

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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

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ANNOUNCEMENT.

To the Wheelmen of America, Gentlemen:—

Yielding to the demands of our constantly increasing business, one of the most active of the founders of our firm, a gentleman whose name is more or less familiar to most American Bicyclers,

MR. FRANK W. WESTON,

has concluded to retire from the profession of Architecture, in which he has been honorably and successfully engaged for more than twenty years, and to actively identify himself with the interests of our firm, in which he has hitherto occupied the position of a silent partner.

MR. WESTON can in future, until the sailing of the English Touring Party, be found at our Ware-rooms, where he will be glad to receive his friends and all who have been, are, or may become, interested in the progress of the "Wheel."

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PRODUCERS OF THE "HARVARD" BICYCLES, 18 & 20 PEARL ST., BOSTON, MASS.

THE CLUBS REVIEWED

XV. THE PROVIDENCE BICYCLE CLUB.

In November, 1878, the writer of this article was in Boston, and was influenced to buy a "wheel," from the apparent practical uses to which many of the "Boston Boys" had already put it. I was thus the pioneer bicyclist of Providence, and after the usual amount of tribulation, which I presume comes to all beginners, I was at last able to "show up" on the road, and it was not long before I began to be interviewed by persons who had become interested, from seeing me ride. It was not long before Mr. E. C. Churchill, of Providence, purchased a machine, and with Mr. W. H. Richmond, opened a rink at one of our large halls, at the same time becoming the agents for the Pope Mfg. Co., of Boston. On 7 July, 1879, six riders met at Mr. Churchill's residence, and formed the Providence Bicycle Club. The club has not done much in the way of "club runs," but has had two races at the "Park Gardens" where the proprietors had put in a bicycle track, which is, by the way, probably to be much improved this spring.

The club now numbers thirteen, with several new applicants for membership already proposed; so that we have hopes of a well-organized and healthy club, by May or June. The club has reason to feel indebted to many of its Boston friends, for courtesies extended, and since its president was so hospitably entertained at the second annual dinner of the B. B. C., only wait for an opportunity to "get square." Right here let me extend a hearty invitation to all bicyclists to stop in Providence whenever business or pleasure will permit, and if they will take the pains to look up any of the gentlemen named below, I can assure them of a cordial reception.

Yours fraternally,

ALBERT G. CARPENTER.

OFFICERS, 1880.

<i>President</i>	ALBERT G. CARPENTER.
<i>Captain</i>	W. H. RICHMOND.
<i>Sub-Captain</i>	R. L. LIPPITT.
<i>Secretary and Treasurer</i>	E. S. GREENE.
<i>Guide</i>	E. G. THURBER.

MEMBERS, 15 MARCH, 1880.

Anthony, W. P.	116 Elm street.
Burton, Wm.	28 Market square.
Carpenter, Albert G.	2 Westminster street.
Churchill, E. C.	110 Tremont st., Boston, Mass.
Cross, J. R.	Valley Worsted Mill.
Greene, E. S.	339 Broad street.
Handy, C. F.	129 Westminster street.
Howard, Jesse	129 Westminster street.
Lippitt, R. L.	37 Weybosset street.
Richmond, W. H.	102 Friendship street.
Slater, Samuel	66 Benefit street.
Sprague, W. F.	1 Young Orchard avenue.
Thurber, E. G.	1 Greenwich street.
Thurber, W. H.	1 Greenwich street.

XVI. DETROIT BICYCLE CLUB.

Dear Bicycling World:—Out in this part of the great moral vineyard we are still "rolling the wheel" as uninterrupted as if we were snuffing the balmy breath of June, instead of the frosty air of February. There is no snow on the ground which, if not a pleasant state of affairs for others, is a situation highly prized by the Bicycle Club. It is confidently believed that, by the time spring is fairly opened, we shall have thirty or forty riders in this city mounted on their own steeds, as fully that number or more have become experts at Seymour's riding school, and there is a growing disposition to own machines. (A bicycle is like a wife in one respect—every man wants his own.) We are now planning for a "field-day" at Recreation Park, in May, on the occasion of the first annual games of the Detroit Athletic Club. We expect to have a general parade, two fast races, and a slow race. Perhaps all three will be slow enough; but our captain and a few of the older and more sturdy riders, argue otherwise. The first social entertainment of the club was had recently at the house of our honored president,

and has been briefly reported by you. As this is a bicycling letter, I forbear certain social comment; suffice it to say that our club stands well socially, and there are dead loads of outdoor sports ahead of us as well as an occasional indoor meeting, where mind can have more play than muscle. The membership of our club at present includes two editors, two signal service officers, a city official, a manufacturer, a hardware merchant, a builder, and six book-keepers. ONE.

OFFICERS 1880.

<i>President</i>	LOUIS J. BATES.
<i>Secretary and Treasurer</i>	A. F. MERELL.
<i>Captain</i>	N. B. CONGER.
<i>Lieutenant</i>	W. J. HOWARD.

Club Committee.

J. C. McCaul,	G. L. DUNNING,
A. M. Low.	

MEMBERS, MARCH, 1880.

Bates, Louis J.	<i>Post & Tribune.</i>
Conger, N. B.	W. S. Signal office.
Conger, C. J.	27 Bank Block.
Champion, Theo. H.	Detroit Iron Furnace Co.
Dunning, G. L.	407 6th street.
Howard, W. J.	53 Shelby street.
Low, A. M.	15 Woodward ave.
Merell, A. F.	53 Shelby street.
McCaul, J. C.	87 Prentiss ave.
Osmun, Gil. R.	<i>Evening News.</i>
Parry, Henry	479 6th street.
Read, George	131 Cass street.
Seymour, W. W.	25 Myrtle street.
Smith, D. W.	114 Woodward ave.

Honorary Member.

Read, George	131 Cass street.
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TOURS AND EXCURSIONS

NEW HAVEN TO NEW YORK.

The inch or two of snow that fell on the 7th of November melted away under Saturday's sunshine; but the rain fell heavily all through the night of the 9th, and though the next day was bright the roads were by no means in average condition. Still, as I had brought my wheel up to New Haven by boat, with an idea of riding it back overland, after cycling out to the park to attend the annual Harvard-Yale foot-ball match, I determined to at least begin the journey, and so set out from the corner of the college yard at about half-past eight o'clock. Going up the Chapel street macadam to Howe, and thence taking the sidewalk, with occasional dismounts at the curbs, I soon reached the further end of the West Haven bridge (two and a quarter miles), and then sped along the dirt sidewalk just a mile further, to the fork near the railroad crossing, where I turned to the left, to take the shore road for Orange and Milford. Along this I walked continuously for five and a half miles (though at a dryer time some wheeling would probably have been possible); then rode by short stretches to the foot of Milford Green, $3\frac{1}{4}$ miles; thence to the east end of Stratford bridge, $2\frac{3}{4}$ miles; to Stratford centre, $1\frac{1}{4}$ miles; to bridge, $1\frac{1}{4}$ miles; Bridgeport station, 2 miles, where I stopped an hour for lunch; to the foot of Village street at Fairfield, $4\frac{1}{4}$ miles; to Westport, $5\frac{1}{4}$ miles. Soon after this, darkness prevents riding, and I push my wheel along over rather poor roads till I get to the Connecticut House, South Norwalk, on the stroke of six. This is $3\frac{3}{4}$ miles from Westport, and $32\frac{3}{4}$ miles from the starting point in New Haven. The four-mile stretch from Bridgeport to Fairfield supplied the best riding of the day, and was made with only one or two dismounts.

Starting at 8 next morning, amid the plaudits of the assembled citizens, I found rather poor roads, and had the further

misfortune, an hour later, to frighten a venerable white horse to the degree which caused him to twist the rotten spokes out of a buggy wheel, without doing further damage. At Darien, 4 miles from the start, I found 2 miles of hard and level road; then came Stamford Green, 2½ miles; and Miannis bridge, about 3 miles, which I crossed at good speed, after descending a long and rather steep hill without mishap. Three miles and a quarter further on, in coming down another hill, equally steep and much more crooked, ending at the bridge which crosses the stream, making the boundary of Connecticut, I lost control of my wheel, and as the rapid motion brought the water into my eyes with blinding effect, I expected to be flung violently across into the Empire State; but fortunately was spared that indignity, and managed to right myself without disaster. About three quarters of a mile further on, the De Soto House, Port Chester, was reached, and a very good dinner was served there for half a dollar. Soon after resuming my journey the rain-drops began to drizzle down, and then fall briskly, with the ultimate result of making the road muddy, the walk slippery; I was therefore two and a quarter hours in doing the distance to New Rochelle, less than ten miles. After that I plodded on four miles to Bartow station, riding perhaps a quarter of the way; and as darkness then settled down I took train for Harlem bridge, about eight miles below, which I should have reached long before sundown had not the rain spoiled the wheeling. From South Norwalk to Bartow the distance by the cyclometer was thirty miles, lacking a quarter.

Allowing for the fact that I tried the roads of the second day under less favorable conditions, I still think them less ridable than those of the first day. The country is more hilly, the scenery less attractive, and there are no long stretches which may be taken without a dismount. I am glad to have made the trip, and recommend it to those who have a couple of days to spare; but I do not think the road worth going over a second time. It seems to me much superior to the road from Worcester to South Framingham, for that I do not think worth going over the first time; but it seems much inferior to the tour up the Connecticut River Valley, from Hartford to Greenfield, for that same I hope some day to repeat

KOL KRON.

WASHINGTON SQUARE, N. Y., 17 March, 1880.

CLUB DOINGS

BROOKLYN BI. C.—At the first annual meeting of this club, held on 6 April, the following officers were elected: president, Edwin J. Adams; captain, Charles Koop; lieutenant, Robert A. Maxwell; secretary and treasurer, T. Hood Muir; committee, E. J. Adams, C. Koop, T. H. Muir, W. Warden, Jr., W. F. Gullen.

DETROIT BI. C.—A meet of this club was held at the U.S. Signal Service on Saturday evening, 20 March, when Mr. Theodore Champion, one of its members, was presented by the club with a framed copy of a cartoon executed by J. W. Phelps of Grand Rapids, illustrating the "wagon trick" described by Pres. Bates in his recent address, of which Mr. Champion is the reputed inventor and executor. The presentation was made by Pres. Bates, with the following remarks:—

GENTLEMEN OF THE DETROIT BICYCLE CLUB.—You have appointed me to a happy duty,—the presentation to a worthy brother of a memento of his remarkable skill as a bicyclist, and also as a token of our regard. May this token and memento endure so long as the wheel of life shall roll with any of us along the paths appointed for the living, and the regard continue long after old Father Time shall have dismounted from his saddle.

Brother Champion, I present you with that which may long remind you of an experience such as was never vouchsafed to any of the heroes, sages, patriots, or prophets of old. It may remind you of the time when you discovered stars unknown to the astronomers, and saw visions which would have caused the hair of any of the old prophets to stand on end, except the bald-headed prophet Elisha. But be not therefore puffed up,

for pride goeth before a header, and vanity leadeth to sudden abasements. I perceive something spiritual in this picture. Although there are no mountains in these parts, the artist has portrayed in the background those imaginary mountains which you thought, for an instant, had fallen upon you, while you wondered if that earthquake had buried anybody else.

Let this picture hang upon the walls of your home, and your children, gazing upon it, will perceive what a truly good and upright man they have for a father. It will also teach your wife the great moral lesson of humility; for, whenever she feels disposed to assume superiority, she will look upon this sketch and reflect: "After all, I couldn't do *that*!" And in this sketch you shall have a sort of immortal youth. Age must come upon you in the course of nature; but, in this picture, your shanks cannot wither, nor your feet shrivel, nor your breadth of beam suffer change.

Herein also I see grave moral lessons for all brothers of the flying wheel. The sketch portrays the necessity for all of us to ride circumspectly through life. Whoso followeth a strange woman too closely, let him beware of perils. He that would ride the wheel of his destiny safely and well must ride warily; keeping the feet of industry upon his pedals; the hand of reason upon his steering-bar; the finger of conscience upon his brake; and the clear eye of honor upon his path. Grant me the privilege of elder age to state those rules which we may all observe with profit:—

In the journey of life learn to mount lightly whatever wheel you ride; keep a firm seat; ride steadily, and not by spurts and laggings; go a fair day's travel every day; watch your path with vigilance, and keep the straight road; be diligent to keep near the head of the procession, but not so ambitious as to spoil the delights of the trip; preserve a cheerful temper, and beware of falls; but be always a good comrade to assist those who do fall and bruise themselves; and remember that he is happier who rides far enough back in the procession to have good fellowship than he whose inordinate ambition makes him ride solitary in advance of all companionship.

In love let your course be true and straightforward; and beware of headers. Women possess a native instinct which distrusts the lover who wobbles, and he who delights in vain tricks to over-exhibit himself. Stick to one path and ride for one prize; he who tries to go two roads at once comes to grief. Let your confidence be modest; your carriage be manly; your speed constant, but moderate. When passion drives the pedals, reason should guide the steering-bar.

In marriage sit firmly in the saddle, but proceed gently. Steer your course evenly, and never put down the brake rudely. Don't let the little wheels run over the big wheels. Take all impediments kindly; ride patiently over the rough places. He that catches a fall on this road is like to receive a grievous hurt; therefore look well to your procedure, and run no wild races. He who rides with a family should be captain of that club, and ride as one worthy of such distinction. Let him see that his wheel is always in order; all its journals smooth with the oil of kindness; and its wheels tired with the enduring rubber of affection.

So shall a hale old age, such as gentle exercise invites, run smoothly to the end of the journey of life. And when the weary feet can no longer revolve the treadles, the nerveless hand drops from the steering-bar, and the end of the journey is reached, may the parting soul not be affrighted by the thunder of the hoofs of the great white horse of the king of terrors, unseen of mortals save in the vision of the apocalypse; but death enter softly, like the angel of sleep, riding upon the silent wheel, whose perfect tire is set upon the celestial highways of immortal peace.

Mr. Champion, being taken entirely by surprise, briefly expressed his thanks to the club.

ESSEX BI. C.—This club has recently elected Mr. Roland Johnson, of Orange, N.J., an honorary member, "in consideration of his deep interest in the prosperity of the club and the general cause of bicycle riding." Mr. Johnson is over threescore years of age, but is still active and youthful, as his evident interest in bicycling on many occasions has made evident.

GERMANTOWN BI. C. — *Editor Bi. World:* After six months' hard fighting the Germantown Bi. C. has at length settled on the following uniform: blue polo-cap with two gold bands and monogram in front, gray shirt, gray breeches, shirt trimmed with blue, blue belt, and blue stockings. In order that *all* the captains may wear a distinguishing badge, the club will by subscription purchase a red mustache for the junior sub.

FORK.

HARTFORD BI. C. — At the annual meeting of this club, held on the evening of 6 April, the following gentlemen were elected to office for the ensuing year: president, Geo. H. Day; captain, T. B. Beach; secretary and treasurer, F. E. Belden; senior sub-captain, C. Lawrence; junior sub-captain, A. Eddy; club committee, MM. Olmsted, Robinson, Lawrence, and Eddy.

KEYSTONE BI. C. — Mr. C. W. Clifford having resigned, Mr. E. J. Waring, 49 Fifth avenue, Pittsburgh, Pa., has been elected secretary.

UNION BI. C. — This club was organized 20 March, with seven members and the following officers: president, W. M. Hastings; captain, J. B. Value; secretary and treasurer, E. M. Kempshall (Elizabeth, N.J.). Costume, French gray corduroy suit, dark-blue cap and stockings.

WESTCHESTER BI. C. — About the 1 April, the bicyclers of Valhalla, Westchester County, N.Y., formed a club, to be known as the Westchester Bi. Club, of White Plains. The membership at the beginning is small, but there are prospects of increase. S. Herbert Pierson is captain of the club, and was the pioneer in this locality. The colors are blue and gold; costume, navy blue.

RACES

AMERICAN INSTITUTE BUILDING, New York. — The 50-Mile amateur race, on 21 February last, was so interesting that we give fuller details of time as revised and published in the *Spirit of the Times*: — The score of the leader at each mile is as follows: — 1 mile, Collier, 3m. 44s.; 2 miles, 7m. 26½s.; 3 miles, 11m. 6s.; 4 miles, 14m. 50s.; 5 miles, 19m. 2s.; 6 miles, 22m. 50s.; 7 miles, Clark, 26m. 31s.; 8 miles, 30m. 5½s.; 9 miles, Collier, 34m. 22½s.; 10 miles, 37m. 45½s.; 11 miles, 41m. 39s.; 12 miles, 45m. 31s.; 13 miles, 49m. 26½s.; 14 miles, Clark, 53m. 18s.; 15 miles, 56m. 51½s.; 16 miles, 1h. 34½s.; 17 miles, 1h. 4m. 39s.; 18 miles, 1h. 8m. 23s.; 19 miles, 1h. 12m. 1s.; 20 miles, 1h. 15m. 39s.; 21 miles, 1h. 19m. 18½s.; 22 miles, 1h. 22m. 54s.; 23 miles, 1h. 26m. 27s.; 24 miles, 1h. 30m. 4s.; 25 miles, 1h. 33m. 39s.; 26 miles, 1h. 37m. 16½s.; 27 miles, 1h. 41m. 27s.; 28 miles, 1h. 44m. 50s.; 29 miles, 1h. 48m. 26s.; 30 miles, 1h. 52m. 29s.; 31 miles, 1h. 56m. 38½s.; 32 miles, 2h. 39½s.; 33 miles, 2h. 4m. 44s.; 34 miles, 2h. 8m. 47s.; 35 miles, 2h. 12m. 34s.; 36 miles, Johnson, 2h. 17m. 8s.; 37 miles, 2h. 20m. 58s.; 38 miles, 2h. 24m. 6s.; 39 miles, 2h. 28m. 40s.; 40 miles, 2h. 32m. 45s.; 41 miles, 2h. 36m. 41s.; 42 miles, 2h. 40m. 31s.; 43 miles, 2h. 43m. 47s.; 44 miles, 2h. 47m. 25s.; 45 miles, 2h. 51m. 7s.; 46 miles, 2h. 54m. 50s.; 47 miles, 2h. 58m. 34s.; 48 miles, 3h. 2m. 23½s.; 49 miles, 3h. 6m. 59s.; 50 miles, 3h. 9m. 45½s.

FEBRUARY 28 saw the final heat of the AMATEUR 5-MILE handicap. Each of the contestants had won one of the previous heats. The race bid fair to be interesting, and it was confidently expected that Clark would lower the American record. He fell on the last corner of his first lap, but quickly remounted, just in time to be run into by Timpson. His machine was disabled, and he received some ugly bruises. Timpson remounted and won easily, neither of his opponents persevering to the end of the race. The score was: — P. Timpson, N. Y. B. C., 1 minute, 10 seconds, 1, 18m. 5½s.; N. K. Otis, Col. Coll. B. C., 1 minute, 15 seconds, stopped on last mile; C. Noel, Short Hills A. C., 1 minute, 40 seconds, stopped on last mile; W. S. Clark, N. Y. City, scratch, fell on first lap.

PERSONAL

THE ADMIRERS OF MISS LIZZIE BAYMER, the lady bicyclist of San Francisco, have presented her with a gold medal bearing on one side the inscription, "Lizzie Baymer, the champion lady bicycle-rider of California, Nov. 19, 1879," and on the reverse side a nicely engraved figure of a lady riding the wheel.

THE SAN FRANCISCO BICYCLE CLUB is being constantly increased in numbers, and its members are improving their mount by obtaining many new machines. It is announced that they will institute club races early this season.

AUBURN, N.Y., proposes to have a bicycle club this spring. Much interest in the wheel has developed there, and the press, particularly the *Daily Advertiser*, is helping on the interest.

SALEM, MASS. The business boom has evidently reached Salem, Mass. Mr. Philbrick, the bicycle maker, has recently enlarged his quarters and put in a lot of new machinery.

MR. C. A. HAZLETT was the pioneer bicyclist of Portsmouth, N.H., and during the last year made a record of 1,660 miles on his Columbia on the roads of that section. He has not yet companions enough to form a club without putting all the members in office, but no doubt we shall hear of a club being formed during the season. Wheelmen on excursions that way will find Mr. Hazlett an agreeable brother to interview.

MR. CHARLES E. PRATT has received the added distinction of honorary membership of the Montreal Bi. C., "both as a mark of esteem and as a recognition of his services to the cause of bicycling on this continent." This is one of those pleasant and agreeable honors of which he may be justly proud.

MR. GEORGE R. AGASSIZ while pursuing his studies at Heidelberg keeps abreast with good health by making excursions on the wheel; an account of some of which, just received by us, will appear in an early number.

MR. WENTWORTH ROLLINS, having opened several other places for bicycling riding, has given up the American Institute building in New York.

MR. H. B. THOMPSON, manager of the bicycle hall at Pittsburgh, P.A., advises us that he has made a change in locality. The school and sales-rooms are on the corner of Fifth avenue and Smithfield street, which is a change for the better as to location and quarters.

WILKESBARRE, PA., is provided with a riding-school in Music Hall block, 218 Market street, under the direction of J. G. Carpenter, agent for the Columbia bicycle.

A LETTER from George D. Hoffman, Vice-President of the Chicago Bi. C., informs us that his plans have been slightly changed since the information published in a paragraph in our last number. He proposes to make London his head-quarters for a time, and then Paris for a time, and make excursions from both cities. He will travel a good deal on the bicycle, but not so much as he would if he went alone.

MR. LLEWELLYN H. JOHNSON has been elected an Honorary Member of the New York Bicycle Club.

Cunningham & Co. recently filled an Illinois order for a 60-inch "Harvard," the first one of that size yet required. They have long legs, as well as long ranges, on those Western prairies.

A parodiatic wheelman sends in the following: —

In the spring the sparkling sunshine flashes from the burnished steel;
In the spring a young man's fancy lightly turns unto his wheel!

If you see a single wheelman pedal up to the White House, lean his wheel against the front gate, and call to his mother through the window to hurry supper on; you may know it is Mrs. Hayes' son; and he isn't Webb-footed, either.

Mr. Webb Hayes has a bicycle. With a patriotic respect for the name, he ordered a 50-inch "Columbia."

The Washington Bicycle Club now numbers thirty members. One of them, Mr. J. G. Chandler, paid his respects to us by giving us a call and a subscription, the other day, while on his way to Dartmouth College.

The Massachusetts Bicycle Club has officially adopted the code of signals and bugle-calls which we gave in our last number, and we hear of several other clubs likely to do so. We hope that all the clubs will, and then drill accordingly.

We have an interview with Mr. Will R. Pitman in press; and we propose to follow it up with several more, so as to let some of the more prominent and experienced bicyclers of the country speak for themselves with our readers.

AN INTERVIEW WITH FRANK WESTON.

The editor of the BICYCLING WORLD has his *sanctum sanctissimum* at his cottage at Roxbury; and while seated at editorial work on the 11 instant, a click at the front gate was followed by the entrance of Mr. Frank W. Weston, in the costume of the Boston Bicycle Club, who had evidently just left his wheel outside. Our short-hand assistant, being present, quietly took notes of the colloquy that ensued, and has written them out for the benefit of our readers:—

MR. WESTON.—Good-morning "Praed"; how do you do, eh? It is a splendid day; roads smooth as can be; good breeze right on our backs. Put on your helmet and go along with me for a run to the Blue Bell, at Milton.

EDITOR.—I am very sorry I cannot, but you are the third wheelman who has given me a tempting invitation of similar import this forenoon. Where have you been wheeling?

MR. WESTON.—I have taken advantage of this Sunday morning to run into the country about ten miles from here to visit a sick friend. I found the roads in such splendid condition, and, disliking to ride alone, I have come over to see whether I can't tempt you out for a spin.

EDITOR.—How does it seem to be on the saddle again after the winter's suspense?

MR. WESTON.—Simply glorious! The strong wind on your back and the smooth roads beneath you afford such enjoyments that one feels inclined to pity one's ancestors when he reflects how much they lost by not living a few centuries later.

EDITOR.—Muscles a little soft for up-grades?

MR. WESTON.—Not a bit of it; worked that all out on Fast day; were a bit soft, at first, but to-day I am fit for anything.

EDITOR.—Those solemn trudgers who go on foot, and lazy fellows who ride after horses, have a notion that in order to ride effectively you must keep in practice, and that in putting away the wheel for a time you get so out of training that you have to learn all over again. However, we know better than that, don't we?

MR. WESTON.—Well, I think they are partially right. My twenty-five miles on Fast day were not, to tell the truth, quite so enjoyable as twice that distance has been to me many times before.

EDITOR.—Did you ride in company on Fast day?

MR. WESTON.—Yes; the club had a run from Boston *via* West Roxbury to Dedham, where we dined; after which we mounted again and returned home *via* Hyde Park, Milton Lower Mills, and the site for the proposed bicycle track at Granite Bridge, giving me by the time I reached home a little over twenty-five miles, cyclometer measurement.

EDITOR.—Oh, yes, that reminds me of editorial privations. I understand the Boston B. C. were joined by members of other clubs on Fast day. Is that so?

MR. WESTON.—Yes; several. The captain of the Suffolks, accompanied by his two racing cousins, and about a dozen of the Crescents were with us; and I think there were one or two of the unattached besides.

EDITOR.—You didn't fall in with the Massachusetts Club?

MR. WESTON.—No; they were at the same place earlier.

EDITOR.—Are your recollections of the spring of 1878 very vivid?

MR. WESTON.—I hope they are, for the true luxury of living had hardly been realized by me until that spring. It was in that spring, as you might say, that the bicycle was set to running in America.

EDITOR.—Yes, I remember to have taken my first ride with you, somewhere between two snow-storms that spring. But you had ridden before, hadn't you?

MR. WESTON.—Oh, yes; but unfortunately without any great amount of support. It seems to me that the real riding of the bicycle with us commenced where you took it up.

EDITOR.—Well, I have some quiet satisfaction in being, in fact, one of the pioneers; but there's precedence among pioneers. I should like to know what induced you and four or five other good fellows, who did something with the wheel prior to December, '77, to take up bicycling anyhow. When I look back to that time my only definite recollections are of having seen some ingenious-looking wheels at Philadelphia in the early summer of '76; read some brief paragraphs about one or two velocipede races, I think they were called, between Dave Stanton and others at New York; seeing a "Duplex Excelsior" in a State-street window here, and a specimen number of the

American Bicycling Journal. I believe that sums up my recollection of bicycling prior to about the first of December, 1877.

MR. WESTON.—I shall have to go back a long way further than that for my first inspirations. I do not pretend to be much of a rider, but I do think bicycling must have been born in me, for it seems that I could hardly have been out of long clothes when I remember seeing the six-wheeled affairs propelled by from three to six men sitting in between them and working treadles, something on the knife-grinder principle. Don't know how old I was at that time, but I can remember them distinctly, more distinctly I think than anything else which I could have noticed at such an early age. Prior to 1869 I had come across in a French publication, pictures of the then modern velocipede, and I thought how perfectly absurd it was that a man should be placed to balance himself on two wheels in that fashion. Then, as you remember, the velocipede came over here, and I, in common with others, yourself probably among the number, had the fever bad, and we went about with our knees barked and our trousers torn; but the machine was finally conquered. It was towards the end of the velocipede fever in this country that I had to make one of my periodical visits to England, where I found the fever was raging fully as strongly as it had been raging here. A couple of years afterwards I again went over to England, and found the fever had abated; but in Cheltenham one day I came across a sort of hybrid bicycle, evidently the first approach to the modern machine. The sight of that revived my latent interest, and I examined it with great curiosity. The next time I went to England the modern bicycle had really been born, though of course it wasn't anything like the machine that I have got outside; but it was sufficiently perfect in construction to make me feel that after all there was something in the velocipede.

Then came another visit to England, when the bicycle had been still more fully perfected; and then I began to wonder why it was that we were not having as much fun out of the machine as our English cousins; and I made up my mind that there was something in it after all.

In 1876 I was in England for some time, and returned to this country in 1877. Practically the bicycle had then been perfected. How it was that I didn't bring a wheel with me when I returned, I don't know; but there was one reason: they were having the same trouble there at that time that we are having now,—orders could not be filled, and I made up my mind too late to give my order. I went to Bayliss & Thomas's agency in London, and ordered a machine a fortnight before my return here. The last day in London the machine had not arrived; so I came back, leaving word with them to keep it until I returned.

On the voyage over I made up my mind that something should and would be done speedily to bring the bicycle to America; and, as no one else appeared to be much interested, I thought I would try what I could do myself; and as one of the most important things to be accomplished was the producing of facilities for the purchase of machines, as riders could not evidently be produced unless machines could be bought, I, after considerable search, found three friends who were willing to embark in the business. Between us, we subscribed the necessary capital, and founded the firm, Cunningham, Heath & Co.; and I believe that firm imported the first bicycles into the city of Boston.

EDITOR.—Who were the three friends of whom you speak?

MR. WESTON.—First, Arthur Cunningham, present head of the firm, who at that time was not engaged in business. The other two were Dr. Harold Williams—well known in Harvard for his proficiency in and love for all athletics;—the other was Mr. Sidney Heath, a gentleman of ample means, and at the time without any particular employment. Heath and Williams, soon after the establishing of the firm, were called abroad. We therefore had to dissolve partnership, leaving only Arthur Cunningham and myself in the firm. Of course you know how architectural engagements prevented my taking any active interest in Cunningham & Co., although I still remained a silent partner.

EDITOR.—What freak of rashness or of missionary spirit induced you to start the *American Bicycling Journal*, when it was sure of—about how many readers—say six or seven?

MR. WESTON [Laughing].—Yes; just about. Looking back from now, you may well call it a freak of rashness; but we all run on hobbies, and the bicycle was then my hobby,—and, in fact, it is to-day. Having founded a firm to sell bicycles, it was,

of course, necessary to procure purchasers, if possible; and, in order to do so, I took the somewhat expensive step of founding a paper to be published in an interest which really didn't exist, feeling very sure that the growth of the bicycle would soon warrant its publication. But that was not wholly my reason. I felt considerably identified with the bicycle, and thought it would be well to produce, from this very initial phase of the sport in this country, a record of its probable trials and tribulations, so that it could be referred to in the era which I felt sure was approaching.

EDITOR. — Well, I suppose you found the secretaryship of the Boston Bicycle Club, which I believe was nearly a contemporaneous interest in which you engaged, the most profitable, pecuniarily speaking, of the three enterprises!

MR. WESTON. — Egad! you're right; for the secretaryship of the Boston Bicycle Club didn't cost me anything. But that was another phase of the movement. Having founded a firm to sell bicycles, and a paper which might, in its issues, spread the news through the country that the bicycle was obtainable, it became almost a necessity that the city which had fathered the two enterprises should be able, in the future, to claim the honor of the first club, and as fast as my friends and others became riders I induced them to sign an agreement that, whenever a sufficient number of names was obtained, they should join with me in forming the Boston Bicycle Club.

EDITOR. — Perhaps you can inform me as to one fact which I have never been able to verify, and that is whether the first captain of the Boston Bicycle Club ever glided over the pig-skin himself.

MR. WESTON [Laughing]. — Yes; I believe he has; in fact I know he has, but to the best of my knowledge he has never owned a bicycle; and I am not very sure that I ever saw him ride except at Cunningham's first riding-school, where in an incredible short space of time he made himself so proficient that he was the only man who could creditably fill the position of captain of the embryo club. Soon after its formation Mr. Goddard was taken dangerously ill, and although he has retained his membership in the club to this day, his illness, I believe, put him so far behind in matters pertaining to business, that he has not yet been able to devote the time that he considers absolutely indispensable to the proper enjoyment of the bicycle.

EDITOR. — By the way, I find in my budget for this number a notice from Cunningham & Co. that you will hereafter be found at their sales-rooms; what does that mean?

MR. WESTON. — Well, I suppose if you ask nine-tenths of my friends, — those who are not riders, I mean, — they will tell you that I am bicycle crazy. But there is method in my madness, after all, as you will admit. You see architectural pursuits necessarily make the greatest mortgage upon one's time about this season of the year. Now, I have business matters which will call me to England this year, and they are of sufficient importance to make it indispensable that I should not have other interests here to prevent me going; so, to be on the safe side, I concluded temporarily, at all events, to take a vacation from architecture. Being obliged to go to England anyway, I availed myself of the opportunity to get up the proposed touring party to go with me. Then, as you know, bicycling this season assumes a phase of popularity even exceeding the expectations of all us, — Cunningham & Co., as well as the Pope Mfg Co., — and the other smaller bicycle firms are all of them crowded with business; so that I found that not only charity, but self-interest, insisted upon my helping my co-partner out during the busy season. I hate to do things by halves, so I concluded that it would be best to identify myself publicly with the firm and let my brother riders know where I was to be found; hence the announcement in the budget you allude to.

EDITOR. — Now let us light a fresh cigarette, and you continue your confession by explaining, if you can, why so many fellows get drawn into bicycling as they might into a maelstrom; — playing around the outer circles for diversion for a time, and finally getting so entangled and drawn towards the vortex that they leave other things and devote themselves to bicycling.

MR. WESTON. — Well, really, "Praed," I think you would be a better hand to give an explanation than I, for you are an example of the very worst kind. By your own confession, in a letter to the *Bicycling Journal*, prior to your adopting the wheel, you were, if I remember the description right, fat and lazy; not very well in health, and worse in temper. Don't you know how it is yourself to-day? I would not dare to say you

are bad-tempered, even if you were; lazy, certainly, cannot be applied to you, for what with your BICYCLING WORLD and your law business, how you can spare any time for such trifles as eating, drinking, and sleeping, I cannot conceive. Fat? Well, certainly you are not thin, and the fat is mighty hard; and you will notice that when I have anything disrespectful to say to you I always keep at a respectful distance.

I do not think bicycling can be called an epidemic, but it is wonderfully like it in many respects. Just think of us in '77, in the city of Boston. When I mounted the wheel I made the third rider; sometimes I would meet the other two, — Chandler and Dalton, I mean, — but when later on I happened to meet another man on the wheel it was an episode, one of importance too, for either he would turn around and accompany me, or I would accompany him. Companionship on the wheel was an enjoyment not to be despised. It was three months, I think, after that time before I began to meet men on the wheel whose faces I did not recognize. Now look at us to-day. On my little run this morning I counted eight riders, not one of whom I had seen before, and I am in the business too.

EDITOR. — I see you are a little wandering like, and crazy as you term it; but you will notice that I keep a firm hold yet on the conservative, long-established sources of drawing material support. But you must have a good deal of faith in the future of bicycling, if you can afford to leave an established profession, and connect yourself wholly with a firm whose business is dependent entirely upon the use of the wheel.

MR. WESTON. — Yes; you are right; my faith is so firm that I believe the day is not far distant when the bicycle interest as viewed from a commercial standpoint, will be one of the most important in this country. Bicycling is civilization; one of the evidences of civilization is good roads; good roads produce demands for bicycles, and the demand is going, I firmly believe, to reach proportions which neither Cunningham & Co., nor the other firms engaged in the business, dare to hope for.

EDITOR. — Well, I hope you are right. I am glad to hear you speak in that way; but I had a lurking suspicion that one reason for your going into the business was to be better able to get a wheel to suit you; for I notice that you have a new wheel about once in every three months. I see that you have been tampering with the specifications for construction of the "Harvard" bicycle. By the way, were not they drawn by you?

MR. WESTON. — Yes, I suppose I must plead guilty. I had, as you are aware, a good deal of experience in the various makes, commencing with the old "Ariel," and, like every other bicycle rider, I aim to bestride the most perfect steed that can be produced, and so I wrote the specifications; but you know perfection is not attained in a day; but we have an item of advantage in this country they did not have in England, — we can avail ourselves of their experience. The English machines are, without doubt, the most perfect yet produced, but each of them have some good points not possessed by the others. The specification of the "Harvard" is simply a combination of those good points, and, as new good points arise, I intend to combine them into the perfect machine.

Look here, Praed, just take a glance at those roads! Come, let's be off!

EDITOR. — Look at the piles of correspondence, exchanges, and other matters that must be gone through with in order to produce the WORLD for this week, and say, as a proprietor, whether the editor can be indulged in a spin this afternoon!

MR. WESTON. — Well, my benevolent instincts, together with a desire for your company, make me say that all those things can wait. As Sibley used to say, it takes a brass dog to live in this climate, and who knows but it may snow before I get home? I think you had better burn a little more of the midnight oil to-night, and come out with me for a spin, and get renewed strength, which will enable you to do even better work than if I were to leave you here.

EDITOR. — Midnight oil is pretty nearly burned out. If you will glance behind you, you will notice the busy pencil of my phonographer. If you agree to let him hand a report of this conversation to the printer to-morrow, I will take a run with you — to occupy equivalent space.

MR. WESTON. — Well, that is what I call taking an unfair advantage. Do you mean to tell me that all we have been talking about has been taken down by your assistant there!

EDITOR. — I do not propose to tell you anything about it; but you had better inquire at the news-stand for No. 12 of the BICYCLING WORLD. Good-by, old fellow, and when you meet

Harry Etherington and his friends over the water, just make my regards.

MR. WESTON. — I will do so with pleasure; but I am not going to let you off, since you have taken this advantage of my unguarded confidence, without asking you to use your scissors with the same liberality that you do to a certain correspondent named "Jack Easy." If you promise to do that, and if you will come for the ride that you agreed to, we will call it quits. Come along. — *Exeunt.*

"MY LOVE," A SPOONEY PUNY POEM.

BY PROF. HIGHWELL.

Not as some other wheelers are
Is she that to my sole is dear;
Her glorious fabric came from far,
Beneath the silver morning star,
To get her art in over here.

Great fellows hath she of her own,
Which lesser wheels may never know;
John giveth them to her alone,
And fleet they are as any one
Direction winds may choose to blow.

Yet of herself she standeth not,
Though many cannot half so fair;
That simplest duty is forgot, —
Yet hath she no dim rusty spot
That doth not in her nickel share.

She hath no scorn of common folks,
And though she is of other birth,
Roundly her axle twirls, and spokes,
And patiently she bears the jokes,
And rides the Yankee paths of earth.

Blessing she is: John made her so,
And deeds of daily wheeliness
Roll from her noiseless as the snow, —
Nor will she ever chance to know
That I'm a jackass, more or less.

CORRESPONDENCE

PROFESSIONAL? — A correspondent, "H. F. H.," asks: "Would a gentleman who has received money for instruction on a musical instrument be disqualified to enter any of the Bicycle Clubs?" Well, not on that account certainly.

CAMBRIDGE, Mass. — "For the purpose of helping 'A Rider' who inquires in your paper, I would say that I am not quite sure that there is any rider here who does not ride on Sunday. Most of us ride every Sunday."

GRANBY, Conn. — "B. Nine" sends this

RECIPE FOR HAPPINESS.

If thou wouldst be happy a day,
Go hunting I pray;
To be happy a week
A horse you must seek.
If a month you wish for glee,
Then a skater you must be;
For happiness a year
Marry a beautiful young lady so dear.

But if thou wouldst be happy all thy life — own a bicycle.

CHILLICOTHE, Ohio. — The Secretary of the Chillicothe, Bi. C., writes that this town "is favored with smooth pikes leading out of the city. The people of this part of the country are not opposed to bicycling, as we have been very careful in passing horses, and don't ride on the side-walks."

CYCOMETERS. — C. J. W., of Jersey City, N. J., inquires: "Is the Cyclometer perfectly accurate? I have had my doubts about it sometimes."

PORTLAND, ME. A wheelman sends this conundrum: "Suppose a bicycle hall, one hundred feet in diameter, be circular and shaped like a bowl, gradually sloping from the centre up

to an inclination of 90 degrees; reaching that angle, say at a height of 50 feet, makes this vertical section a half circle. Now, at what speed would a mounted bicyclist have to go to ride it at the inclination of 45 degrees, and what to ride the 90 degrees, or the perpendicular wall, the radius being 50 feet?"

We submit it to our mathematical correspondents.

GREENPORT, N. Y., bicyclist writes: "Greenport is 93 miles from New York City, and possesses the finest roads for bicycling I have ever seen, — very level, and hard as ground rock can make them, and average from 5 to 30 feet to the Long Island Sound, and are as fine as can be found in the country. The roads from here to New York or Brooklyn are excellent by way of the south side of the island, but too hilly and sandy by the north side. What could be more delightful than a run of the clubs from the cities of New York or Brooklyn down here to this much-favored place, with its abundance of good hotels, boating and bathing facilities, and the great summer resort, Shelter Island, opposite us? Half the way down they would have the benefit of the ocean, and the other half of the Sound."

LAFAYETTE, IND., is heard from through Mr. Brandon Lewis, who says: "Bicycling will make quite a little showing here this season. We will soon have four, and I expect to organize a club this spring. J. J. Perrin and George K. Levering and myself have bicycles. I have one which I imported from England in the spring of 1877."

PITTSFIELD, MASS., reports prospect for a bicycle club before long.

ERIE, PA. A correspondent informs us that in this city Mr. H. B. Thompson, the enterprising Pittsburgh manager, has made an invasion, and captured 65 wheelmen already in the short time he has been there, and that the results are very encouraging. The Erie Bi. Club will doubtless soon be added to the lengthening list. We hope the good work may go on.

TO THE UNATTACHED BICYCLE RIDERS OF THE COUNTRY.

Gentlemen: — You are hereby cordially invited to participate in the grand meet of wheelmen to be held at Newport, R.I., on the 31 May, next. An unattached brigade, to be commanded by officers appointed by the Captain of the New York Bi. Club, will form an important feature of the bicycle parade on that day. All unattached riders desiring to participate in the meet will please communicate their intentions to K. N. Putnam, Secretary N.Y. Bi. C., 54 Wall street, New York. Further information concerning the meet will be furnished through the columns of the BICYCLING WORLD.

Respectfully,

C. K. MUNROE,
Pres. N.Y. Bi. C.

BOSTON, 3 April 1880.

Editor *Bicycling World*: —

Permit me, through your columns, to thank Mr. Harry Etherington for the courteous letter which I have just read in your No. 11. The honors of reception and escort which he has tendered will, I feel sure, be gratefully remembered by each member of our party, and should that party prove numerous enough to justify the expenditure of time and trouble which Mr. Etherington evidently contemplates, we shall with great pleasure accept them. To-day, however, my list for the tour numbers only nine riders in all, and although it is possible that the proposed twenty may be made up before the date of our sailing (22d May), I am sure Mr. Etherington will agree with me that, unless there are considerable accessions to our list, it would be unwarrantable impertinence on our parts to accept the courtesies so generously offered. I hope those gentlemen who contemplate, but have not yet authorized, the addition of their names to the list, will speedily do so, and enable me to communicate in season with Mr. Etherington, Mr. Cotterel, and others who have kindly tendered similar courtesies.

Very faithfully,

FRANK W. WESTON.

DETROIT, MICHIGAN, 28, Feb. 1880.

Editor of the *Bicycling World*: — We have had (excepting a few rainy days, and some wheelmen don't mind the rain very much) good weather for bicycling since the first of January;

and though it has not been possible to take any long spins on the road, many pleasurable hours' wheeling, within the city limits, have been indulged in, this winter. The interest in the "wheel" is increasing rapidly, and quite frequent additions are being made to the ranks of the bicycling fraternity. The Detroit Bicycle Club, at its last meeting, received three applications for membership from gentlemen who have lately become possessors of bicycles, and other names are mentioned as probable candidates at the next meeting. The club was handsomely entertained on the occasion of its last business meeting by the President and his estimable wife, at their pleasant cottage home on Park street. The business of the meeting having been quickly disposed of, the evening was devoted to the enjoyment of what was pronounced by all of the "boys," who were fortunate enough to be present, "a jolly good time." After ample justice had been done to the handsome collation provided by our hostess, the party was delighted by several dialect recitations given by Mrs. Eleanor Meredith, of Boston, who was spending some days in the city as a guest of Mrs. Bates. During the evening President Bates made a comprehensive statement of the progress which the club has made in out door "fancy" riding, and described some of the feats which have been invented, and are performed only, by members of the D. Bi. C. The statement was highly amusing as well as instructive, and no doubt copies of the morning paper which gave it in full, will be deposited in the archives of the club for the instruction and benefit of the 'cyclers of future generations. The Detroit Athletic Club holds a tournament in May next, and the manager of it, after consulting with a committee from the bicycle club, have decided to place three bicycle races on their programme: one open to members of the Detroit bicycle club only, and to be for a medal and the club championship; distance, three-quarters of a mile. One open to all amateurs, one and one-half miles; and also a slow race open to all. These events are to come off on the track at Recreation Park. The park, which has been closed for the winter season, is to have for its "spring opening" the tournament mentioned, a parade of military with competitive drills, and a grand display and drill by the D. Bi. C. This latter will be a special feature of the occasion, and it is confidently expected that the intricate manœuvres, which the author of the drill is in hopes the club will have practised to perfection before the eventful day comes, will attract much attention.

More anon,

"Go AS I PLEASE."

WHEELING AT GLOUCESTER.

GLOUCESTER, MASS., Feb. 19, 1880.

Editor Bicycling World:—Now that the season is advancing wherein the enjoyment of our favorite steed is looked forward to with so much anticipation, and having thought a few remarks from this city-by-the-sea, —our own "Fish town," — might be of interest to your many readers, I venture this communication, the first, I believe, yet received at your office from this very interesting locality, trusting the same may meet its just reward, — the proof-reader or the waste-basket. The past half a dozen weeks have been rather bad in this city for bicycle riding out-of-doors, but for hall riding the weather could not have been more desirable. A companion bicyclist and myself have a commodious riding hall in one of our large fish-houses, and here we take our daily spin of five or ten miles, allowing an hour and a half each day.

How well we remember our first attempt at riding the bicycle! I don't know how it was with others, but my first ride upon the machine on the road was a "crusher" to my anticipations; my fondest hopes went to the ground with me, directly in the path of my flying steed; a "reminder" was imprinted upon my right temple as I arose from off the ground. The second ride I failed to appreciate, and had begun to wish I had omitted the purchase of such a "healthful enjoyment." To cap it all some of my friends(?) insisted that I was a "lunatic;" others more bold, to my face called me a "d—n fool;" thus it became truly discouraging. But still I clung to the desire of mastering the machine, and for a week took only a few minutes' ride. I soon began to get accustomed to the motion, and to take pleasure, which pleasure increased to

such extent that were another machine unobtainable I would not part with mine for five hundred dollars in solid cash! Another thing we shall always remember is the reception accorded the first arrival of a bicycle in your village town; how your friends (and many who profess to be such) crowd around for a glimpse at the delicate though strongly-made machine; first a feel of this part, then of that, and so on over the whole."

"How much did it cost?" "Can you ride?" "Let me try it?" "Is it yours?" All these questions come along in their turn, but, of course, are not necessarily answered. Then come remarks: "Oh, how nice!" "That's the thing you want." "I'd like to ride," and no end of "Oh's!" One old chap, after a careful survey of my machine, said to his companion, "That thing must have cost \$25 or \$30!" "Get out!" his companion answered. Upon my disclosing to the interested pair the actual cash price of the machine, the old fellow eyed me a minute, and then ejaculated, "Young fellow, you're a d—n fool!" We meet with all this in the first two or three weeks, then the excitement dies away with most of them, but with your machine beneath you, and you cut across the main highway, the heads will fly to the window every time, and exclamations of wonderment and surprise will commence to flow, only ceasing when a turn in the road hides you from view.

For practice spins we have a strip of road of about one-half mile in length, straight and wide, with a fine, hard surface of powdered oyster-shells. Last fall we used the platform around the railroad depot, and found this a rare treat. A few miles beyond this city, in Pigeon Cove, is a private park, known as "Phillips avenue," belonging to the estate of the late Eben Phillips, of Boston. This park is situated upon the extreme point of Cape Ann, and is probably the finest in Essex County; beautiful drive-ways, from fifty to seventy-five feet in width, and with a hard, level surface, are to be found running and crossing each other in every direction, — some with the precision of an arrow, others with graceful curves, — a truly beautiful spot, with a moist, enchanting view. The roads are free to all, and bicyclers taking a trip "round the Cape" should not fail to take a turn within its boundary line.

JOHN S. WEBBER, JR.

BICYCLING AT BUFFALO.

BUFFALO, N.Y., 24 February, 1880.

Editor Bicycling World: Our captain, Mr. George R. Bidwell, has opened a school of instruction, and I enclose his circular and a clipping from the *Buffalo Courier* of 5 February, giving an account of our annual meeting, and the following items and comment:—

After the election of officers and other necessary business had been disposed of, the members of the club repaired to the rooms of the Buffalo Bicycle Riding Academy, and enjoyed themselves for some time. A feature of the amusement was some fancy riding by Mr. George R. Bidwell, who is the champion rider of the club. He uses a fifty-two inch Columbia machine, and when he "turns himself loose" the other boys have to take what he leaves behind. As a long-distance rider he is a great success, and during last summer made many famous "road runs," among which may be mentioned the following:—

	Miles.	Time.
Buffalo to Alden	23	2 hours 20 min.
Buffalo to Niagara Falls	23	2 " 30 "
Buffalo to Lockport	25	2 " 30 "
Buffalo to Williamsville and return	22	1 " 50 "
Buffalo to Lockport and Niagara Falls	48	4 " 30 "
Niagara Falls to Buffalo	23	2 " 10 "
Two miles at Buffalo Driving Park		7 "

As a fancy rider Mr. Bidwell particularly excels. Last evening he not only did some rapid riding but did the following difficult feats: Riding without using the tiller; riding side-saddle style; removing overcoat, hat, and dress-coat while traveling at full speed, the guiding being done by the pedals; standing perfectly still during fifty-three seconds of time, and

gracefully sitting the saddle all the time; getting into the saddle and taking the pedals before moving the machine from its position; standing upon the saddle and propelling the machine by its momentum and the weight of the body; standing on the left side of the machine with left foot on the step and propelling with the right foot, and many others, among which may be mentioned the "Baby Act," that of hanging on behind like an infant, an act in which Mr. Bidwell combines much grace and exceeding skill.

The run from Buffalo to Aurora, seventeen miles, is very charming, through fine country and over a delightful road. The country for thirty miles east of Buffalo is well adapted to bicycling, being almost level, and in dry weather the roads are excellent.

Our club now boasts of twelve members, and, judging from the zeal with which our young riders take hold at the school of instruction, we shall soon have some valuable accessions. Still, bicycling in Buffalo is yet in its infancy. What our club lacks in quantity it makes up in quality; a more educated, refined, and gentlemanly set of men you seldom find, and it is our aim to keep it so. Many very excellent young men would be glad to indulge in the pastime and join our club, but the price of the machine is beyond their means; hence to own a bicycle implies an amount of pecuniary strength which inspires respect. Few cities in this country offer better advantages to the bicyclist than our own beautiful Buffalo, surrounded by a system of parks which extend from the extreme east side of the city to the extreme west, over nine miles in length, containing one of the most beautiful meadows in the world, affording a run of two miles around it over an absolutely perfect road, which carries the rider down to the shore of Lake Erie through a constant change of scene and delightful surprises. Our club meets will commence here as soon as the roads dry up, which sometimes occurs early in April, and they will no doubt continue till late in the fall, and as our prevailing winds are from the lake on to the city, we seldom have very warm weather, even in midsummer, which gives the bicyclist a good long season.

We promise ourselves many runs and tours this year, and you shall be fully advised of anything of special note. Should any of your Boston bicyclists visit Buffalo at any time, a note from you to our president, Dr. H. T. Appleby, No. 18 West Eagle street, or to myself, will insure them the most courteous attention. Very truly yours,

JAMES O. MUNROE.

VARIETY ENTERTAINMENT.

On Wednesday evening, 3 March, Prof. Rollinson, in company with four of his pupils (D. H. Mears, E. B. Mears, C. F. Cope, C. Collier) gave a very unique exhibition of bicycling at Washington Hall, Trenton, N. J. Foremost in the programme was a representation of a person learning to ride the bicycle. At 8 o'clock, p. m., the Professor made his appearance in a very rural costume, Chas. Collier officiating as instructor. After explaining, in a few brief words to his pupil, what was necessary in order to retain his equilibrium, our instructor (*pro tem.*) mounted and performed a few graceful gyrations to show how easily it could be done. After divesting himself of his Ulster overshoes, our rural hero very carefully placed his foot on the step, nervously grasped the handles, and prepared to mount. This he could not safely accomplish, as the machine would stray away from him, stretching his legs at a most uncomfortable angle. However, he finally managed to climb on the step, from thence into the saddle, and in so doing, took a very inconsiderate superanumbrial excursion over the head, the machine standing up behind him in a very

singular position. The instructor's timely arrival here, rescued him from among the *débris*, and picking up the machine, he once more mounted silently, explaining the method, etc., etc. Our novice, gazing with open-mouthed astonishment sighed, shook his head, and smiled, as the machine was once more brought before him.

After firmly placing his hat on his head, (which in the downfall had wandered sportively to some distance), he firmly grasped both handles, closed his quivering lips over his clenched teeth, and with an expression of determination on his well-tanned features of conquest or death, he once more sallied forth.

"Now see him mounted once again upon his wiry steed,
Full slowly treading o'er the floor with caution and good heed."

His body wants to go one way and the machine another, and with serpentine motion the machine has carried him almost around the Hall.

"Away he goes! Jimminy! what a jump!
Flop-flop—an' plump
To the ground with a thump!
Kickin' an' flound'rin' all 'n a lump."

"Heels over head, and head over heels,"
Dizzily down to the floor he *wheels*,—
So fell Darius. Upon his crown,
In the midst of the 'cycle he came down.
The instructor salutes him with cruel chaff;
And what was that? Did the audience laugh?
'Tis a merry roar
From every part of the floor.

"Slowly, ruefully, from where he lay,
Darius got up and limped away."

The Professor here appeared in a very neat costume, and accomplished a one-mile spin in 4-3; very creditable time, considering the quantity of laps, twenty-six to the mile.

A procession of bicyclists next followed. Conspicuous among them was Mr. Walter West, a young Trentonian, who met with a very nasty fall during the afternoon, while escorting the Philadelphians through the avenues of Trenton, and thereby sustaining several cuts and bruises over his head and eyes. Nothing daunted, however, Mr. West, during the evening, contributed his part to the performance with his bicycle *protège*, a little fellow about eight years old, the boy literally crawling over and under him while the machine was in motion, in a very alarming manner. After the procession, followed the road-drill, by Prof. Rollinson and his pupils.

The figure and fancy riding was very interesting; among the features the five boys, each holding the other's handles, coming to a complete standstill, the centre boy standing erect in his saddle.

The display of skill by Mr. C. Cope was received by the audience with marked enthusiasm, especially his managing the machine with folded arms, left foot on pedal, and right on step; also, his bringing the machine to a standstill with folded arms, and balancing himself with his feet on the spokes. The slow race was won by Mr. Cope, with six competitors against him.

Now comes the five-mile spin against time by Prof. Rollinson, who covered the distance in 22-18,—very quick time, considering the many laps. Prof. Peterman's band discoursed sweet music during the evening. The entertainment was under the auspices of Mr. J. Y. Clark, the popular Trenton agent for the "Columbia" Bicycle. Notwithstanding the rainy weather, the attendance was large, and a speedy repetition is urgently requested. Such entertainments are becoming very popular, and tend to show up the bicycle in a very favorable light to the public. SPOKESMAN.

MR. J. C. THOMPSON, of New Haven, has just paid us a call, and reports nearly every one there as busily waiting for machines. The demand makes him as helpless to fill orders at once as it does others. He has in preparation a three lap track, where some lively racing will be held.

Vol. I.]

THE BICYCLING WORLD

[No. 12]

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, 17 APRIL, 1880

ENLARGEMENT. The space we have recently gained by using smaller type has proved insufficient. We hope our readers will notice with pleasure our enlargement to twenty pages in this number, and infer from it that we mean to give all there is necessary to be reported, if we have to increase our columns still more. A few more weeks of the material aid which we have been receiving, and which we gratefully acknowledge, will enable us to issue our regular sixteen pages weekly. If each subscriber would send us one more, we could do it now.

AN INTERESTING ANNOUNCEMENT.—The announcement which appears on our first page having been handed in by Cunningham & Co., and excited the editorial fancy for an interview with the subject of the announcement, we stole our way into the confidence of Mr. Frank W. Weston in the manner which our report in another column will reveal. This seems to give occasion for a few editorial observations in this direction, which will be suggested to many of our readers who have vivid recollections of the rise and progress of bicycling in this community, and of Mr. Weston's connection with it. Although a few bicycles had been on exhibition at Philadelphia, in 1876; although Mr. David Stanton had brought his racer for a short time to New York; although Mr. W. M. Wright had brought home, amongst his other Parisian notions, a fine specimen of the French wheel, and had shown some capital accomplishments with it—yet these fitful exhibitions were but transient, and to neither of these three sources can the current of bicycling which at present swells and flows through the country be attributed. It is quite difficult to determine who was the

first practical bicycler, who has continued his use of the wheel, and by his influence helped its progress. Perhaps Mr. J. G. Dalton could make stronger showing than any one else for a claim to be the first actual rider. Perhaps Mr. A. D. Chandler, late president of the Suffolk Club, could lay claim to being the first wheelman who traversed the roads of Massachusetts and set in motion a dignified and enthusiastic movement in favor of the new mode of travel and recreation. But to Frank W. Weston, who in point of time was scarcely a few weeks behind the others, belongs the credit of having taken more steps, and done more to create public sentiment in favor of the use of the wheel, than any one else, so far as our present knowledge extends.

He was indeed predisposed to this instrument of British sport, then already well established; "for he is an Englishman, and he himself has said [it];" but not contented with riding to or from his place of business, or taking a recreative ride of an afternoon or of a Sunday morning, he commenced missionary work at once, with an enthusiastic anticipation of future developments and possibilities of the sport, and with an intense and generous desire to nationalize it here. He did three things which lay at the root of all progress, and he did them without sparing expense of money or of energy: he projected the firm of Cunningham, Heath & Co., of which he was the Co., and by so doing enabled Americans to obtain bicycles; he promoted the Boston Bicycle Club to provide for the enjoyment of owners of machines, and to give opportunity for lessons in the use of them; he founded the *American Bicycling Journal*, to give a voice to bicyclers as soon as they were born, and to place before the eyes of the public such attractive invitations to the sport as to induce many to take it up who could not see it before. All this was done in the fall of 1877. In these directions he had the able assistance and coöperation of several worthy gentlemen, some of whom were his own friends. We might call him the father of bicyclers here; and like many a father he has lived to see his children around him ride faster and farther, and with more accomplishments, and do many things which he could not do; in fact, has seen the bicycle apparently run away from him. We say apparently, because all the while, without making any especial attempt at brilliancy in the specialties of the bicycle, he has kept his connection with the literature of bicycling, and with the original and principal importing firm, and has held the arduous place of secretary of the oldest club, has given in one way or another many valuable suggestions upon which others have acted and reaped the reward. And now in this last step which he has taken, of identifying himself entirely with the business of importing and selling bicycles, after abandoning his profession to which he has devoted years, and which had many rewards to offer, he will not detach himself from the other phases of bicycling, nor will he lose the influence and respect which he has earned; but he will attempt to reap, by continued hard work, some substantial rewards which he surely merits.

It is a noticeable fact that bicycling, like a maelstrom, draws every one who enters the outer circles by some centripetal fascination further and further into it. Scarcely one who has ever ridden fifty miles on the road can be found to have abandoned the bicycle. Many who have taken it up merely as a diversion have found themselves occupied with it either as competitors on the racing path, or as agents for its introduction and sale, or as authors of literature relating to it, or as constant devotees to its enjoyment.

Editor B. World: wish to correct an intimation
 your issue of 12 April, page 186, that I may
 have been "the first actual rider" in the Boston
 machine movement. Mr. A. L. Chandler was
 first, having begun in July, '77. I believe
 was second, starting that September on a
 machine kindly lent me by Mr. T. H. Langford,
 Baltimore, from his exhibit at the Centennial.
 It was, also, who furnished C. H. Co. the
 first bicycle, on sale in this city.

Yours, etc.
 J. G. Dalton, Boston, Pa.

g the most points and
 prizes which, though
 of the day.
 form a roving club, or
 will they please send
 BICYCLING WORLD, 40
 nes are sent in, we will
 on of officers.

Guard Fair, held at
 fit was voted for, to be
 ewton. West Newton,
 The four most favored
 ed, were: Miss M. L.
 Florence W. Plimpton,
 t, of the Pequosettes,
 tes, 225. Miss Magee
 ich consisted of a split-
 n best footed arrows,

— An enjoyable meet
 Pejepsots, with a few
 spectators), was held
 decoration and gaiety,
 by Master Bowman
 romenade concert, and
 ambers of the clubs, at
 von. After the presen-
 he refreshment tables.
 ally, and toxophilately
 re has failed to send in
 te of the occasion from
 A.A., who was among
 ery readers, will hope

club shot a match with
 go, at the hall of the
 The weather was in-
 attendance of invited
 sted in the shooting.

New York team; dis-

d. 3d Round.	Hits.	Total.
156	82	412
57	70	282
166	90	520
157	88	496
150	89	477
147	81	421
833	500	2,608

Side team: —

d. 3d Round.	Hits	Total
138	85	409
123	78	344
228	90	648
208	90	626
202	90	610
202	90	596
1,101	523	3,233

ganized at this place
 Bowmen, under the
 known as the "Lone

med here last fall for
 very good shots. It
 intend forming a club,
 or medals, prizes, etc.
 champion of this city,
 arrows, at forty yards

THE BICYCLING record, herald, an bicycling and arc tours, meets, and shoots, hunting, per ure, opinions, hume dents, the best thi notes,—and of all terest to bicyclers a will also give space, tobogganing, canoe horse, and other g exercises and recr spondence, news ite aids to these objects should be sent to F WATER ST., BOSTO spondents are requ and address, both a enable reply or fur tion unless so indi paper only; and to at noon of Tuesday Communications an give space to enti made useful other the sender unless i with a special requ and rates of advert column, preceding

BOST

ENLARGEMENT. I using smaller type ha readers will notice wi pages in this number, a all there is necessary to columns still more. which we have been knowledge, will enable weekly. If each subsc do it now.

AN INTERESTING which appears on our Cunningham & Co., an view with the subjec way into the confidenc ner which our report seems to give occasior direction, which will b have vivid recollections this community, and o though a few bicycles in 1876; although Mr. a short time to New Y brought home, amongs men of the French whi plishments with it—y sient, and to neither c bicycling which at pres be attributed. It is c

Not only is the club system which Mr. Weston started here, with almost the identical rules and arrangements which he laid out for the first club, become everywhere prevalent; but many other suggestions of his have become practical accomplishments, and some illustrations of this may be found in the facts related in the interview elsewhere. Whatever the result may be, either to Mr. Weston or to his friendly relations to our favorite sport, the firm of Cunningham & Co., and their wide list of patrons, are certainly to be congratulated upon the accession of his active and constant efforts to the business of the firm.

A communication from Mr. Frank W. Weston, on another page, shows how desirable it is that those gentlemen who intend joining the English touring party, but have not yet actually done so, should lose no time in sending in their names. Mr. Weston very properly desires, if his party is to remain as small as at present, to make his progress through England as modest and unostentatious as possible; but with a party of twenty American riders, the courtesies of our English brethren could be gracefully accepted, and the bond of union between the riders of the two countries would be materially strengthened thereby. No rider who *can* join the party ought to hesitate an instant.

ARCHERS AND ARCHERY

ROVING ARCHERY.

THE winter practice in-doors, though no doubt of some benefit to archers, does not give much of that chief use of Archery — open air exercise. It is an important question whether we shall strive after great skill as archers or keep up the practice on account of its good as a health-giving exercise and feel satisfied with a moderate amount of skill; the latter seems to us the strongest reason for the practice, and the one we ought to adopt. If we do so, the question arises, how shall we obtain the greatest benefit and the greatest amount of pleasure? In shooting a double Columbia round, we walk, going from the firing-station to the target, over two miles; would it not be less monotonous, to walk this distance though the fields, shooting at every stump that offered a fair mark? Would not it be more interesting to take such a walk, bringing up in some shady grove where we had sent our luncheon, and after a rest come home in the same manner, but by a different route? Would not this be pleasanter than to be continually walking on the beaten track to the target? It may be urged that few clubs have a suitable place for such practice, but we might go out into some country town now and then for a holiday, and enjoy a long walk through fields and shady woods with our bows, and obtain the greatest pleasure possible in archery. Let us at least give this plan a trial. There are good grounds for such purposes in Waltham, and some of the Waltham archers would be happy to meet their friends for such a purpose and would try to show the pleasures of the country to the city archers.

For roving we would need a little change in our equipments; our ordinary quivers will do, though it is customary to wear a larger quiver with a cover. The arrows are what must be changed. What is wanted is an arrow made with a hickory shaft, large feathers dyed scarlet, and blunt heads; these can be made for three dollars a dozen, thus making roving cheaper than target shooting. Ladies would need rough dresses, suitable for a tramp through the woods, and if a club was formed some pretty uniform could be adopted, that would be serviceable and inexpensive. As there are no roving clubs in this section of the country, it may not be out of place to explain the manner of shooting and scoring. Starting on the tramp, the Captain picks out a mark (a stump, bush, or anything that can be well seen) at suitable distance, and all shoot one arrow at it, each arrow that falls within five bow-lengths scores, and the one whose arrow comes the nearest selects the next mark, and so

on. At the end of the day those scoring the most points and making the most winning shots take the prizes which, though not necessary, make a pleasant souvenir of the day.

If any of our readers would like to form a roving club, or would like to have a trial day of roving, will they please send their addresses to the Archery Editor, BICYCLING WORLD, 40 Water St.? If a sufficient number of names are sent in, we will call a meeting for organization and election of officers.

A POPULAR VOTE. — At the Claflin Guard Fair, held at Newton, Mass., last week, an archery outfit was voted for, to be given the most popular lady of the Newton, West Newton, Waltham, and Watertown archery clubs. The four most favored ladies, with the number of votes received, were: Miss M. L. Magee, of the Pequossettes, 1,377; Miss Florence W. Plimpton, of the West Newtons, 718; Mrs. Brackett, of the Pequossettes, 620; Miss Alice White, of the Pequossettes, 225. Miss Magee was therefore presented with the outfit, which consisted of a split-bamboo bow, quiver and belt, half-dozen best footed arrows, arm-guard, and shooting glove.

ARCHERY MEET AT LEWISTON, MAINE. — An enjoyable meet of members of the Toxophilites and the Pejepscots, with a few guests (and about four hundred unarmed spectators), was held in City Hall, on 8 April. There was decoration and gaiety, music by Johnson's Band, an address by Master Bowman Cotton, a poem by Rev. Mr. Haskell, a promenade concert, and several matches participated in by the members of the clubs, at which varied and handsome prizes were won. After the presentations, there was some skilful work at the refreshment tables. The meet was a success financially, socially, and toxophilically speaking. The Br. WORLD representative has failed to send in a full account, and we get this meagre note of the occasion from Mr. A. S. Brownell, President of the E.A.A., who was among the fortunate guests. We, with our archery readers, will hope to be more fortunate next time.

CHICAGO. The New York Archery Club shot a match with the North Side Archery Club, of Chicago, at the hall of the latter on Saturday evening, 27 March. The weather was inclement, but there was a numerous attendance of invited guests, and much interest was manifested in the shooting. Four targets were shot at.

The following are the scores of the New York team; distance, 30 yards; 90 arrows:—

	1st Round.	2d Round.	3d Round.	Hits.	Total.
Miss E. T. Morton . . .	113	143	156	82	412
Mrs. Dr. De Luna . . .	115	110	57	70	282
Jas. W. Auten, Jr. . . .	178	176	166	90	520
S. S. Roper	177	162	157	88	496
W. N. Frazer	149	178	150	89	477
John W. Sutton	125	149	147	81	421
	857	918	833	500	2,608

The following is the score of the North Side team:—

	1st Round.	2d Round.	3d Round.	Hits.	Total
Mrs. J. O. Blake	139	132	138	85	409
Miss Staley	87	134	123	78	344
J. Wilkinson	208	212	228	90	648
J. O. Blake	216	202	208	90	626
G. D. Conklin	202	206	202	90	610
H. B. Wilkinson	196	198	202	90	596
Totals	1,084	1,048	1,101	523	3,233

VIRGINIA CITY. A club has been organized at this place under the name of the Comstock Merry Bowmen, under the direction of Maj. E. K. Otey, so well-known as the "Lone archer of the Sierras."

PORTLAND, OREGON. A club was formed here last fall for winter practice which has developed some very good shots. It is now reported that some good archers intend forming a club, for gentlemen only, to shoot for practice for medals, prizes, etc. Dr. Henry E. Jones appears to be the champion of this city, and on March 2 in three rounds, thirty arrows, at forty yards

he made in the first round, 182; in the second 182; in the third 208. His average for five days' shooting at sixty yards, 21 rounds, 24 arrows, each round was 61 $\frac{2}{3}$ to the round.

BUFFALO, N.Y. — We learn that the Toxophilite club of this place has been practising during the winter at their archery gallery at the State Armory, and are shooting excellently. They intend to make a good record at the tournament which is to be held during the coming summer.

HAVERFORD COLLEGE has its archery club which is increasing in membership, and bids fair to make archery one of the prominent games at the college. The *Haverfordian* announces that several matches are expected during the spring. This is the first college archery club we have received any account of. As Haverfordians introduced the game of cricket, not only to the American colleges, but to the American people, and have made it a permanent and successful game at the college, it is hoped they will find this elegant pastime of the bow and arrow of sufficient pleasure and healthfulness to continue in practice of, and will acquire like distinction with it. The fine large campus gives ample opportunities for long ranges.

IN CALIFORNIA, according to the *Pacific Life*, Boreas and J. Pluvius have kept so constantly sitting down on the archery boom that it has not yet begun to work. Some creditable private scores are being made there, and preparations for the tournaments of the Pacific Archery Association.

WEST NEWTON, 12 Apr., 1880.

Editor *Bicycling World*: —

In many of the discussions opposing the new scale of valuations, a great deal has been said concerning the areas of the different colors. Why, may I ask, should the ratios between areas enter into the question at all? To me it is solely a question of distances. The gold being the objective point of the shot, should not each hit be valued according to its distance from that color? If the *distances* of the several colors from the centre of the target are in the relation of the numbers 1, 2, 3, 4, 5, and since the value of each color should be inversely proportional to its distance from the centre, why then should not the divisions of the target be valued as Mr. Brownell proposes, 5, 4, 3, 2, 1? Mr. Brownell has shown very conclusively, in his article in the *WORLD* of February 21st, that practically his method gives a score much nearer the truth than that given by the old method, for retaining which the principal reasons given by some of its ardent supporters seem to grow out of that natural feeling of respect and veneration for hoary-headed old age. It may now be said that with the adoption of the new scale of values and the new target, with its prominent bull's-eye on a plain background, with fine circles instead of colors, the history of archery will begin a new epoch. Yours, TECH.

BOSTON, 12 April, 1880.

Editor *Bicycling World*: — The pleasant days which we have had for a week or two past have allowed us archers to try our skill at the longer ranges, and the change from the short in-door range to the out-door ranges is very acceptable.

On the 6th I shot the American round for the first time this year, and scored as follows: —

40 yds.	50 yds.	60 yds.	Total.
Hits Score	H. S.	H. S.	H. S.
30 176	27 123	25 127	82 426

As this is 71 points better than my best round of last year, it is plain that shooting at the short ranges during the winter has been of great use. My brother, a boy of eleven years, shot the round the same day, and scored as follows: —

40 yds.	50 yds.	60 yds.	Total.
Hits Score	H. S.	H. S.	H. S.
172	140	100	422

On the day previous he made 186, 188, at 40 yards, and has several times made over 125, at 50 yards.

Fast day morning being pleasant I determined to try my luck for the first time at the York Round. As I had never fired an arrow at a longer distance than 60 yards, I preferred to commence at this distance and work up, rather than to shoot the longest distance first.

When I first commenced to shoot, there was a brisk breeze, but not enough to affect the arrows much; but before I had fin-

ished the 80-yds. score the wind was blowing hard, and when I shot at the 100-yds. range the wind was so strong and gusty, that it was almost by accident that the target was hit at all. However, as this was my first trial, I was well pleased with the result, considering the conditions under which I shot. Following is the score: —

100 yds.	80 yds.	60 yds.	Total.
Hits Score	H. S.	H. S.	H. S.
9 23	17 81	18 82	44 186

In the afternoon the Jamaica Plain and Hawthorn Archers shot on the grounds of the latter club at Boston Highlands. There was a very strong wind, and, as the afternoon was cold and chilly, the scores were not as good as usual. One of the gentlemen gave a silver medal to be shot for, the gentlemen shooting 90 arrows at 60 yards, and the ladies the same number of arrows at 40 yards. The best scores were 282 for the gentlemen, and 209 for the ladies.

Saturday afternoon, by invitation of the Jamaica Plain Archers, a number of the Hawthorne Archers spent the afternoon very pleasantly at the "Plains." There was a very strong wind, which blew the arrows like feathers, and those who are accustomed to get from 170-190 at 40 yds. had to be content with 90-110.

Now that the pleasant weather has set in, I expect many who have not touched their bows since last fall will venture out, and we shall all be glad to see their scores in the *WORLD*.

Yours,

LANCE WOOD.

LITERARY COMMENT

BRENTANO'S MONTHLY for March contains a rich table of contents of Vol. 2, new series, which is a good reference list. This number is even more interesting than usual for this sprightly and well-edited monthly, and is a sort of digest of facts relating to the various sports and recreations, with much pleasant comment and literary diversion thrown in by way of yeast. The illustrations of this number are of models of the Thames Wherry, the London Rowing Club's four-oared shell, and Hanlan and Courtney's single shells.

THE LONDON ATHLETIC AND BICYCLING WORLD reaches us no more, and from private advices we learn that the publication of it has been discontinued. There was a quality about this excellent paper which we miss in other of our exchanges, and we regret, as probably many of our readers will, that it cannot be continued. It is probable, however, that the enterprise of the publishers, and the journalistic ability of the editors will be discernible elsewhere in due time.

PUCK has taken to the bicycle. The illustrated poem on the bicycling boom, which we reprint elsewhere, was followed a week later by a four-line epigram, and on 31 March by a column of humorous wheel talk, entitled "What goeth on at present." In No. 9 for 7 April it starts the alarming rumor that the Nihilists have sent a disguised emissary to tempt the Czar to learn to ride a bicycle. It also has a very humorously illustrated warning to the small boys, and in its title-page a cartoon illustrating the fearful consequences of a general strike. Certain uses of the bicycle are pictured as among the most fearful. The next issue contains Kol Kron's parody on the late George Arnold's well-known verses concerning beer. Evidently the pastime is gaining a firm foothold in the metropolis, when our brilliantly illuminated contemporary can afford to make weekly mention of it.

DESIGN AND WORK is an illustrated weekly journal of inventions, mechanics, science, chemistry, and manufactures, with twenty-two three-column pages of most interesting and profitable reading matter, and is one of the most valuable newspapers that reach us. Of course it contains much of bicycles, and it has its chess columns. Published at Tavistock street, Covent Garden, London, W.C., England, at 13s. per annum.

THE WHEEL WORLD is another monthly magazine of bicycling and tricycling, just announced, and which we shall probably receive shortly. It is to be edited by Mr. Lacy Millier (Stanley Bi. C., B. T. C., C. & D. Bi. C., D. Bi. C., etc.), aided by Mr. A. J. Wilson (Canonbury Bi. C., B. T. C.,

etc.), well known as "Faed," and Harry Etherington (Tam o' Shanter Bi. C.), and is to be published by Etherington & Co., London.

ST. NICHOLAS for April is a very attractive number, and its varied contents of fresh matter and beguiling illustration baffle reviewing. He who turns to it for the first time with pen in hand to comment will find the half hour filched away before he has put pen to paper. To look it through with the little folks is the happiest treat of the month. — Received by A. Williams & Co.

LIPPINCOTT'S MAGAZINE FOR APRIL. — The 10th chapter of Dr. Oswald's "Summerland Sketches" is the opening paper in *Lippincott's* for April, and describes the ruins of Uxmal, that mysterious buried city of the New World, which attests the existence, at some former period, of a race of builders on this Continent rivalling those of Nineveh. "Three Lakes of Central New York" is a pleasantly written and well illustrated article, by Frank H. Taylor. In "The English Workingman and Commercial Crisis," the first of two papers by Octave Thanet, the writer traces the effects of political changes, legislation, commercial panics, and other influences on the condition of the laboring classes. Mrs. Mary Treat describes "A Phase of Life in Florida." Dr. R. Osgood Mason has an instructive article "Concerning Animals." Dr. Dulles gives practical suggestions about "Eating;" and an anonymous writer gives an account of "The Red Cock." In the way of fiction this number contains a fresh instalment of "Adam and Eve," short stories by Sherwood Bonner and Mrs. Lizzie W. Champney; and a story of Russian life and character, by Vera Lapoukhyn. The "Monthly Gossip" is full and entertaining. — Received of the publishers, J. B. Lippincott & Co., Philadelphia.

THE APRIL ATLANTIC MONTHLY is a red-letter number, containing three new chapters of Mr. Howell's story, "The Undiscovered Country," and the opening chapters of "The Stillwater Tragedy," by T. B. Aldrich. This begins in a way to fascinate all readers, and though a tragedy is disclosed at once, the humor and narrative charm which all of Mr. Aldrich's stories possess are here in full perfection. These two serials are enough to make a notable number of any magazine, but the *Atlantic* has, in addition, "Clary's Trial," a capital short story by Rose Terry Cooke; "A Canterbury Pilgrimage," one of the most engaging of Richard Grant White's English papers; "The Lost Occasion," a fine poem by Whittier; some charming "Verses for a Letter," by Miss Sarah O. Jewett; "Reminiscences of Washington," a delightful chapter of anecdotes and recollections of Jackson's administration; and a large variety, besides, of poems, essays, reviews, and the Contributors' Club, — all making an exceptionally good number of what an English journal calls "the best of the monthlies." — Received by Houghton, Osgood & Co., Boston.

THE AMERICAN BOOKSELLER is a most valuable semi-monthly index and assistant to every one who wishes to be posted in regard to current literature, published by the American News Co., 39 Chambers street, N. Y. We have found the literary contents for the number 15 March particularly full and interesting.

AMERICAN PUNCH for March has a very amusing, though rather coarsely grotesque, full page of illustrations "taking off" the "Wheel around the Hub" in midwinter *Scribner*.

QUERIES AND ANSWERS

J. H. P., Hamburg, — Q. (1). Can you tell me the law of mechanics that determines the gain of power when — the distance of the power from the fulcrum and the resistance remaining constant — the diameter of a wheel is diminished?

(2.) What saddle is preferred by professionals and tourists?

(3.) Can you give the names of any professionals who use 44, 46 or 48-inch machines, and their best records?

A. (1.) The law is, the power is to the weight as the radius of the axle is to the radius of the wheel. For calculation as to a bicycle it would read thus: Power at pedal: resistance at tire of wheel: : radius of wheel: length of crank. To take an instance by way of illustration, — for a man weighing 160 pounds, on a 54-inch bicycle, on a smooth level, it may be pretty closely estimated to require a pressure of 38 pounds to pedal to propel the machine. Take the formula $38 : x :: 27 : 6$ (27 inches being the radius of the wheel, and 6 inches taken as the length of

crank from centre to centre), and we shall find the resistance at the tire of the wheel to be overcome, or, in other words, the push that would be required from behind to propel the machine will be $8\frac{1}{2}$ pounds. Take 9 pounds then as constant resistance, 6 inches as constant length of crank, and 38 pounds as power required at pedal for a 54-inch wheel.

Now, a 48-inch wheel having 24 inches' radius will require less power to move it by the following proportion, representing the required power by $x : x : 9 : 24 : 6$, where $x = 36$. Thus it requires two pounds less pressure to pedal, to drive a 48-inch wheel under the same conditions, than it does to drive a 54-inch wheel.

(2.) Suspension saddle is preferred by tourists, and a racing saddle by professionals in a race.

(3.) We are unable at present to give the names asked for, but very good records might be found made in England on 48-inch wheels. Will some reader help us?

SUBSCRIBER, N.Y. 2. — Please state the proper sound of "y" in bicycle. A. — It is sounded long, as in cycle.

INVENTION AND MANUFACTURE

THE ORDINARY COLUMBIA.



The first instalment of novelty with which the Pope Mfg Co. present the bicycling community this season is contained in the third-class machine of their build just now out of the manufactory and ready for inspection. We say "third-class," not with an intention of having the term understood in the ordinary sense in which it is most frequently used, but because in degree of excellence on the list of Columbias the Ordinary is the third, numerically.

It appears to have been designed and constructed in order to supply a demand constantly increasing, from those who are not able or inclined to pay the prices asked for the more expensive machines, for a substantial roadster without elegance of finish, but which is sufficiently useful and durable to be taken for learning or for ordinary road use.

In outline, as will be seen by the accompanying cut, this machine is not all ill-looking; painted entirely except the spokes, it is easily kept in condition, and the weight is not very much greater than that of the more expensive machines. The trimmings are less expensive; for instance, the handles are lignum-vitæ instead of horn; the saddle is a plain, ordinary hogskin saddle; the number of spokes is somewhat less; but there are some peculiarities of construction which may be briefly noted, as follows: The head is the first part which deserves attention, and is of the general form known as the ball Stanley head; perfectly smooth on top, with an ingenious arrangement in the interior by which the upper cone of the steering centre is adjusted and fastened by means of a lock-nut turned through a slot in the side of the head. Six-inch cranks are adhered to for the larger sizes, and are made detachable, as it would appear that all cranks must be made hereafter. The pedals have cone-bearings, as has the rear wheel, but the bearings of the front wheel are plain parallel bearings with case-hardened boxes, and made so as to be dust-proof. The spring is the same as has been adopted for the best machines, namely, a bolted spring in front, with a Stanley loop or fixed rear clip in which the free end of the spring plays. The brake is of the grip spoon pattern. The wheel has U rims, nipples, and lock-nuts, and red rubber tires, and we notice that the manufacturers run this style of machine down through the smaller sizes, as low as 36-inch diameter of front wheels. The smaller sizes go under the name of "Youths' Columbia;" but are substantially the same as the Ordinary Columbia in every

respect except that they have 5-inch cranks, tires a little smaller in diameter, and are generally of lighter construction.

The forerunner of this machine was a tentative or experimental one constructed by the Pope Mfg. Co. last fall, which was used in racing at the tent on Huntington avenue, by one of the competitors, and proved so easy of action that the user was not induced to take any other machine. The same machine was used some on the road; but with this exception, the Ordinary Columbia awaits its testing by actual use.

We notice that the prices of this machine range from \$60.00 to \$75.00, only the youth's sizes falling under these figures, the smallest size being listed at \$50.00.

Those few who had been expecting that the prices of bicycles would be very much reduced for this season will, therefore, be disappointed.

So far as can be judged from an examination, the manufacturers are to be congratulated upon the result of this effort to produce a machine of low price which shall at the same time be a substantial and useful one.

They have also, as is pretty generally known by this time, changed the construction of their Columbia machine of the past season, the nearest resemblance to which will be the "Standard Columbia," and have also produced a high-class machine which they call the "Special Columbia." As their "Ordinary" is the first out of the factory, we have described this first briefly, and shall hope in succeeding numbers to describe the other two machines.

GLANCES ABROAD

BICYCLE TOURING CLUB.—The seventh meeting of the Council was held on 13 March, at New-Castle-on-Tyne. *Cycling* was declared to be "the official organ" of the club.

AMERICAN RIDERS.—The Council passed the following resolution to welcome these gentlemen: "That as a number of gentlemen in America, some at least of whom are members or candidates of the B.T.C., are making preparations for 'an English tour,' i.e., crossing the Atlantic and taking a tour in England about May; it is desirable that the club, not only on account of its connection with touring, but on account of its nationality as one of our Bicycling Clubs, and its internationality having its head-quarters in this country, should superintend and take a leading part in giving them a formal reception on arrival, and welcoming them, on behalf of British bicyclers, to this country. Also, that this meeting appoint a committee, consisting, at first, of some, or all of the members of the Council here present, with power to add to their number, to carry out all and every arrangement in connection with the visit, i.e., with the reception at Liverpool, the appointment of our B.T.C. officer or consul, or more than one officer or consul to accompany them as formal guide or guides to make arrangements for them, if requested, at hotels *en route*, and also to make arrangement for our consuls *en route*, meeting the company with formal introductions. By following out this suggestion, we carry out object C in prospectus; and, by making the proceedings formal, we show the importance we attach to any such visit, and do honor to those who are showing such ardor for the sport, under whose banner and for the good of which we are working."

MR. WALTER PHILLIPS, of Wolverhampton, won the 100-mile championship near Leicester, on 27 March.

MR. M. D. RÜCKER, London B. C., has been appointed Official Handicapper, to be paid for his services, by the Bicycle Union.

SIX DAYS' CHAMPIONSHIP OF THE WORLD.—This race, which was won by G. W. Waller last year by the remarkable score of 1,404 miles, was contested again during the week ending 20 March, at New-Castle-on-Tyne, by Charles Terront, G. Edlin, W. Cann, C. Hommey, W. Shakespeare, H. Andrews, Jules Terront, H. Higham, and T. Palmer; C. and J. Terront, and C. Hommey representing France, and the others being Englishmen. C. Terront completed his first 100 miles in 6.28.43, and held the lead throughout, coming in winner an hour and a half before his time expired, with a score of 1,272 miles. During the 18 hours of the first day Andrews did not leave the saddle, accomplishing 222 miles, 4 laps, a best (till then) on record.

During the same time C. Terront accomplished 262 miles, 4 laps, also a best on record. On Thursday, Higham scored a fastest on record for 100 miles, in 6.25.10; and also outstripped all previous accomplishments at one mount, by covering 230 miles 2 laps without leaving his saddle. (His machine had "Æolus" ball bearings.) The scores of the four winners stood at the finish as follows:—

C. Terront . . . 1272 miles.	W. Cann . . . 1076 miles.
G. Edlin . . . 1154 "	C. Hommey . . 1038 "

A JOLLY CELEBRATION.

The Essex Bicycle Club celebrated the first anniversary of its organization by a reception held at the residence of the secretary, Mr. E. R. Bellman, No. 584 High street, Newark, N.J. The occasion was greatly enjoyed by nearly one hundred guests, and dancing, which commenced at about ten o'clock, was continued to the music of Cohen's orchestra until midnight, when the company sat down to a collation furnished by Davis Bros. The influence that the bicycle has in holding the interest of the fair sex was strikingly illustrated by the large number of ladies present. A characteristic feature was the presence of a nickel-plated D.H.F., which, together with the club trophies, including the long and short distance amateur championship medal and cup, attracted much attention and admiration from all present, and made many—riders and non-riders—ambitious for bicycling honors. Dancing was continued until three o'clock next morning, when a long line of waiting carriages announced the close of one of the most enjoyable events that has yet occurred in the annals of the club. The occasion, although the first of its kind in this country, was a decided success, and proved that the Essex Club not only stands well amongst bicyclers, but is also held in high estimation by others. K.

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[Continued from page 156.]

THE AMERICAN BICYCLING JOURNAL. [Page 4.]

VOL. I, NO. 12.

BOSTON, May 25, 1878.

[EDITORIAL.]

Our readers will observe that with this number we have reduced the size of our paper one-half. We have determined on this course, we confess, quite unwillingly but, nevertheless, for, as we think, good and sufficient reasons, which, we doubt not, will commend themselves to all our friends, and all friends of bicycling as such. When our first number was issued bicycling could not even be said to be in its infancy in this country, as it could hardly be said to exist at all; a solitary rider here and there being all who represented the pioneer movement. The Editor of this paper being an ardent and enthusiastic bicyclist, confident that as soon as the "wheel" should become at all extensively adopted, its votaries would need a special organ devoted to the promotion of their pastime, and as a medium of communication and record, determined to supply a want that would be most felt at the commencement of the movement. The experience of the English bicyclists, who have already four weeklies confined exclusively to their interests, was an assurance of this, and there could not be a doubt that Americans would not be long behind their English brethren, their interests and necessities in the matter being identical. So the bicycle in America and the AMERICAN BICYCLING JOURNAL were about coeval. In the establishment of the latter, its founders were not actuated by an absurd idea that it could be at once made profitable in a pecuniary sense; they commenced it entirely in the interest of the sport, well knowing and fully prepared to meet the expense of its development until it should render itself so much of a want that it would become self-supporting. That time, with bicycles scattered—thinly as yet, it is true—over the entire continent; with a subscription list which, though small, sends the paper from Canada to Florida, from Maine to California—the avant couriers of the vehicle—itself seems now to have arrived. The expenditure incurred in our enterprise has hitherto been large, as every reader at all acquainted with such matters will readily understand, but for the good of the cause it has been cheerfully borne. Now an effort is to be made to make the paper support itself, and we have every confidence that our increasing circle of friends, and all our readers who sympathize with "open-air"

life and physical exercise will give us their utmost aid. New subscribers, new customers at the news-stores and at the railway station, new correspondents, new advertisers, and a steady continuance of the aid of all these classes of supporters are what we need, and all that is needed to make the first AMERICAN BICYCLING JOURNAL a pecuniary success, and to at least maintain its present standard of merit. We don't expect or seek profit as yet, but we may in the future. The paper will still be issued fortnightly, and at the same price. As soon as the proceeds warrant, the price will be reduced one-half, and the paper be issued weekly; next we hope to return to the original size, keeping the price five cents, if possible. Our constant effort will be to improve the quality of our matter as rapidly as our experience and the support we receive will admit.

CLUB NEWS AND WHEEL TALK.

The ninth club run of the B. Bi. C. was taken on Saturday, 11 May, the club starting from Trinity Church at 3 p.m., as usual. Owing to the small attendance and the threatening appearance of the weather, it was determined to postpone the proposed run to Arlington, and to take a run to windward instead. This led the club through the splendid roads north of Jamaica Pond, and thence, via Forest Hills, to Mattapan, from which point the return home was made in very quick time, the wind being very strong, and directly at the back of the riders. The roads were in capital condition, and the run most enjoyable to the participants. On the same day two members of the club had a splendid run to Gloucester, some account of which will appear in our next issue.

The tenth club run of the B. Bi. C. occurred on Saturday, May 18th, the club leaving Trinity Church at 3.15 p.m. and arriving at West Newton at 4.25. The roads were found to be sadly in want of rain—being very lumpy and dusty; but an enjoyable run was obtained, nevertheless. From West Newton some of the members continued their run westerly, intending [5.] to return Sunday, and the remainder, after a rest at mine host "Lackeys," returned to town via Brighton and the Mill-dam.

The B. Bi. C. will probably suspend its weekly club runs after the present month, it having been found that a large proportion of the members prefer to take long runs lasting from Saturday till Monday, and to start independently from their own homes. Added to which many of the members are now at their seashore houses, which make it inconvenient to start from the city.

THAT BONESHAKER.

BY ONE WHO IS (BRET) HARTE-ILY TIRED OF IT.

Which I wish to observe,
And desire to declare,
That for trying your nerve
And for raising your hair,
The boneshaker's very peculiar;
Which it also your clothing does tear.

Boneshaker's its name,
And quite conscious was I
When I mounted the same,
What that name might imply,
But I, having determined to learn it,
To ride did persistently try.

'Twas October the third,
Soft as putty the skies,
Which it might be inferred
That the road was likewise;
Yet that day I descended upon it
With a force which occasioned surprise.

Which I went for a ride,
And, while bowling along,
My boot-lace became untied;
(It was leather, and strong,)
Which I here would remark that short laces
Are, henceforth, a *sine qua non*.

For it caused me to frown
When the crank twisted round,
And my lace, hanging down
On the axle, was wound,

And at each revolution drawn tighter,
Was dragging me down to the ground.

Then I came to a stop,
And my balance did lose,
And I sideway did drop,
And imparted a bruise
On the side of my head, which, in consequence,
Was sent, with me, into the blues.

I gazed up at the sky,
Which was starry to see,
And I rose with a sigh,
And I said, "Oh, dear me,
There is no rose without a thorn, truly;"
The next day I was quite up a tree.

Which is why I observe,
And desire to maintain,
That for trying your nerve
And for giving you pain,
The boneshaker's very peculiar;
Which I hope that my meaning is plain.

"FAED" (*London Institute B. C.*).

THE BICYCLE FOR LONG-DISTANCE ROADING—BOSTON TO CAMPELLO AND BACK.

Partly to determine the question whether the bicycle be a practical mode of locomotion, or merely an expensive and dangerous toy, that, like all others of that class, would have its day and then die out of existence, making room for the next novelty destined to catch the popular fancy, the writer and two friends determined, on Thursday of last week, to attempt the run from Boston to Campello and back the same day. A few days previous my friend B. had bought him a "Duplex Excelsior," carefully selected from the large and varied stock of the Pope Manufacturing Company of this city, and the same gentlemen had, with their usual courtesy, agreed to let myself and the gentleman making the third one of our party, have one of their wire horses each, for the purpose of the journey. Wednesday afternoon the two borrowed chargers were brought to B.'s house on Columbus avenue and carefully baited in the lower hall preparatory to an early start the following morning.

Thursday morning opened with a promise of all that could be desired for a day of pleasurable exercise, and, as the hours rolled on, proved one of the most perfect days that could be imagined, for a delightful and invigorating ride through the country. At eight o'clock, breakfast finished, we donned our suits, knee-breeches and long stockings, and, arranging our machines side by side on the smooth pavement of the avenue, we prepared for the start. The rain of the night previous had effectually laid the dust, and the air felt cold, fresh, and inviting. Now ready, all take the handles firmly with both hands, put our foot on the step, a slight push, just giving enough momentum to enable us to keep the equilibrium until the seat and treadle are gained, and we are off up the avenue, rolling over the smooth surface at the rate of twelve miles an hour. Turning into Chester Park we kept our rapid pace until reaching Tremont street, where we had to cross that relic of barbarism—a cobble pavement. This necessitated a more cautious rate of advance and some skilful balancing; safely crossing, with nothing worse than a good jolting and an inward blessing of the city fathers, for their stupidity in having any of our streets spoiled by a pavement ugly to look at and ruinous alike to horses and all manner of vehicles, bicycles included; the next bad spot being in Eustis street, where two of us got through. Our companion, however, being comparatively a beginner, did not fare so well, for in riding over a large and smooth cobblestone his wheel glanced from its wet, slippery surface, and before he could recover his balance rider and machine were both down in the mud; the former considerably the worse for the mishap, his new suit of light-colored corduroy in a shocking state of mud, compelling the party either to return until he could renovate or go on without him; which latter was finally determined on, so bidding him good-by we once more started on our journey. Proceeding rapidly up Dudley street we were soon outside of the Hub, and began to get glimpses at long stretches of green fields, and enjoy the fresh sweet breeze as it came over the dew-laden foliage that sparkled in the morning sun. Here we are at the foot of Meeting House Hill, and now comes the first test of our mettle; taking a firm underhold of

the handles, setting the feet down quick and hard on the treadles, the hill is mounted almost before we are aware of it, with the riders none the worse, some a little puffed, and the blood bounding quick and healthful through every vein, while the whole body glows with the exciting exercise.

Up hill and down, through Neponset, across the railroad track and bridge, now keeping the middle of the road now [6.] bowling along in the narrow foot-path where the roadway was rutty or freshly covered with loose earth and gravel to the depth of several inches, — which by a strange infatuation is called "repairing the highway," — and a quarter past nine found us safely in Quincy, seeking refreshments and a few moments' rest at the Robertson House, whose genial host, W. P. T. Meserve, showed us every attention, and to whose generous hospitality we recommend all riders of the bicycle journeying that way. Our next stopping-place, Holbrook, being made in about an hour and a half, the delay being caused by a great deal of bad road over which we were obliged to walk. After half an hour's rest our journey was resumed, and having stopped a few moments in Brockton on our way though, another hour found us in Campello. Returning to Holbrook, we were handsomely entertained at the house of a friend, and for an hour forgot everything but the weight of good cheer with which his hospitable board was laden. During dinner, our vehicles, which had been placed by the side of the house, were the centre of attraction for the entire male population of the town, and many were the comments of admiration and surprise bestowed on the slight and graceful build of the bicycle, and great curiosity was expressed to see us mount. Having visited the factory of our host, seen the mysteries of hat-making by machinery, and given our dinners a chance to digest, we started for home, changing our route, upon the advice of a fellow-bicyclist whom we had the good fortune to meet in Braintree, for a more circuitous but infinitely better road, by way of Quincy Adams, West Quincy, Milton Lower Mills and Washington street, reaching Columbus avenue at nine p.m., having ridden about forty-five miles and been on the road seven hours. This, to us, our first attempt at roading — neither of us having been on a machine more than seven or eight times before — seems to definitely settle the question, Is the bicycle practical? B.

Vol. I.]

THE BICYCLING WORLD

[No. 12]

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:—

For one insertion

One page, inside \$25.00

One column 13.00

Half column 7.00

Quarter column 4.00

One inch 2.00

Special notices, 25 cts. per line, breviter.

Spaces on first page, double the above rates.

Continued insertions of the same advertisement taken at special rates, a schedule of which will be forwarded on request.

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

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

REWARD OFFERED.

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

BICYCLING WORLD PREMIUM LIST,

for new subscriptions to the BICYCLING WORLD, as follows:—

- For 120 new subscriptions, a SPECIAL COLUMBIA BICYCLE, half bright and painted in two colors; the price of which ranges from \$117.50 to \$132.50, according to size; and we will furnish any size desired for the same number.
- For 90 new subscriptions, a STANDARD COLUMBIA BICYCLE, half bright and painted in two colors, prices from \$80 to \$100; we will furnish any size desired for the same number.
- For 70 new subscriptions, an ORDINARY COLUMBIA BICYCLE, prices from \$60 to \$75; any desired size.
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- 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 lb., 24 to 33 lbs.; price of either, \$7.
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- For 4 new subscriptions, a HEAD LANTERN and fastener; or a MULTUM-IN-PARVO BAG; or a ventilated SUSPENSION SADDLE; price of either, \$4.00; or a copy of the AMERICAN BICYCLING JOURNAL, bound nicely in half roan and cloth sides.
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THIS substantial and useful list of articles includes only the latest and best goods of reliable manufacturers, and any article furnished will be sent new and direct from the salesrooms to the address of the person ordering, subject to the ordinary express-age or freight.

THE LIST may be added to or changed hereafter; but the following CONDITIONS AND DIRECTIONS should be noticed:—

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.
3. APPLICANTS for the premiums should send their own names and addresses distinctly written; their subscriptions should be forwarded with the money in registered letter, or with Post Office Money Order, as fast as received (and these will be duly credited in a book for that purpose), giving name and address of each subscriber plainly written, with the number desired to begin from.
4. IN SELECTING a premium and ordering it, be sure to give full description from the list, address to which, and means by which, it is to be sent; and the number of subscriptions claimed, so that no errors may occur.
5. IF ONE desiring a premium does not reach the full number of subscriptions for which he began, or changes his choice, or wishes two or more smaller ones in place of a larger one, he is at liberty, at any time, to take accordingly; and,
6. FOR ANY number of new subscriptions forwarded, either for the entire number thereof, or for any excess above the number required for any desired premium, we will remit twenty-five cents each, up to twenty, and fifty cents each for all above twenty, in cash to the person sending them.
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 subscription: 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.

Very respectfully,

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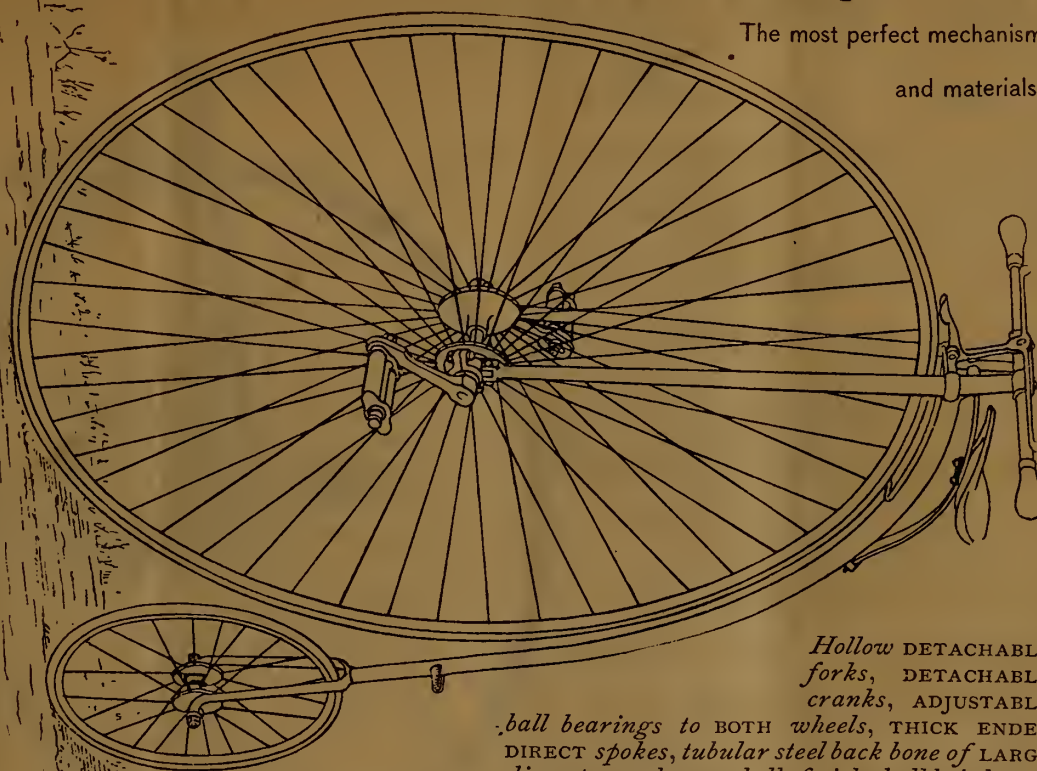
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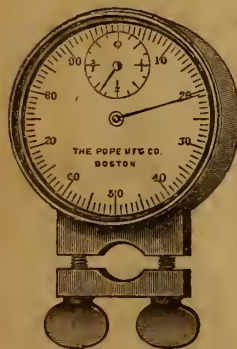
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