staples, La Roy S.	Alder street.
Turner, Frank M.	3 Adams street.
Wright, Fred H.	Moody street.

LAMPS.

I gladly give my experience to "Phoenix" with reference to these most essential accessories to night-riding. First, by all means take the head lamp. It throws the light to a distance sufficient to allow the machine to be stopped, should the obstacle warrant it; this the hub lamp will *not* do. It casts no shadow of the rim, and does not cause a cropper, should it

become detached,—an unlikely accident, if the lamp is hung on a well-made clip, attached to handle-bar, locknut or brake-rod. By far the most superior lamp that I have found is the "Salsbury," manufactured in England, and imported by the dealers in bicycles. These are handsomer, stronger, and more efficient than any bicycle lamp yet produced in this country, so far as I have seen, and cost only a slight sum more. I use refined sperm oil. It is slow to light, but almost impossible to extinguish by jarring on the road.

Yours,

IXION.

THE BUSINESS BOOM.

The return of good times and the increased activity and confidence in business throughout the country has been marked in almost every trade and industry by phases to which have been applied the happy Americanism of "booming." Falling into line with the others, the bicycle "boom" is not the least important. From the repairing machinist, to the importers and manufacturers, all have felt its pressure, and to the long line of impatient would-be purchasers, whose names figure in endless rows on the order books, the presence of the "boom" is painfully apparent. An order for a "Harvard" involves not less than a three weeks' wait. The "Columbia" "Standard" is nearly in as bad a plight; the "Special" is worse, for it is not yet really in the market at all; while the "Velocity" is typical of anything but the rate at which its purchasers can be supplied. With all this, the Newton Factory of Hodgson is running at high pressure; the Hartford Works of the Popes are doing all that men and machinery can accomplish; and each steamship brings consignments of huge cases to the Cunninghams, the unpacking of which makes Pearl street lively. Even second-hand wheels are at a premium, and the outlook is as gratifying to those who are in the business as it will be to the purchasers—after their orders have been filled. * *

TOURS AND EXCURSIONS

RAMBLES THROUGH ESSEX.

The seventh of December was a day to be remembered. It was as if Winter had paused in his icy march, and opened his stern ranks to disclose once more the fettered captive, Summer. A gentle rain had fallen the night before, and the air was soft with its freshness. The liquid notes of church bells floated down upon the western breeze from the little hamlets nestling at the foot of the Orange mountain ridge. Away into the distance stretched, white and clean, the pride of Essex—its macadam roads—looking, in the morning sun, like petrified streams—placid, motionless. Joyfully I brought from its narrow stable my handsome, faithful steed, and watched with pride the sunlight flash from nickled spoke and perch. D. H. F.—how much meaning and pleasure there is in those three letters to the fortunate possessor! Challenge—the makers may safely challenge the world to surpass it. But this digression, though well understood by a bicycler, is, nevertheless, unpardonable. I rode down the graded surface of Washington street (what American town cannot boast one?) as in a dream of perfect content and tranquillity. The motion of a sailing canoe upon still water was not more gentle than mine. My arrival at the main thoroughfare, and an awakening to the fact that even with a bicycle a little time is required in travelling to an objective point some ten miles away, caused my 54-inch wheel to measure its circumference with considerable more vigor and in decidedly less time, and I flew merrily along a noble avenue that couldn't be any smoother if it was sandpapered every day. This

was the "Madison avenue" of Orange. On both sides were spreading lawns, smooth though seared by frosts, and stately mansions, either absurdly grotesque in their mimicry of "ye olden time," or stiff and forbidding in their "frenchiness." I passed a liveried and gaudy equipage returning from church. Horror was depicted on the countenances of the occupants, and not wishing to prolong their sanctimonious agony, I sped away and soon left them far in the rear. But now I had ridden some three miles, and the macadam suddenly ended, with a half a mile yet to go to get on the South Orange turnpike. But it is a rough country that a bicycle won't travel over, and when a rider has such a plank walk as stretched along that muddy piece of road on which to drive his wheel, he shouldn't grumble but do what I did, — cover it in two minutes, and then wish for more. Finding the new macadam even better than the last, I turned with a happy heart towards the west, and rode slowly past the handsome, manor-like grounds of Seton Hall. A broad avenue of overarching trees led from highway to the college, and groups of students were sauntering along the quiet walk. They turned to catch a glimpse of "that flying, flashing whirligig," as I have heard my darling bicycle disrespectfully called. The road now turned and ran down sharply through the little village of South Orange, and with a rush I shot down the steep grade, nearly being unsaddled in doing it, for I had hung both legs over the handle-bar, and on receiving a sudden jolt from the miserably planked railroad track, I parted company with my steed, but, managing to keep hold of the handles, settled all right again with a long breath of relief. At the top of a short hill before me stood a quaint little stone church, and here I turned off from the macadam to a road so rough and muddy that "three miles further on, sur," sounded rather discouraging, as I asked a curious Irishman the distance to Milburn. Now, again, the side path proved useful. It was hard, smooth cinder, and I whirled along with scarcely a dismount, with a word of greeting and thanks to the few pedestrians, all of whom kindly stepped aside to let me pass. There is an excitement about this side-path riding which is very much like that felt by the small boy in coasting down a dangerous hill. A sharp lookout for gutters and curbstones is necessary, for these are the pitfalls to which most novices can trace their tumbles.

The broad low spur of the Orange range, known as "The Short Hills," now came in sight as I unwillingly dismounted at the end of the footpath which merged into the road at another crossing of the Morris & Essex tracks. Finding the surface execrably rough, I concluded that it would be quicker and safer to walk the half mile which still separated me from the Milburn turnpike; so with thumb and forefinger lightly grasping the "barrel" of the spring-clip, I sauntered along. Milburn is a delightfully situated little place, and many of New York's most prominent business men have here built their beautiful residences. Remounting on the hard macadam, I was soon engaged in an athletic contest with two of nature's most sturdy forces — a strong south-west wind and the abstraction of gravitation, for here there was a long and rather sharp rise before the road entered Milburn. Every revolution of the glistening wheel I bestrode seemed as if it would be the last, and I fear that a spectator would hardly accord to the bicycle the practical utility claimed for it if he had

seen the ungraceful and laborious manner in which I crawled up that hill, body bent almost horizontally over the handles and elbows akimbo. However, as a companion told me on a late run, "if a man chooses to ride with a five-inch crank, he must take the consequences or foot it at every respectable hill he comes to." But, being a dabbler in athletics, I prefer to work a little harder running up hill, and use the same crank-length for both roading and racing; the advantages of doing this can only be appreciated by those who have tried it. Flying down the other side, and around a curve in the road, showed me not only the little village of Milburn, but the welcome sight of a brother bicyclist, whose white cap bore the well-known and favorite initials, S. H. A. C. After a dismount for a hearty handshake and greeting, we took a short run to Springfield and back, again finding the splendid cinder footpaths smooth and elastic. Bidding my friend good-by, I started back to South Orange, and now reaped the reward of my hard labor against the wind, enjoying an exhilarating coast, legs over handles, down the hill that had nearly proved too much for me half an hour before. It would have made even a St. Julien stretch to have kept up, and I flew far past the crossroad before braking was a safe proceeding. On reaching Seton Hall, I kept on steadily for Newark at a fourteen-mile pace, meeting and overtaking dozens of German families who were jogging slowly along on their regular Sunday drive. Pretty soon a large lager-beer garden showed that I was nearing Newark, so I slackened speed to a sober ten-mile gait, in respect to the prevalent opinion as to fast Sunday driving. But, alas for frail human nature! I passed a clean-cut sorrel and light buggy standing in the road. The driver was talking to some one on the sidewalk, and as I went past I heard, "Show that fellow a pair of heels." All right if you can do it, thought I, and took an extra grip on the handles, ready for a spurt. He started, and the quick, sharp footsteps rang out on the stone road. Well, I thought, if this race makes a disturbance it won't be my speed that does it. On came the horse till barely fifty yards separated us, but somehow he didn't succeed in getting any nearer, though I heard whip and voice used incessantly. After half a mile of this sort of thing, I put on a spurt and ran clean away from him, dismounting at the Belgian pavement, a third of a mile ahead, decidedly warmed up, but triumphant. A little while afterward he overtook me as I was demurely wheeling my bicycle along the sidewalk, and it would have taken a Stoic to have kept from laughing at the way that man carefully looked in the other direction as he drove past. IXTON.

CLUB DOINGS

AMHERST COLLEGE BI. C. — This club was formed last fall, with six members, and Mr. E. G. Rand as president. There are two wheelmen in the Agricultural College, and prospects point to an increase of a dozen in the membership this spring. We have made efforts some time for definite reports from this club, but up to the present have only promises, and a very valuable letter, descriptive of the roads, etc., in that vicinity from Mr. G. F. Fiske, whose late illness is ample excuse for omissions in correspondence, and whose returning health will be fortunate for all the friends of good wheelmanship there.

BROOKLYN BI. C. — A well-attended business meeting was held on Wednesday evening, the 3 March, at the residence of Captain Koop, and amongst other matters transacted was the

appointment of a committee (MM. Muir, Koop, and Gullen), to bring before the City Council the question of repealing the existing illegal ordinance prohibiting bicycle riding between the hours of 10 a.m. and 3 p.m., and between sundown and sunrise, and to adopt means to that end, either by memorial or otherwise. A committee on rules and by-laws was also appointed. Both these committees are to report at a meeting in the first week in April, when an election will be held. The club has twelve active members, and a prospect of six additions during the month.

CHAUNCY BI. C. — The regular semi-annual meeting was held 2 March, and the following officers elected: Captain, J. G. Coolidge; Sub-Captain, A. L. Rotch; Secretary and Treasurer, Frank R. Miller, MM. William H. Ladd and C. A. Brown were elected honorary members, for services rendered the club. The uniform for the season is to be gray flannel shirt and breeches, and blue stockings. Badge bears the monogram C. Bi. C.

CHILLICOTHE BI. C. — Organized at Chillicothe, Ohio. President, A. Dump; Secretary, C. D. Duncan (Box 235).

COLUMBIA COLLEGE BI. C. held a very successful meet on Saturday 28 February, and expect to have a meet and run every pleasant Saturday. At the meeting on 4 March three new members were elected.

ESSEX BI. C. — Elected officers 1 March. President, Walter J. Knight; Captain, L. H. Johnson; Secretary and Treasurer, E. R. Bellman; Senior Sub-Captain, C. A. Knight; Junior Sub-Captain, Benjamin Atha; Bugler, W. P. Field; Guide, W. Farrand. The club has taken four very pleasant runs this season, covering 100 miles.

MASSACHUSETTS BI. C. has established practical headquarters at 140 Eliot street, Boston, to be called its "Wheel-rooms," including dressing, stabling and reading rooms. Its new silver shield, with engraved monogram, makes a fine distinctive badge. This and the brownish-gray helmet will be the marks of membership, as distinguished from the Boston Bi. C., as it has adopted the same seal-brown color for costume.

MONTREAL BI. C. — This club has issued its preliminary programme for 1880, under date of 1 March; it includes morning and afternoon rides, excursions, tours, races, go-as-you-please contests and mounted hare and hounds. The season for riding last year extended from 24 April to 25 October. The officers are: Captain, C. J. Sidey; Sub-Captain, H. M. Blackburn; Secretary and Treasurer, Horace S. Tibbs, Committee, A. T. Lane and G. R. Starke.

NEW YORK BI. C. — This active and well-officered club has since 1 February been taking the initiative in arranging for general meet of the eastern Bicycle Clubs at Newport on Decoration Day, as noticed elsewhere, and will shortly issue "circular letters of invitation to the other clubs who would probably wish to cooperate with us in this idea. The larger the representation the better it will be, provided every rider is in uniform, and this is a point which we desire to urge very strongly." So writes the Secretary. At the last meeting for business, Mr. Charles E. Pratt was elected an honorary member in recognition of his services to the cause of bicycling.

PROVIDENCE BI. C. — A change in the Secretary and address is to be noted; it is now Mr. Edward Greene, 339 Broad street. All papers and communications for the club should be sent to him.

SAN FRANCISCO BI. C. — The present address of Mr. C. L. Barrett, Secretary, is 124 Post street.

SARATOGA BI. C. — A meeting was held on Saturday, 28 February, at the residence of President Willoughby. The following gentlemen were added to the roll of active members: Waldo L. Rich, Dr. A. C. Rich, Rev. H. Traver, Dr. W. H. Hall, John W. Ehringer. A uniform of navy blue was adopted. The captain wears a light-blue cap instead of dark blue. A practice room, 212 feet by 50 feet, has been obtained for the use of the club until the roads recover from the "bottomless mud." The club now numbers 24 members.

SUFFOLK BI. C. — This club, at its recent semi-annual meeting, elected the following officers: President, Dr. James

Dwight; Captain, John C. Sharp, Jr.; Sub-Captain, G. Tappan Francis; Secretary and Treasurer, George A. Goddard, (Equitable Building, 150 Devonshire street, Boston). Directors, Philip Little, Charles P. Curtis, Jr., Thomas Aspinwall, George E. Cabot, Arthur R. Sharp. The club has given up its headquarters at 23 Charles street, Boston, and at present has no rooms. The annual dues have been reduced to one dollar per member per annum.

TRENTON BI. C. — Organized 6 March, with the following officers: President, Edward B. Sterling; Vice-President, W. C. Pollock; Secretary, Edward L. Anderson; Treasurer, H. A. Martindell; Captain, J. Y. Clark; Lieutenant and Bugler, Walter West. Headquarters for the present at Mr. Clark's riding school. Secretary's address, 210 West State street, Trenton, N. J.

UNION BI. C., Elizabeth, N.J., has six members. Secretary please send us particulars.

PRESIDENT BATES' ADDRESS ON TRICKS.

Gentlemen of the Club: — The Detroit Bicycle Club has not been in existence long enough to contend with the crack clubs of Boston, New York, Philadelphia, and other eastern cities, for supremacy in trials of speed and endurance. But the Detroit Bicycle Club may proudly challenge comparison in the matter of "fancy" riding out of doors (as our members have not had much practice in a hall) with any club in the country which has not had more than six months' experience. I have taken the trouble to record some of the more daring feats successfully performed by various members of the Detroit club, — feats which we have had the honor to invent as well as perform, — and I think I may venture to say that the entire wealth of this club says that these feats cannot be performed by any other club in the country for cash. Permit me to call your attention, first to the two following feats invented and successfully performed, the first time trying, by your honorable president: —

The hat trick. — The performer selects a hill with a sudden hollow, or gutter, at the bottom. Starting at the top of the hill, he throws both legs over the steering-bar, grasping the handles outside of his knees. When the front wheel drops into the gutter at the bottom, going at a speed of 15 miles an hour, the rider rapidly sits up on top of the steering-bar, and then glides smoothly over the front of the wheel, carrying the steering-bar with him, and alights standing erect on his feet. If these directions are accurately followed, the small wheel behind will rapidly and gracefully run up over the front wheel and cave in the back side of a new six-dollar silk hat. [This trick always brings down the house.]

The dog trick. — Almost any track will serve for this singularly dexterous feat. The performer must be riding at a moderate speed, in a street where the sidewalks are pretty well thronged with spectators. He should carefully preserve his accustomed air of polite indifference, though he feels conscious that he is the cynosure of all eyes and the subject of many admiring remarks from the people on the sidewalks. Suddenly a small white lap-dog — of that kind which looks exactly alike at both ends — will start to rush across the street, and passing directly between the spokes of the large wheel, will be lifted up by the wheel until he thumps smartly against the bottom of the saddle. The dog will then drop out, and the rider will proceed on his way calmly, without dismounting. [This feat ought never to be attempted by any but bald-headed men; because the triumphant warwhoop of the dog, at the moment when he strikes the bottom of the saddle, is apt to make the bicyclist's hair rise up so sharply and stiffly as to completely ruin the inside lining of a four-dollar wool hat.]

That these admirable feats of dexterity are highly appreciated by the club has been sufficiently proved by the fact that the club has twice elected the performer thereof to the high office of president by a unanimous vote, evidently on account of his great skill and proficiency in inventing and executing these and similar difficult and daring performances. Nevertheless your president cannot claim to have surpassed other worthy and honored members of the club in the invention and performance of remarkable feats of "fancy riding." The following extraordinary trick was invented and performed by our worthy and

Vol. I.]

THE BICYCLING WORLD

[No. 10]

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, 20 MARCH, 1880

A MAY MEET AT NEWPORT.—Since the first of February considerable correspondence and conference has been had between the officers of the N.Y. Bi. C. and those of other leading clubs (notably the Essex, the Boston, and the Massachusetts), respecting the feasibility and the desirability of a creditable and enjoyable union-meet at Newport, R.I., on Decoration Day. The matter is so far developed now that the success of the project is substantially assured. The mayor of the city has kindly assured President Munroe, who initiated the movement, of the freedom of the avenues for three days, and official action will soon be taken by the clubs to insure success. This will be a stimulus to the practice of good, orderly company-riding this spring, and will offer a fine opportunity for mutual acquaintance and courtesies. The matter will have fuller setting forth hereafter; but we wish to suggest now for consideration in season, whether this proposed meet will not offer a suitable occasion for a meeting of delegates from all the clubs, for the organization of a Bicycle League, which may serve to protect and to further the general common rights and interests of wheelmen throughout the United States and Canadas, and combine the best points of the Bicycle Union and the Bicycle Touring Club abroad.

AMONG THE MANUFACTURERS.—We have given from time to time intimations of the approach of a lively season for archery and bicycling. In the latter the season is already opening first, and the spring catalogues of the manufacturers and dealers are just out. That of Cunningham & Co. is a four-page circular and price list, of large dimensions, and much interesting announcement, including some in bad taste. There is no new specialty announced, this firm putting forward the "Har-

vard" as last year, and continuing to offer ball bearings to both wheels. The Pope Manufacturing Company issue a neat and compendious twenty-four page illustrated catalogue, containing much information, and describing the three new styles of bicycles which they offer this year. The "Columbia" is to be designated as "Special," "Standard," and "Ordinary," in the order of excellence; and not only the catalogue but the sample machines show a good advance in quality and finish over last year. R. H. Hodgson is working toward a front place, and has this year, for the first time, put forth a catalogue and price list, small but full and tasteful what there is of it. He also has two new styles to offer, and improvements in the old. "Velocity" No. 1, No. 2, and No. 3, are the names of substantial, well-made wheels, the first and second being most creditable additions to the list of American manufacture.

It is as interesting as it is singular that both these more strictly American manufacturers are unable to fill their orders as fast as they come in, though urging their facilities to the utmost; and all three of the firms are meeting a lively demand, and wearing a cheerful look. They all three acknowledge much aid from our columns, and we reciprocate the acknowledgment, and wish them all success. Wherever a bicycle spins our paper is wanted, and wherever the BICYCLING WORLD is read the bicycle is sure to follow; and so the wheel goes round.

THE BICYCLE IN NEW YORK.

Boston has hitherto been the metropolis as to bicycling. Riding-school facilities, importation and manufacture, opportunities for companionship, club organizations, meets, runs, excursions, races—in all things the Hub is the centre of "the wheel," and Boston was the enthusiastic wheelman's Mecca. But a change is impending. Clubs at New York, Newark, Brooklyn, Yonkers, Elizabeth; riding-schools at four or five different and capacious halls; races in various succession at the Madison Square Garden, Mott Haven, the American Institute Building; fastest times and longest distances recorded in America for amateurs and professionals, and many other things present and prospective, all point to a speedy eclipse of Boston and a fair lead over Philadelphia.

Wentworth Rollins is a phenomenon. Riding the bicycle completely in the first twenty minutes of trial; taking it almost immediately for a vacation conveyance, and keeping the pedals warm till it bore him from New York to Albany, to Buffalo, to Toledo, to Chicago even; till he made himself not only the widely-known hero of a plucky and persistent journey, but at once the most travelled wheelman and the most enthusiastic devotee in America,—he was just the man for a metropolitan enterprise. But it was his first season as a rider, and his first real business year. He found thirty-five riders in New York, and two agencies for the sale of bicycles established. But he brought experimental knowledge and fresh blood to the enterprise, and amidst many difficulties has planted himself at the head of a promising industry and made himself the central figure in a sweeping movement in the largest city in the country.

Brewster Hall would have satisfied a man of ordinary foresight and energy. The American Institute Building was a large venture, but could not exhaust the scale of his endeavors. And now, from Coney Island to Central Park, one may not go far without finding a place to learn and a stock to buy from, nor escape being infused with the spirit of bicycling.

With consistent sagacity he has not only stirred up the interest in all its varied forms, but has limited himself to the encouragement and sale of no one particular make of machine. American and foreign, new and second-hand, with all their fittings and accessories are to be found with him; and he has associated those with him in the business whose aid and services will be appreciated and valued by a largely increasing number of patrons.

We do not mean to puff Mr. Rollins. We trust he will not

be offended at our free-hand rapid sketch of his career. We wish him success, as we do all who endeavor to promote the use of this delightful and health-developing vehicle. But the magnitude of his operations and the brilliancy of his success in advancing thus far make his movements interesting to all; and whether he continue to prosper and enlarge his resources or not, many will be glad for what he has done, and account him one of the worthy pioneers of the cause of bicycling. New York is ahead. Though Philadelphia be alive and Chicago not asleep, both Mr. Hart and Mr. Fairfield must admit that there is something for them to think of yet, and Boston — well, Frank Weston and Colonel Pope may answer for her.

ARCHERS AND ARCHERY

A LEARNER'S DIFFICULTIES CONFESSED.

It is with pleasure that we print the following letter, and hope it will be followed by the second year's experience. We always "sleep with an easy conscience" and do not think that deluding our readers into taking up Archery for an amusement will trouble us, unless the other side is darker than our friend "L. L." has painted it. But perhaps the "second season" has deeper honors to unfold, we are impatient to see. — [ARCHERY ED.]

Editor Bicycling World: — The Archery department of your paper is very interesting, and I have no doubt persuades many ladies and gentlemen to take up the bow and arrow as a means of amusement; but it seems to me hardly fair to say so little about the other side. According to you the practice of Archery is nothing but unalloyed enjoyment; you say next to nothing about the difficulties that ladies especially have to undergo in learning how to shoot. I am an enthusiastic Archer, but have not forgotten my troubles as a beginner, and would like to tell about them, so that my sisters need not be ignorantly carried away by your highly colored descriptions of Archery fascinations. I may frighten some from becoming Archers, but would not that be better than to delude them into taking up an amusement that they will repent of? If you will be fair-minded enough to publish this view of Archery, you can sleep with an easy conscience,

Nearly two years ago, when an Archery club was first talked of in our town, with many others I thought that it would cost little and would give in return open-air exercise and a great deal of pleasure, without taking more time than I could conveniently spare from my household duties. But what a mistake. How many times have I come home from the range utterly tired out and vowing that to-morrow I would stay at home, attend to my sewing, and that the arrow should never again take the place of my needle. We were told at first that the club would buy whatever was necessary in the way of bows, arrows, and targets, and that all we should have to do would be to appear at the meetings, — every other Saturday they were to be held. Well, that wouldn't be much, I thought, and so consented to join.

The first meeting was held and we went to it, curious to see the others, but with a settled determination not to shoot ourselves. But, of course, this didn't last; the bows and arrows were so pretty, and the targets looked so easy to hit, so overpersuaded by my own feelings and the arguments of others, I threw off my shawl and

took a bow. It would be hard to describe my feelings as I stood for the first time in front of a target; it seemed so childish that I was half ashamed of being there, and would not pay attention to the captain, who was kindly advising me how to hold my bow, etc. Not half caring or giving thought to what I was doing (it seemed so easy), I drew the bow for the first time; the result you must know: the arrow slipped from my fingers, and buried itself in the grass, half way to the target. Covered with mortification. I would have gone back to my seat, but the captain would not let me. Forgetting that I had entirely ignored his assistance, he showed me how to hold my bow and arrow, the proper way of loosing, and finally persuaded me to try a second shot; this time I paid more attention to him, and though I did not hit the target I came nearer to it. Feeling a little encouraged, I kept on shooting, and by the end of the afternoon managed to put one arrow into the black. This seemed a great success to me, who, a few hours before, thought that I could hit the target every time, without half trying. Going home, and thinking that, on the whole, I might as well be pleased with my success, my pleasure was turned into mortification at hearing one of my small boys tell his brother that "Ma only hit the target once." "Pooh!" was the answer; "I could do it every time."

At night, thinking over the meeting, I remembered the excitement of the shooting, and the pleasure of watching the others, and made up my mind that I would not stop, but would practise and learn to shoot better than any one else in the club. The next morning I began to carry out my resolutions; so borrowing one of the club bows and some arrows I practised steadily for more than an hour, in a place where I could not be seen. The results of that practice I never shall tell, but by keeping it up I made more than one hit at the next meeting of the club, and before long the leaders used to be glad to have me on their side. As we became better shots, we grew disgusted with the club weapons, and gradually the members began to get bows and arrows for themselves; but then the others wanted to borrow them, and we were obliged to pass a law requiring all members to supply their own bows and arrows. However, this belongs to the second season, and I became more of a maniac than ever, and, perhaps, it had better be reserved for a second letter, or at least till I know whether you will publish this. L. L.

CORTLAND ARCHERS. — *Cortland, N. Y.* — At our regular weekly meeting for practice at Van Bergen Hall, on 28 February, the following scores were made by the members of the Cortland Archery Club, who were present: distance, 30 yards; 90 arrows each: —

	1st 30.	2d 30.	3d 30.	Total.
Dr. F. O. Hyatt	195	213	202	610
Willis Cloyes	200	190	200	590
Jas. Schermerhorn . . .	190	182	194	566
S. Bull	152	180	174	506
A. Mahan	151	154	160	465
C. F. Turner	170	143	146	459
Dr. G. H. Smith	130	148	179	457
Mrs. A. Mahan	102	116	84	302

The club began practice early in December, 1879, and but few of the members had had any previous practice. We will send you scores made at regular club practice from time to time, and hope other archery clubs will do the same.

A. M.

WEST NEWTON, MASS., 11 March, 1880.

Editor of Bicycling World:—I was surprised to learn in the BICYCLING WORLD of 6 March that "J. W." is so much afraid of being looked down upon as a baby. Surely after seeing this arrow "settle down into the gold one hundred yards away" he ought to be in no danger. It is probably very exhilarating, as he says, to shoot the long ranges, but nevertheless it does not seem quite fair to *scorn* the shorter ranges. There are quite a number of us younger archers, who, being neither old enough or tall enough to draw an extremely long bow, prefer to begin modestly, and gain enough skill to score over 148 at the Double American Round before giving up "creeping."

Yours, etc.,

TECH.

NEW YORK ARCHERY CLUB.—Saturday evening, 6 March, the return match between this club and the Ascham Archers, of Brooklyn, E.D., took place at the Ninth Regiment Armory. In the original match there were four gentlemen and two ladies on each team, but Saturday evening only one lady contested from each club, owing to sickness of one of the Aschams' fair archers. The New York Club had prepared everything in good shape for the reception of their guests from across the river, and after the arrival of the latter both teams practised a little before commencing the trial of the evening. At 8 o'clock shooting commenced. The hall presented a fine appearance, being filled with a large number of spectators drawn together to witness the first exhibition of the kind in this city. The interest taken and the pleased looks indicated that archery has already taken a good hold upon the people, and hereafter we may see at affairs of this kind much larger numbers. It is something for the New York Archery Club to be proud of, to be able to say they were the first club to introduce this royal sport to the public of the City of New York. The Ascham Archers having lost the first match, naturally perhaps felt as though they would like to win the second, thus causing the third one necessary. But the New York boys (and girls) did their best to retain their prestige, which they accomplished in good form. Although better scores were made by all of those contesting after the match was over, still the record below shows a great improvement on the part of both clubs since their last match.

After the match sides were chosen, including archer guests from the Brooklyn Club, and the sport indulged in until 11 o'clock.

The New York Club meets every Saturday evening at the Ninth Regiment Armory, where they are pleased to see visitors.

The following are the scores of each team:—

NEW YORK TEAM—30 YARDS, 90 ARROWS.

	Rounds		Hits. Total.	
Miss E. T. Morton . . .	157	100	150	81 407
Mr. S. S. Roper . . .	174	165	200	89 539
Mr. W. N. Frazer . . .	160	155	176	89 491
Mr. J. W. Sutton . . .	141	175	171	87 487
Mr. Jas. W. Auten, Jr. .	114	154	159	83 427
Totals	746	749	856	429 2,351

ASCHAM ARCHERS—30 YARDS, 90 ARROWS.

	Rounds		Hits. Total.	
Miss Vonder Luke . . .	105	156	103	70 364
Mr. Brown	179	149	168	86 496
Mr. Chapman	144	159	158	85 461
Mr. Geyer	149	158	149	87 456
Mr. Marsh	142	142	150	81 434
Totals	719	764	728	409 2,211

ARCHERY SCORE BOOK.—Mr. H. C. Carver, ex-secretary, now President of the National Archery Association, in his report of the Chicago meeting of last year shows the defect or disadvantage of the old or English method of scoring by his statement that it required several days to complete and verify the scores, and recommending that a new method be adopted. At the Beacon Park meeting of the Eastern Association the new method of scoring, originated by its President, Mr. A. S.

Brownell, was used, and found to be very comprehensive; the scores being given immediately at the conclusion of each match, without any wait to figure up, and were verified with little trouble. This method is as follows: A space is given for each end, in the upper part of which the value of each hit or miss is recorded. To illustrate: the first end of arrows hit black, white, and blue, recorded 3-1-5, and the total value, 9, is placed in the lower part of the space. The second end of the arrows hit a black, blue, and a miss, recorded 3-5-0. The value of this end, 8, is added to the value of the previous end, 9, and the amount 17 placed in the lower part of the space for the second end, showing the total value of the two ends. In this way each end is recorded, and its value added to the total of the previous ends, giving the total value of hits after each end, and the value of the last end added to the previous total gives the complete score. Columns for colors are given, in which the details of hits in colors can be kept, and by figuring these in the old way scores may be verified.

The advantages claimed for this method are in giving a complete record of each arrow shot in its order, and in having the score complete with each end, saving the time and difficulty of figuring up at the conclusion of a match. It is also so compact that a book for several hundred scores and observations can be carried in the pocket, enabling an archer to compare his scores and note improvement or defect.

QUERIES AND ANSWERS

A RIDER. Q. 1. Having heard more or less of bicycling on Sunday would you be kind enough to tell me how many ride on Sunday; also, how many do not; also, what your opinion is on the subject. I would like to obtain the exact number as nearly as possible of the Sunday riders and those otherwise inclined. 2. In addition to the above please to tell me if you consider a leg measure of 33½ inches too short for a closely built 52-inch. A. 1. Difficult to answer with any definiteness. Perhaps some reader may attempt it. In Massachusetts many wheelmen ride on Sunday, some to church, more to call on relatives or friends, and many take short spins for exercise or recreation, or go on all-day runs for discovery. They use the wheel as they would a horse, or would walk. Riding the bicycle quietly and decorously on Sunday is as appropriate as riding a horse or in a buggy, or as taking a pedestrian stroll. 2. Yes, if the measure is rightfully taken, a 50-inch closely built machine, with five-inch cranks, would be large enough for road use; and a 48-inch might be found more comfortable with the average build of man and machine.

J. H. S. Q. 1. Aside from the cost, is there any good reason why a "wheel" should not be finished all bright instead of being partially painted? 2. Does not gun-metal or brass-flanges rather detract from the appearance of the wheels? 3. Is a shorter crank than six inches advisable for road riding? 4. What clubs in Boston furnish accommodations for stabling the silent steed to their members? A. 1. No, unless a man is too lazy to keep it bright. 2. That is a matter of taste. It gives it rather a machinery look, so to speak. 3. Yes, for experienced riders on wheels 50 inches or less in diameter; not otherwise. 4. The Boston Club and the Massachusetts Club are the only ones we believe.

LITERARY COMMENT

THE SPORTSMAN'S YEAR-BOOK for 1880, containing a digest of information relating to the origin and present position of British sports, games, and pastimes. Edited by J. Keith Angus, London, Paris, and New York: Cassell, Petter, Galpin & Co., 1880. That is the full title page of a 272-page book, of which the editor says, "Its leading idea is that it should form a handy reference to these institutions, with editorial articles discursive of the various phases through which the sports are passing, with information as to their existing status and probable progress." It contains full chapters upon hunting, shooting, the kennel coursing, angling, yachting, rowing, canoeing, swimming, coaching, cricket, foot-ball, tennis, racquets, lawn-tennis, polo, hockey, golf, curling, hurling, shinty, la crosse, rounder, base-ball, croquet, bowls, skittles, quoits, skating, rink-

ing, training, athletics (walking, running, jumping), gymnastics, fencing, boxing, and wrestling, together with 28 pages on bicycling, and six pages of archery. It is a pleasantly written book, with here and there fine literary touches; and yet it is brim full of statistics, lists, and tables, with rules of games, fastest times, bits of history, an occasional illustration, making a very useful and valuable hand-book. For a summary of the present state of English bicycling it is very convenient, and so far as we have examined it is accurate and reliable. This is one of those books which those who wish to be posted in the out-door pastimes will like to have at hand. Received by A. Williams & Co., old corner book-store.

ST. NICHOLAS FOR MARCH has been read by every one before this time, and many a good laugh has been had over "The Lazy Pussy," "A Naughty Boy," and "Miss Moffat's Dream," with their surprising illustrations. The paper on "Kite Time" will be seasonably referred to in April by the boys. There are excellent stories and poems and riddles, and some very instructive papers of travel and natural history. Received by A. Williams & Co.

THE CRIMSON is one of the best of college papers, and like all the Harvard journals is trenchant, keen, and able. "The Lament of the Phi Beta Kappa" is one of the best things in mingled parody and satire afloat. And now comes THE HAVERFORDIAN as a youthful aspirant for fame. Beautiful in make-up, both as to typographical appearance and editorial arrangement and style, it is full of interesting bits of melody, incident, information, and speculation, and is a credit to the bright and scholarly college in which its editors are students, and a matter of pride and pleasure to the alumni, now so widely scattered, who are so fortunate as to receive it. Haverford campus saw the first game of cricket in this country, and its Dorian Club still holds the wicket against any college eleven. When they take up the bicycle there, the spin to Valley Forge, to the Merion Grounds, to Swarthmore or Fairmount, will be a delightful diversion from Sophocles or Calculus.

We do not want to get involved in a Waugh of pleasantries, but the quips and puns of the presiding genius of the *Boston Home Journal* are quite provoking. When our brother gets over the newness of his more spacious office on Washington street, and has dallied with the bicycle editorially till the roads are dry, we will wager a subscription to his excellent paper that he will spin to and from his home in Roxbury, or take a run with us, after going to press, on many a pleasant day.

THE ENGLISH TOUR.

The success of the proposed tour is now pretty well assured, as a sufficient number of names have already been handed in, and, judging from the continued inquiries, it is more than likely that the full list of twenty will be filled long before the date of sailing. The magnificent steamship "City of Richmond," of the Inman line, will probably convey the 'cycling tourers across the Atlantic, sailing from New York on the 22d of May. The party will return home late in July, and to meet the wishes of many who are unable to leave home so early in the season, a second party, to sail early in August, is already talked of. The project has attracted the attention and favorable comment of the press in numerous instances; among others, a Washington paper, as an item of news, reproduces the advertisement *verbatim*, and our esteemed Boston contemporary, the *Advertiser*, in referring to the prospective pleasures of the party says, "Hereafter the regular thing for young gentlemen will be to make the European tour on the bicycle, that method having the advantage not only of extreme cheapness, but of healthful exercise, and taking the traveller out of the conventional beaten tracks, enabling him to see more of the real country than he otherwise would."

PROPOSED BICYCLE TRACK AT BEACON PARK.

Editor Bicycling World:—Many inquiries have been made as to the progress of the plan for a bicycling track at Beacon Park. The matter stands as follows:—

The Driving and Athletic Association, at a special meeting, authorized the directors of their athletic department to lay out a third-of-a-mile bicycle track, if they deemed it advisable. The directors of the athletic department have instructed me to state that they are willing to lay such a track, but that a sufficient number of bicycling members must first be guaranteed. If they receive before 10th April the names of one hundred and fifty desirable applicants for admission as bicycling members, they will proceed at once, and will have the track ready for use 10th May.

The directors will understand that all applications for admission "as bicycling members" are conditional on the laying out of the track, but no further distinction will be made between bicycling and other active members. The use of the grounds within the mile track and the general use of the club-house and bath rooms will be open to all members. Facilities will be afforded for cricket, base-ball, foot-ball, tennis, archery, and la-crosse, with a quarter-mile track for running and walking. There will be ample accommodations for club-rooms, sleeping, dressing, and bathing rooms, and lockers. It is proposed to have a restaurant connected with the club-house. Admission to the grounds will be free at all times to members, except during the four days of the spring and fall purse races.

The admission fee will be ten dollars, which will cover the first year's assessment. Sleeping-rooms, lockers, and restaurant facilities are to be paid for by members using them. Yours respectfully,

HENRY W. LAMB, *Sec'y.*

P. S. Application for membership may be made to any of the following Directors:—

J. Malcolm Forbes, 30 Sears Building, Chairman.

Henry G. Pickering, 62 Devonshire st.

Harry F. Fay, 30 Kilby st.

Harry M. Howard, 18 Boylston st.

Robert S. Russell, 15 Chauncy st.

John C. Sharp, jr., 54 Commonwealth ave.

Henry R. Grant, 35 Oliver st.

R. C. Watson, 19 Congress st.

Robert Bacon, 18 Little's Block, Cambridge.

Henry W. Lamb, 33 Federal st., Secretary.

[The above comes in too late for comment, but we commend it to favorable attention, as an opportunity to further the interests of bicycling.—ED.]

INVENTION AND MANUFACTURE

LETTERS PATENT have been issued in the United States for improvements relative to Bicycles, Tricycles, Velocipeds, etc., from 23 December to 2 March, as below; reported by C. E. Pratt, Esq., Solicitor of American and Foreign Patents, 40 Water street, Boston, Mass., viz.:—

No. 222,779, to J. W. Gilbert, 23 December, Velocipede.

223,118, to J. H. Dennis, 30 December, Velocipede sled.

223,241, to N. S. C. Perkins, 6 January, Velocipede.

223,691, to A. M. Allen, 20 January, Velocipede.

324,153, to P. L. Davis, 3 February, Velocipede.

324,165, to F. Fowler, 3 February, Tricycle.

Re-issue 9,096, to B. P. Crandall, 24 February, Velocipede.

225,010, to C. Hammelman, 2 March, Velocipede.

RHYMES OF THE ROAD, No. II.

BY LORD BOYRUN.

Wheel of the many-twinkling spokes I whose charms
Are all extended up from legs to arms;
Bicycle! though too long boneshaker made—
Reproachful term, bestowed but to upbraid—
Now Phoenix and a volant miracle,
Flashing to view, immense but movable;
Henceforth in all the steel of brightness shine,
The least a vaster than in 'Sixty-nine.
Far be from thee and thine the name of rude;
Though yet triumphant, be our ways subdued.
Our legs most move to conquer as they fly,
If wheels and hopes are reasonably high.

THE AMERICAN BICYCLING JOURNAL, No. 12.

There were eighteen numbers of this early record of bicycling in the United States issued, the first under the date of 22 December, 1877, the last dated 1 November, 1879. These are all interesting, and the earlier ones are more especially valuable. A few copies of all of them are now in the hands of the Bicycling World Company, and for sale, except of number 12, which is out of print, and has been advertised for in vain. This No. 12 was published 25 May, 1878, consisted of eight pages only, having been issued half size, and contained nine and one-half columns of reading matter. In order to enable those wishing complete sets, to have the substance of the missing number to preserve, it is proposed to reprint, in these columns, the contents, except advertisements and other matter included in the other numbers, in the order of its appearance there. It should be understood that the reprinting is merely for completing the file, and *not* because this matter is a fair sample of the interest or value of the *Journal* contents; it is, in fact, below the average in quality. For the heading see our number 1, page 9. The rest follows:—

THE AMERICAN BICYCLING JOURNAL. [Page 1.]

VOL. 1, No. 12.

BOSTON, May 25, 1878.

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We are informed by an acquaintance of the family, that the young man, Albert Wilcomb, who died suddenly on the 17th inst., just after riding on a bicycle, was well known among his friends to have an organic affection of the heart. They should have insisted upon the utmost caution in undertaking an exercise where the high spirits of the youth, and a novice in the art, were so liable to impel into what, for an unsound man, would be a very violent over-exertion. He had but recently learned to ride; had just taken an exhausting run, and was even riding in the night, which only the experienced may safely practise.

Not personally acquainted with Mr. Wilcomb, we none the less sincerely regret the sad occurrence that has untimely cropped the youthful promise, and brought sore affliction to an estimable family. We are told that the event particularly illustrates the proverb, "Death loves a shining mark." It also shows that Fate loves to make its most disastrous strokes by means of the most beneficent instrumentalities. The old poet, Denham, says:—

"'Tis the most certain sign the world's accurst,
That the best things corrupted are the worst."

It may appear to be a very extravagant statement to say that a bicycle, even a poor one, is better than heaven; but it can be logically proved in a few words, to wit: A bicycle is better than heaven, because nothing is better than heaven, and a poor bicycle is better than nothing! "Logic is logic, that's all I say," in the author's words of the "One Hoss Shay."

The "hot-weather helmet," which has been designed at Oak Hall for the B. B. C., is a great success. Unique and becoming in appearance exceedingly cool and comfortable, and last but not least, very cheap; there is no reason why it should not be generally adopted, not only by the votaries of the wheel but by the public in general. We recommend all our readers who will want during the coming summer to keep their own head-gear in good order, to wear the Oak Hall head-gear as the most useful thing yet produced for that purpose.

It is curious to listen at some of the restaurants to the talk going on during the lunch hour. At "Vosler's," the other day, the constant hum of such words as "a splendid run," "broke my break cord," "nearly over the handles," "legs up, down Codman Hill, full thirty miles an hour," and such, induced some of the lunchers to make a count, which evolved the fact that out of twenty-eight gentlemen present there were sixteen bicyclists. This, to say the least is encouraging.

We have all along said that when American mechanics shall undertake it in earnest, they will improve upon the best English bicycles. Such home-made ones as we have seen or heard of hitherto, however, remind us too much of the nautical attempt depicted in these facetious lines:

"Old Jim Johnson and his son Sam
Built 'em a ship in the shape of a clam;
They got her afloat, but in turning her round,
The sons of lummoxes run her aground."

By the way, not knowing the origin of the above verses, can any one inform us? and whether there is any more to them as good, of the kind?

From the "Boston Post."

[Page 2.]

BICYCLING.

Growth, Plans, and Prospects of the Boston Bicycle Club.—Some of the Runs made by the Members.—About the Bicycle in General.—Why it Should be Popular.

The bicycle, the legitimate successor of the velocipede, has not as yet become so familiar that the sight of it on the street does not attract especial attention, arousing a lively curiosity as to the manner in which it is managed. But when one appears with a natty dressed rider mounted upon it, the mere desire to see merges into an enthusiastic admiration of the ease with which he manages it. Every week the meet of the Boston Club near Trinity Church draws larger and larger crowds, and every week ends with a greater number in favor of the more general use of this graceful vehicle, which, until within the last year, has been a stranger to these shores.

The increasing popularity of the bicycle in this vicinity is due in a great measure to the efforts of the members of the Boston Club, who are now steadily going forward with the work of familiarizing the people of the city and its suburbs with the machine upon which all of them take daily exercise, and of which some of them make a very practical use. The club was organized on the 11th of February of the present year, by fourteen gentlemen, all of whom had become somewhat familiar with the use of the bicycle, either here or in England. Mr. George B. Woodward was elected President, Mr. Frank W. Weston, Treasurer and Secretary, and Mr. Thacher Goddard, Captain. At a subsequent meeting a constitution with by-laws was adopted, and since that time the growth of the organization has been rapid. There are now twenty-seven names on its membership list, and four others will be added in a day or two. There is no doubt that many who would like to join the club, and who will do so at some future time, have thus far been hindered from taking such a step for the reason that a change in the style of dress is necessary; otherwise the promotion by force of example, to which each member of the club is pledged, of the use of the bicycle would be an impossibility. The ordinary loose pantaloons would, should they be worn by its driver, almost inevitably produce an accident both to the machine and to him. It is believed, however, that the wearing of a costume appropriated to this method of travelling will soon fail to attract any attention, and that it will become somewhat popular not only among practical bicyclists, but also among those who desire simplicity in dress.

That the bicycle can be used to advantage in and around Boston is no longer a question to be solved. It has been proved by actual experience that there are few grades so steep that they cannot be mounted, and that there are few roads so rough that travel over them on one of these machines is either difficult or dangerous. Mr. Weston leaves his home in Quincy, seven and a half miles from his office, and is at his desk in town in about forty minutes. This he does nearly every day, and he says he can compare the delight of this method of travel to no other in which he was ever engaged. The weekly runs of the club have been made on every Saturday

since the 9th of March, and there have been few routes within half a score of miles of the State House which have not been tested and found to be practicable. The longest run made by the club was that to Squantum on Fast Day, a trip that will long be remembered by those who took part in it, for it was one of unalloyed pleasure. A gentleman who now belongs to the club made the run from Fitchburg to Boston last fall in five hours; another gentleman came in from Haverhill in about the same length of time, over a very muddy road, and others have made equally good time over other routes. The rate of speed easily attainable in and about Boston is eight miles an hour. There are a few riders who add two miles to these figures, but they are quite rare. The weekly runs of the Boston Club will soon be abandoned for the present, and long trips substituted for them, to be arranged to suit the convenience of members. The first of these will be one of three hundred miles in New Hampshire, to be done in six days. This is projected for the 20th of May, and others will be arranged in the near future.

The machines now in use are of English manufacture, and it is claimed by those who have them that it would be difficult to reproduce them here. The makers who are most successful are men who have had long years of experience in the work, and who know just what to do to produce an even tension upon which the strength and elasticity of the main wheel depends. Bicycles sell at from \$75 to \$150, and it is doubtful if they are ever much cheaper, for in constructing them the best material is used, and only skilled workmen can be employed. The Pope Manufacturing Company of this city is about to establish a factory at Hartford, from which, doubtless, will come the first strictly American bicycle. Even at the prices mentioned, a bicycle would be cheap if it really does for a man all that is claimed for it. It is asserted that it not only strengthens the arms and legs of its riders, but it develops the chest, giving the lungs freer play; that it brings the entire frame into play, and that a single day of successful riding will produce better physical results than a week's vacation from ordinary labor.

"LAURA."

The poetical piece sent us by "Laura" is "much too awfully" crude and gushing for our pages. She appears, also, to spin her lines from her fancy or memory without being conscious of their diverse origin. Of course it was not an intentional deceit to give us the following verses,—much the best of the lot—as her own. They are from "Festus," all but a few syllables:

"Light as a leaf they step, or arrowy
Footing of breeze upon a waveless pool;
Sudden and soft, too, like a waft of light,
The beautiful bicyclers come to me;
Oh, ever lovely, ever welcome they!"

And is she aware that the line,—

"Rides on the whirl-wing, and directs the steed,"

is a parody of Addison?

She breaks into rhyme rather prettily, in one place:

"Some little gleams of gladness,
As the sunshine cometh out,
Irradiate my sadness
And rend the veil of doubt."

We are heartily glad that the mere sight of what she calls the "gay Gilpins" and the "jolly Jehus" should have that cheerful effect upon her sensibilities; and she will learn that a healthy hilarity of mind is requisite for writing acceptable bicyclic poetry. Laura's genius is now evidently in the callow and pea-green leaf, but is not without promise of fruitful foliage. Though her name may never resound in stunning reverberations around the dome of fame, it ought in course of time to be distinctly heard above the melancholy crowd of feminine and flowery rhyme-jinglers.

TRANSATLANTIC.

[From our own Correspondent.]

LONDON, April 30th, 1878.

The Easter holidays were disappointing for bicyclists, as far as the weather went. Many brave the wet and heavy roads on Good Friday and Saturday, though heavy rain fell on the morning of each day to make matters worse. The Pickwick Club got five members only to ride the whole of their tour, though one or two others and several friends joined in here and there;

the Temple Club were in a similar predicament, their number never reaching twenty. And so it was with all who tempted fortune on the Friday or Saturday. However, with Sunday fine weather set in, and made amends for the discomforts of heavy and muddy roads and getting wet through.

The Stanley Club had fixed their opening run for Easter Monday, and were rewarded by glorious weather and a beautiful ride to Maidenhead, about thirty miles, over forty members turning out for the run.

With Easter the racing season set in, and the various athletic and pedestrian sports all over the country on Easter Monday most of them including a bicycle race (amateur) as one, and that one of the most important and attractive items on the programme; none of them, however, call for special remark. The professional racing at Wolverhampton and Birmingham was very well contested, although at the former place it was deprived of its chief interest by the falling through of the mile championship race between John Keen and Fred. Cooper, the former being too ill to compete, and the race is consequently postponed to Whitsuntide. The usual mile all-corners' handicap at the former place (Molineaux Grounds, Wol.) produced some fine racing; there were fifty-three competitors, divided into twenty-five heats, and it was run off in four rounds before the final was reached, for which there were left in five riders, the result being,—G. E. Edlin of Leicester, one hundred and sixty-five yards start, first; G. H. Thompson of Walsall, one hundred and forty-five yards, second; J. Patrick of Wolverhampton, one hundred and ninety yards, third. After a splendid struggle Edlin got the lead before going half a mile, and beat Thompson, his nearest competitor, by ten yards; Edlin's time for the mile, less his start of one hundred and sixty-five yards, was two minutes forty and one-half seconds. In one of the trial heats one man (J. Patrick) rode the mile, less one hundred and ninety yards, in two minutes forty-six seconds. These times have only been beaten once, August 7th, 1876, when W. Phillips, with one hundred and thirty-five yards, did two minutes forty-four and one-half seconds; J. Keen has also done two minutes forty-three seconds, but with a flying start and when he had got into full swing. The racing extended over three days, the first day there being over twelve thousand spectators; on the second day when it was pouring with rain, over five thousand, and on the third day about fifteen thousand. The first prize was £35 cash. There were also five-mile and some boys' handicaps. The Birmingham handicap was won by C. Benton with one hundred and ninety yards, Joseph Brooks being second with one hundred and eighty, and E. Cottrell, one hundred and ninety, third. There were thirty-eight starters, who ran in fifteen preliminary heats. The ground is very small, two hundred and fifteen yards in circuit, so that the racing, though well contested, is not first-class.

The first important race meeting of the year in London was that of the Surrey Club, on Saturday last at Kennington oval. The club is the second oldest in the metropolis, and has always "gone in for" racing largely, and it has some of the best racing men as its members. The chief event, a four miles handicap, brought thirty-three men to the post in five heats, and the final lay between A. E. Derkinderen, of the Tower Hamlets B. C., who came in first, and W. Quirk, of the Kingston B. C.; Quirk led for the last three miles, closely pressed by Derkinderen, but overbalanced in the last circuit and Derkinderen ran in the winner by seventy yards, the finish thus to great extent being spoilt by the unfortunate spill; the third man was thirty yards behind Quirk, who got on and finished the distance; the winner's time was fourteen minutes forty-seven seconds. A five-miles scratch race would have produced a fine contrast between W. Wyndham (amateur champion of last year, and about the best amateur in London), of the London B. C., and E. J. Hall, of the Surrey B. C.; the latter, however, had to stop to screw up a loose nut, and never had a chance after, as it lost him two hundred and fifty yards, and was beaten by a little more than that in eighteen minutes forty-two and one-fourth seconds.

I hear that J. Keen is still ready to give Stanton six minutes' start in fifty miles, but cannot get Stanton up to the scratch. I believe, however, that David has his eye on the six days' match between bicyclists and horsemen, which has been gotten up by a Mr. Lewis, a well-known sporting celebrity. The extract below from "Sporting Life" will explain the affair. It begins on Monday week; I forgot to mention it in my last letter.

[Page 3.]

FEATS OF ENDURANCE. — BICYCLING AND HORSEMANSHIP. The following champions have been chosen to compete for the prizes advertised by me, namely:—Phillips, of Wolverhampton, Rawson, of Derby, White, of Wolverhampton, Stanton, of Hornsby, Cann, of Sheffield, Patrick, of Wolverhampton, Thomas, of Portsmouth, Markham, of London, all bicyclists; Leon, the Mexican, and Newson, of Beverly, Yorkshire horsemen. The man that covers the greatest number of miles in six days (riding hours from six a.m. till eleven p.m.) shall be declared the winner, and shall receive £200 and a silver cup valued at £70; second, £50 and cup valued at £20; third £25 and gold medal; £15 and silver medal for fourth, on condition the full time is ridden right out; £10 each will be given to the next two men not gaining a prize, that ride nine hundred miles in the six days; any man not gaining any of the above prizes will be allowed £5 each towards his expenses, providing he rides three days out of six. The above prizes will be deposited in the hands of a well-known sporting paper a clear week previous to the race, when a representative of bicyclists and horsemen must meet to toss for choice of tracks—inner or outer circle. — R. LEWIS, 239 Oxford street, Stepney, E.

There is nothing new about the Bicycle Union. The last meeting was held on the 17th ult., and the final rules were carried, and officers and committees elected. The championship races came off on Saturday week, May 11th.

ANSWERS TO CORRESPONDENTS.

"LAURA."—We have replied to you at length in another column, but—try again.

"J. Q. D." IND. — See our advertising columns.

Some answers to correspondents are unavoidably postponed.

The editor of "The Boston Herald" has our thanks for his kind favor of the 13th inst.

We regret to be compelled to defer until the next issue some interesting letters from correspondents, our space being now limited and pre-occupied before their receipt. In future we shall take care of this valuable feature of every journal.

[To be concluded.]

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

RATES AND TERMS.

THE BICYCLING WORLD is published regularly on alternate Saturday mornings, in issues of three thousand five hundred copies. Our charges, for advertising, until further notice, are at the following low rates:—

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Quarter column 4.00

One inch 2.00

Special notices, 25 cts. per line, breviter.

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

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Appreciating the fact that it requires special effort and trouble on the part of our friends to procure for us any considerable number of additional subscribers in any locality, and ready to make such acknowledgments and inducements as we can for friendly assistance, we have made arrangements with some of our advertisers, who are likewise interested in the increase of our circulation, and are now able to offer a

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For 10 new subscriptions, an English BICYCLER'S BUGLE, price \$10.

For 9 new subscriptions, one dozen HORSMAN'S CLUB ARROWS, beefwood footings, solid steel tips and peacock's feathers; gentlemen's 28-inch or ladies' 25-inch; price of either, \$9.

For 8 new subscriptions, a GENTLEMAN'S BEST BACKED Bow, 2 pieces, with best Flemish strings, 6 ft., lance and beefwood, or lance and rosewood; price of either, \$8.

For 7 new subscriptions, a POPE CYCLOMETER, to register miles, for any size of wheel given; or a HORSMAN'S "GEM" LEMONWOOD BOW, in a bag, ladies 5½ ft., 24 to 33 lbs.; price of either, \$7.

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1. These premiums are offered only to those who are subscribers to the BICYCLING WORLD.
2. SUBSCRIPTIONS to the BICYCLING WORLD are \$2.50 a year of twenty-six numbers, in advance, and may begin with any number; but it will be found most desirable to begin with the volume, which will furnish a complete record, and be fully indexed at the end of the year.
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7. ALL COMMUNICATIONS respecting this list to be sent directly to THE BICYCLING WORLD CO., 40 Water street, Boston, Mass.

TO CLUB OFFICERS. — As a special inducement for the aid we desire from the clubs, we offer to send THE BICYCLING WORLD, for Volume I, to club address or single addresses, when subscriptions to the number of ten or more are forwarded by the secretary or treasurer of an Archery or Bicycle Club, with proper remittance, and a statement that they are all for members of the same club, at \$2.00 a copy.

We are endeavoring to make our paper well worth its full price to every reader, but desire to make some recognition of the good services of those who aid us; and we hope the liberal inducements above named will tend to the mutual advantage of readers and proprietors.

Very respectfully,
THE BICYCLING WORLD CO.

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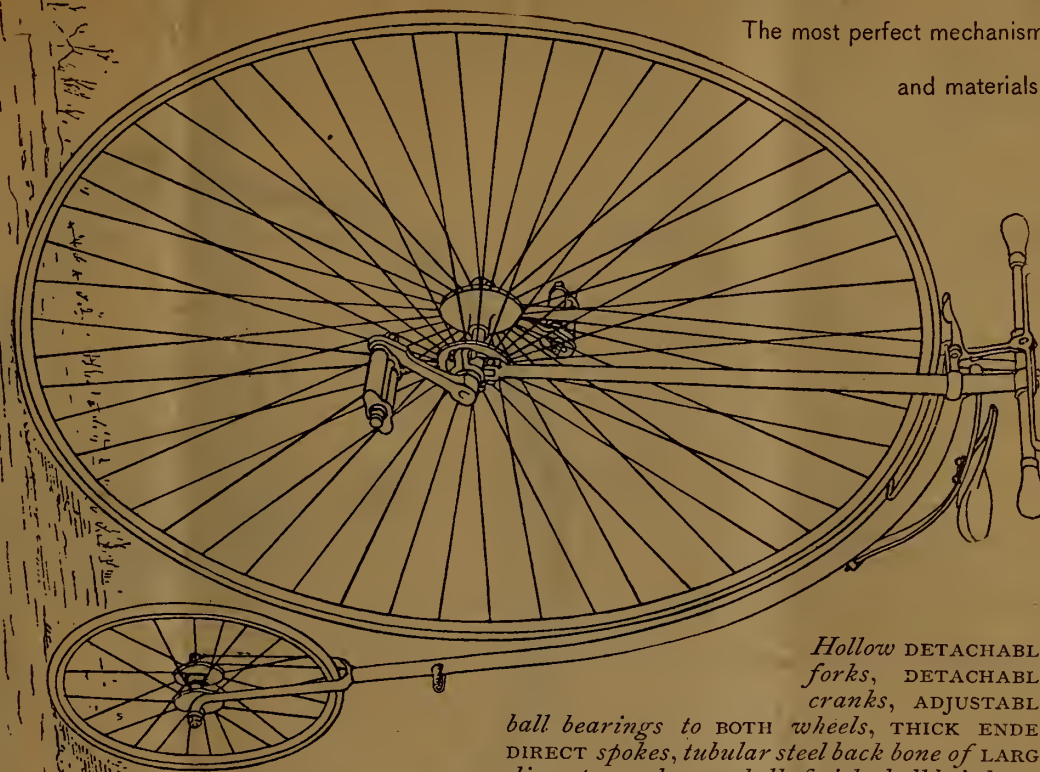
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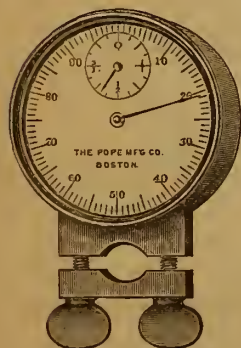


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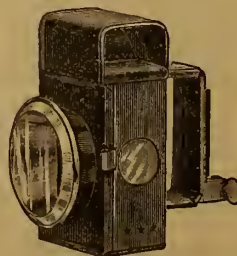
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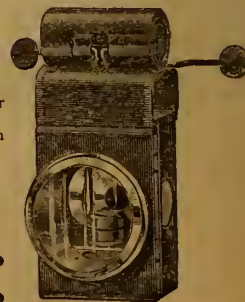
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