

# Bicycling & Archery World

Volume I.] [Number 21.

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BOSTON, 21 AUGUST, 1880

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

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## CURRENTE CALAMO

The literature of bicycling is to be enriched by the addition of a volume of poems this fall.

The current phrase among the Manhattans is, "When a man insults me I tweak his nose."

Said Emerson, at Concord, the other day, "The best lightning rod for a man's protection is his own spine."

A new bicycle is being designed by Mr. Frank W. Weston. It is to have tangent spokes and oval perch.

The main line of our new heading was designed by Mr. W. E. Davis of San Francisco; and that isn't his only claim to being reckoned as an artist on wheels, either.

Subscribers who approve the longer wrapper, which better protects their papers, may thank Mr. G. W. Stone, of Chicago, for the final suggestion which induced us to put them on.

Some descriptive and personal account of the English tour of the fortunate five, from Liverpool to London, thence to the Isle of Wight, and thence to London again, will be commenced in our next.

The arrangement and division of our space is elastic and variable enough for exigencies, yet stable enough to enable the bowmen and the wheelmen to read each their own.

No offence is taken, however, if each read all, — as we know they do in many cases and suspect they do in most. And the wheel and the bow are often in the same hands and feet.

This is the way the author of "A Fool's Errand" takes both sides of a rut without

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a header: "The coward, who, running with his conscience and holding with his fear, makes a compromise by taking the head of one thought and the tail of another, is sure to get the wrong ends of both."

The New Haven *Evening Register* rises to observe: "There is no objection to a bicycle, with rubber tires, that goes noiselessly along, disturbing the quiet of no one, and giving the rider the appearance of balancing himself on a geometrical spider's web floating through space; but these young bicycles that small boys go rumbling and thundering with on the pavements are nuisances in the superlative degree, and the boys put so much vigor into their legs you are continually expecting to see their knee-joints break at the hinges."

Dr. Tanner's break-fast seems even more wonderful than his fast, to those who never saw an appetite before. But any one who has seen the Captain of the Mass. Bi. C. after a milk-cart, or has invited the winner of the alleged slow race in Boston to lunch, can give the old man a point. Had he taken a spin around Central Park on wheel every morning, those thirty days, instead of a lazy drive, the whole Atlantic coast wouldn't have afforded him food enough to fill up on. We will match one of those gentlemen against the doctor in a handicap eating match, giving the latter twenty-nine days' start in the fast.

"Where is the bi—?" Well, we don't know, exactly; but we saw one of it at Pope's the other day. It looked as if it had struck a reef just abaft the port bow, and careened. The handle-bar resembled the frontal ornament of the "cow with a crumpled horn." The backbone had a serpentine conformation, badly constricted; one pedal played hide-and seek in the eccentric back-wheel, and the knock-kneed front fork held the other, while the front wheel contained more angles and curves than a whole treatise on trigonometry and conic sections. The owner had sent his card with it; but that "bi—" was busted. Something had happened to it.

In San Francisco wheelmen have only succeeded in getting the right to one rather out-of-the-way drive, for a limited number of hours in the day, in the public park; they are about taking measures to bring the example of other cities to bear upon the park commissioners, and, with a suitable representation of their case, there is little doubt that they will succeed in gaining the privileges so unfairly denied them.

On the 13 July last Mr. George Westley and Mr. Stephen Healey were up before Judge Yule, in the San Francisco police court, for the settlement of a little difficulty; the parties were respectively a bicyclist and a lamplighter, the former mounted on his wheel and the latter on his horse, and it appeared, from the testimony of a number of witnesses examined, that although both parties tried to avoid a collision of teams, the lighter of lamps applied his stick to the wheelman from force of habit perhaps, having his mind on the wheelman instead of the lamp-post,

when the wheelman demurred, and took the law into his own hands. Judge Yule took it out again, and imposed a fine of \$10.00 upon the pedal-pusher, and \$15.00 upon the illuminator, making the difference of fault in the transaction about \$5.00 worth.

The moral of it all for the public, however, is contained in the judge's decision, wherein he held, "There should be the same rights allowed to all parties to ride on the public streets. Both parties tried to avoid collision; the bicyclist should have taken the strokes, ridden on about his business, made complaint against the lamp-man, and he would have been punished; instead of that, the bicyclist took the law into his own hands, and therefore was culpable."

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## THE BICYCLING WORLD

THE BICYCLING WORLD AND ARCHERY FIELD is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — 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. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, &C., 40 WATER ST., BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 21 AUGUST, 1880

### WHY DO BICYCLES COST SO MUCH?—

This is a question so frequently and persistently raised, not only by the thoughtless in such matters, but even by those whose general experience and knowledge make the question weightier, that a few general observations may not be out of place here. The first thing to be noticed is, that the gentleman's bicycle is a very expensive machine to make. So many parts, so delicately constructed, so ingeniously put together; to resist so various and so heavy and violent strains in so many directions; so much care and nicety in finish and proportion, — all this requires the best of costly material and the finest of skilled workmanship, as well as expensive tools and expensive machinery.

In England, where immense competition prevails in the manufacture, good bicycles cost the purchaser from £10 to £20, or say from \$50 to \$100. Here the same machines, or similar grade machines, cost the purchaser from \$80 to \$150. The price in England, after ten years of accumulation of tools and experience and of competition, shows that the wheel is likely to be expensive always. The disparity in prices there and here is really not quite as great as the figures indicate at first thought, because relative money value must be taken into account. Most things cost a higher dollar-and-cent price here than there, — because labor does, for one thing, — from a pair of

slippers to a coach. But still there is a difference. That difference, on the same English machine, is made up of three or four things, — freightage, duties under our tariff laws of 35% *ad valorem*, and royalties under U.S. patents which aggregate about \$10 a machine, — all together making the high class fully finished bicycle, which costs \$100 in England, cost here about \$150; or that which costs there \$80 stand here at about \$120.

The imported bicycle, of whatever make or grade, costs here, to the rider, on the average, forty dollars more, in nominal money, than it does to the English rider.

Now, when we turn to American machines, it might seem at first glance that on similar grades of bicycles this whole difference of forty dollars should be saved; but ten of it is for royalties to owners of American patents (and as royalties go under other machine patents, not an onerous aggregate), so that the freight and duty represented in the \$30 is the margin to be accounted for. He who objects to this must find fault with the inevitable law of transportation, and the ubiquitous protective and revenue tariff. But for the home manufacturers it may be said that labor is dearer and methods of doing business are costlier here, so that under similar conditions the bicycle costs more to make; and, again, that the tools and plant are all to be laid out for at once, and the risk is great; and, for the balance, if the bicycle-maker takes advantage of the market and the tariff, so do all other manufacturers, — “they all do it,” — and in the early days of the industry which we are passing through, the small bounty in his favor tempts the manufacturer to invest his enterprise and capital, and helps him toward getting his money back before competition and insolvent stocks to work off make it difficult.

On the whole the prospect of lower prices for good bicycles within two or three years is not to be waited on; nor are the present prices to be looked at with much discontent. As they are, Cunningham & Co. are not yet getting opulent. Any one who looks through the warerooms of the Pope Manufacturing Co., and the factory at Hartford, will find that it is no trifling expense, and requires no small investment, to make bicycles on a large scale. McKee & Harrington look with some degree of sobriety upon the outlays and the risks of their enterprise, and are already aware that the “Union” costs something. And we might go further with others.

Only let them all remit nothing in care and experiment, and endeavor to offer us still better and better machines and plenty of them, and we will not grumble about the prices.

B. T. C. TO L. A. W.

The following prompt and cordial address has been handed in by Secretary Parsons, as too good to withhold until the September meeting of the Board of Officers; hence our readers have it in advance of any action upon it, or even of formal reception.

52 PILGRIM STREET,  
NEWCASTLE-ON-TYNE,  
ENGLAND, 22 July, 1880.

To the Board of Officers of the “League of American Wheelmen”:

Dear Fellow-Cyclists, — On behalf of the Council and in the name of the Bicycle Touring Club I send you hearty greetings and warm congratulations on the successful inauguration of a touring organization in the United States of America.

The Bicycle Touring Club have watched the development of cycling on your side of the Atlantic with no ordinary interest. They have felt that something was wanting to give the movement an impetus among the youths of America; and they hope and believe that in the formation of the “League of American Wheelmen” you have supplied that want.

Genial companionship, easy intercommunication, mutual protection and defence, sensible laws and reasonable administration of them, good roads and some degree of freedom in the use of them, comfortable hotels and moderate charges, — these are indispensable auxiliaries to the progress and safety of cycling. In such matters the individual wheelman is powerless, and the ordinary club ineffective; but a league of cyclists can exercise a great influence in obtaining public recognition of their wants, and in promoting the success and increasing the popularity of cycling.

You will have before you the experience of the Bicycle Touring Club, and will derive from it, we hope, some useful knowledge of the paths to be pursued and the dangers to be avoided in conducting the new organization.

Fellow-wheelmen, we offer you the right hand of fellowship. Henceforward American cycling will have additional interest for us. That you will succeed we cannot doubt. We shall expect to hear from time to time of your progress, and we hope that under your auspices the day is not far distant when cycling shall be acknowledged, in America as in England, to be the most popular and one of the most useful aids to locomotion that modern science has placed at the disposal of healthy and vigorous youth.

On behalf of the Council and members of the B.T.C.

WALTER D. WELFORD,  
Secretary.

AS TO THE PITMAN MATTER, we have given up to his classical and apparently joint production about all the space we can spare to it. Enough has been brought out to show the facts. And the facts are, that



Mr. Pitman entered for the Boston races under a false description as a member of the Manhattan Bicycle Club; that he took without leave from one of its members the full livery of that club to aid his deception; that he told the judges that he was a member; that all this was for the purpose of aiding him to pass as an amateur and to secure prizes; that he afterwards attempted to make it appear that he had paid his fee as a member, and was authorized to represent the club; that he was not a member, never paid any fee to the treasurer, was not authorized to represent the club or himself as a member of it; that he has pursued a course of petty prevarication in the papers since the races, as he did a year ago, and that he has not sufficient moral perception to see that all this is inconsistent with "pure and honorable motives" and "consciousness of innocence."

Some champion of his, writing anonymously in the *Spirit of the Times*, has become so intoxicated with the remote and sublime grandeur of the N.A.A.A. and the brilliancy of Mr. Pitman's conduct, that he goes into a *delirium tremens* over an impersonal editorial of ours on the policy of that Association in "reinstating." He says it "confines itself strictly to its own business" and invites "our bicycling friends to follow this excellent example." That's precisely what those connected with this paper do; and when the officers of the N.A.A.A. lend themselves to the aid of a professional bicyclist, who is not within their jurisdiction except as a bicyclist, and to help him foist himself into the amateur ranks and races of bicyclers, this paper will comment on it, and if they do not explain will be likely to explain for them so far as to put wheelmen on their guard and offer suggestions for the future action of the latter.

AMONGST the things left over to next issue are our "Glances Abroad," "Literary Comment," and a description of the "Union Bicycle."

### EXCURSIONS

A GRAND EXCURSION of bicyclers, to which all club members are invited, will take place from Boston, on the 15th, 16th and 17th of September. The route taken will be toward the East, along the sea-coast, stopping at night at some of the seaside hotels.

The arrangements will be made by a committee from the Boston, Mass., and Crescent Bicycle Clubs, consisting of E. C. Hodges, E. W. Pope, and H. H. Duker; and further particulars will be given in the next issue of the WORLD.

DARLINGTON, DEL., June 27, 1880.

*Editor Bicycling World:*—DEAR SIR,—My object in writing to the WORLD is not so much to give an account of a short trip which I took, as it is to describe the roads through the northern part of Maryland for the benefit of any bicyclist who may desire to travel through that part of the State. My route lay through one of the most beautiful counties in Maryland (Harford),

and but for the roads would make a charming trip to take to a small county town called Belair, and from thence, by way of Darlington, to Havre de Grace. The road from Baltimore to Belair was a turnpike. Let me say just here that a Maryland turnpike differs from any other road of the same name I have ever seen. For the first two miles the road was quite good, and I was beginning to congratulate myself on being agreeably disappointed, when my "trials and tribulations" began. The "pike" was originally an excellent one, but, owing to the constant use which it has been subject to, and the bungling way in which they fix roads here, it has become a very stony and unpleasant road for carriages as well as bicycles. They have a way of fixing the roads by putting cracked stones on them without any dirt to cover them. You can imagine a bicyclist attempting to ride over heaps of small cracked stones. After the first ten or twelve miles I began to reach the hilly part of the country. I thought I knew what a long hill was before, but when I came to one hill after another, each of them from one mile and a half to three miles and a half long, I came to the conclusion I had been laboring under a delusion. What makes it still more disheartening, the farther one goes the worse it grows. At last I rolled into Belair, hot and tired, but was delighted to find an old-fashioned hotel, which looked as if it had been in service when stage-coaches were the only mode of conveyance. Although it took me some four hours to make the twenty-four miles, I had the satisfaction of knowing I made the distance in about the same time that it takes a carriage. After refreshing and resting myself, I commenced my journey again, much to the edification of the population of the town, which assembled to see me start. The road from Belair to Darlington (a distance of about twelve miles) is clay, and, like all the rest of the roads, has been allowed to get in a very bad state. The wagon wheels have worn two deep ruts on each side, while the horses have done the same for the middle, and, therefore, to ride at all, one must take his choice of the ruts. The middle rut (where the horses go) is generally the one which can be used with safety, and even that is dangerous, because it is about two feet wide, with a great many stones in it, so that one is obliged to be extremely careful, or he will take a header.

After going five or ten miles one becomes very tired with the incessant strain; in fact, a bicyclist will find it much better in the end to ride over such roads in some wagon. From Darlington to the Susquehanna the roads are much better, although still very poor indeed. After reaching the Susquehanna the best way is to take the "tow-path" of the canal, which is always passable, and in many places excellent. The distance from Darlington to Havre de Grace, by way of the "tow-path," is about twelve miles. While it would not pay to take the trip which I described if one were going north, yet I think it would be quite a pleasant one going to Baltimore,

as most of the way would be down hill. There is another way, which is described in the last edition of the Editor's book, but has also some disadvantages, as I believe the road is rather sandy. A very good trip could be had by getting on the "tow-path" at Havre de Grace and following the canal up for some forty miles or more. Judging from the distance I went upon it (about twelve miles), it would be a very fair road.

It is amusing to hear the remarks which are made by the country people, and the excitement which one creates while riding through the country. The general opinion seemed to be that I was measuring the roads for telegraph lines. A crowd was sure to form around me at every small town where I stopped, asking all kinds of questions. The only time one can travel with comfort, at this time of the year, is from five in the morning until eleven, and from four in the afternoon until half-past seven at night. Of course the most delightful time is in the moonlight, but then one has to know the road very well. Speaking of moonlight, let me advise every bicyclist who has not tried it, to go out the first moonlight night, and if he does not find it perfectly enchanting then I shall be most sadly mistaken, or think his capability for enjoying the beautiful is very weak. Hoping this letter may be a benefit to some,

I remain, yours, on the wheel,

Q.

### WHEEL CLUB DOINGS

THE CRESCENT BI. C. contrived a very interesting meet at Lynn on the 14 August, and an attractive run attended by some twenty wheelmen of that and neighboring clubs, to Swampscott, Marblehead, and Nahant. The best thing about it was the excellent order of the riding. The company was well formed, conducted by signals, and kept its lines and distances throughout. The enjoyment was doubled and the good appearance made was threefold more than when, as is so often the case, the assembled wheelmen simply *flock* like so many sheep.

THE DETROIT BI. C. recently held a special meeting for the adoption of resolutions which were published in the newspapers, declaring the fundamental principles governing American amateur athletic associations and well-conducted amateur sports, "Among which we reckon bicycling the purest and most fascinating, and as it is our earnest desire to keep it a purely amateur, and, therefore, a clean sport," dissuading all riders from entering in races where cash prizes are offered. As the circumstances in that State seem to have amply called for this action, it is to the credit of the club that it came so promptly to the question and met it so effectively.

GENESEE WHEELMEN.—A lively club was organized under this name at Flint, Michigan, on 6 August, with choice of the following officers: President, A. U. Wood; Secretary, C. H. Wisnet; Treasurer, S. A.



Wood; Captain, A. J. Eddy; Lieutenant, C. J. Haas. The President and Treasurer are of Fenton: the others of Flint. Costume, colors, etc., not reported.

THE HAWTHORNE BI. C. had a run to Haverhill on Saturday, the 14th inst. The hard reputation of the roads in that direction is well shown by the fact that although special pains had been taken to have the club turn out with full ranks, yet, of our thirty members, only eight, comprising the crack riders of the club, started on the run. After leaving Salem, the route lay through Danvers, Topsfield, Georgetown, and Groveland, to Haverhill, some 22 miles. The roads for the greater part of the distance were simply abominable, the sand of which they were composed varying in depth from one-half to four or more inches, and I doubt whether one of the party reached home without having been treated to one or more headers, except, of course, those who always get off that way, you know, when they are in a hurry! The greater part of the distance of six miles between Georgetown and Haverhill had to be walked, and the club on their return, wishing to banish as far as possible from their memory such a disgrace to our boasted civilization as that dreary waste of sand, took the train homeward as far as Georgetown. The remainder of the run home was accomplished in something like half the time spent in covering the same distance in the morning.

The club were handsomely entertained by the Haverhill wheelmen, and under their guidance took a short spin through the town before starting on their homeward trip.

NAUMKEAG, H. BI. C.

MANHATTAN BI. C. — At a meeting held 10 August, the following officers were elected for one year, viz.: President, Charles T. Smith; Vice Pres. and Captain, P. Fred Bruner; Treasurer, Charles W. Minor; Secretary, C. Otto Manny; First Lieut., Rawson Underhill; Second Lieut., Fred Jenkins; First Guide, R. G. Sip; Second Guide, Louis Sledge.

MONTCLAIR BI. C. — A club was organized in July last, consisting of six members, at Montclair, New Jersey: Captain, F. W. Gwinn; Treasurer, W. S. Benedict; Secretary, Theo. S. Snyder, Mont Clair, N.J., or Box 496, Broadway, New York; other members, W. H. Crocker, Charles E. Vanleck, and H. D. Warren. Costume, dark drab corduroy breeches, coat and vest, dark navy-blue shirt and stockings, and polo cap, the latter with silver letters M. Bi. C. They have just finished fitting up a cosy club-house on Captain Gwinn's place, and have regular rides there on Wednesday and Saturday evenings; the programme of 14 August being a run to Coney Island and back, a distance of sixty miles. "We think that on bicycling matters we are about as enthusiastic as any club, and if any wheelmen call on us we will try to prove it to them." So says the Secretary.

MONTREAL BI. C. has club fixtures for nearly every day in August, generally for short runs. A photograph of the members

in uniform is mooted. The secretary informs us that bicycling is rather dull in the hot months there, as well as elsewhere. The following is taken from the *Montreal Star* of 3 August: —

"MONTREAL BICYCLE CLUB. — The run to Terrebonne, on Saturday last, by the members of the Bicycle Club, was made in remarkably good time. The members present were: Messrs. C. J. Sidey, Captain; H. M. Blackburn, Sub-Captain; A. T. Lane, member of the committee, and H. S. Tibbs, Secretary, attended as usual by the ever-faithful dog of the club. At St. Vincent de Paul breakfast was partaken of, and a short rest taken, which latter was much needed, as the road between that village and Terrebonne was very rough, and it required the exercise of a vast amount of labor on the part of the tourists to mount the hills and get through the ruts which they met time and again. The return trip was begun at 1.30, soon after which they met a return of their friends spinning along in good style, fresh from the little rural retreat of the Back river. The journey of 37 miles was completed in five and one-quarter hours, an average of seven miles an hour."

WALTHAM BI. C. — I noticed your article, in your edition of Aug. 7th, in regard to small wheels, and, although your line of argument is good, I am obliged to correct your statement in regard to size of Capt. C. W. Sewall's machine, which is a 48-inch, and this is the only size ever used by him anywhere, racing or roading.

While writing you I will mention, that at the club "run" on Saturday, 31 July, we turned out 21 bicycles and 1 tricycle, and at the "run" on Saturday, 7 Aug., we had in line 22 bicycles and 2 tricycles. In fact, the bicycling interest in Waltham is very promising. At the last club meeting it was voted to join the L.A.W.

Yours, F. E. DRAPER, Sec'y.

WORCESTER BI. C. — At the monthly meeting, held 5 August, the club was increased by one new member, and three new names were proposed, to be acted upon at next meeting. It was voted to discard the letter W. from hats as the club badge, and to substitute a metal badge, heart-shaped, with name "Worcester Bi. C." upon it; the badge to be worn on the hat over a piece of cardinal red ribbon.

It was also voted, "That the club invite all the New England clubs as guests on the 7 September, and a committee, consisting of Capt. Pratt, Sub-Captain Doe, and Secretary Tolman, was appointed to make arrangements.

Notices will be sent to each club, but the invitation is hereby extended, through the BICYCLING WORLD, to all New England members.

## BICYCLE RACES

COTTAGE CITY, M.V. — An immense crowd is reported to have witnessed the five-mile race at Ocean Park, on the afternoon of 7 August, where there was an exciting contest for the lead between Mr.

Ames and Mr. Fiske, the latter winning, in 21.50, by about 20 lengths. This was the fourth in the series.

The third in the same series occurred on the 4th August, at the same place, when Mr. Ames was winner in 23 minutes.

The fifth in the series, on the afternoon of 14 August, attracted the usual large crowd. Oakes Ames, of Canton; H. B. Torrey, of Boston; and Charles Alden, of Cottage City, were the entries, and Ames won by nearly a lap in 21.19.

MILWAUKEE, WIS. A seventy-two hour bicycle race ended here on the 14 August, of which a full report has not come to hand at time of going to press. The scores were: Hicks, of Phila., 656½ miles; Douglas, of Phila., 637½ miles; Fowler, 573½ miles; on a 16-lap track. Fowler's best mile was made in 3.39.

WILLIAMSBURG, L.I. — A twenty-five-mile professional race for a purse of \$200, under the auspices of the American Bicycle Association, occurred on the afternoon of 7th August, at the Williamsburgh Bicycle Grounds, Bedford avenue and Rutledge street, Williamsburgh. The contestants were Prof. F. S. Rollinson, of N. Y.; George Harrison, of Boston; Albert Pierce, a colored rider, from St. Louis, and W. Moon, of Williamsburgh. At 5.20 o'clock the start was made, and the four contestants, on their metal steeds, spun around the track with the speed of the wind. Rollinson and Harrison took the lead, followed by Pierce and Moon. The spectators rose to their feet and cheered. Ten miles were covered in forty minutes, Harrison leading and Rollinson keeping close up. Rollinson and Harrison stuck close together, first one, then the other, leading, but never more than four feet apart. Mile after mile was covered by the swift but noiseless machines, and still the leaders maintained their positions, with Pierce third, and Moon bringing up the rear many laps behind.

Rollinson and Harrison covered their fifteen miles in one hour. On the sixteenth mile Rollinson slipped his pedal, and fell crashing to the ground. His arm and hip were badly bruised. However, he mounted his machine, and in a minute was again spinning around the track. The accident had given Harrison a fifth of a mile lead, and he passed his twentieth mile in 1 hour and 13 minutes. Harrison made the twenty-five miles in 1 hour, 44 minutes, and 20 seconds; Rollinson followed in 1 hour, 46 minutes, and 50 seconds; Pierce, 1 hour and 55 minutes; Moon, 2 hours and 10 minutes.

President Green of the American Bicycle Association talks of making a match between Rollinson and Harrison, to take place in a few weeks.

A FIVE-MILE bicycle race occurred at the Agricultural Grounds, Attleboro', Mass., on Friday, 6 August, and was won by O. W. Hawkins, in 21.58; Arthur McRae coming in second, in 21.58½.

"DISTANCES uncertain," says the *Spirit of the Times*' meagre report of the pro-

(Continued on page 350.)



## THE BICYCLE IN CITIES.

The possessor of a bicycle in a large city is constantly meeting with experiences which not only test his skill, courage, and common-sense, but add greatly to his stock of those attributes. I therefore place the bicycle on a higher level than has yet been assigned it, and pronounce it not only an unmistakable moral agent, but a former of the character, and an improver of the mind. The Chief of Police of this city, when complaints were made of the risk of accident from the noiselessness of the bicycle, and the (so-called) recklessness of its riders, said that he liked to see the boys ride them; that it kept them out of mischief, and was doing them good physically, and, after making some regulations relating to the use of bells and lamps, left us the unrestricted use of the city streets at all hours — a privilege I am glad to say which has never been abused, and that is highly appreciated and thoroughly enjoyed. His estimate of the bicycle and its moral influence was correct, and time will show the solid basis of common-sense which permits rational enjoyment, in spite of the objections of a few chronic grumblers, for whom such enjoyment has ceased to exist.

The relations existing between bicyclers and the drivers of street cars and other vehicles, and the people in general, are modified to a very great extent by the character and opinions of the latter. In Washington, I am happy to say, the bicycle is not looked on as a public nuisance, but excites a degree of interest and admiration that often finds vent in very flattering expressions, of course exceedingly gratifying to the modest merit of the members of the Capital Bi. C. To be the subject of remark, however, is at first very trying to tender nerves; and as all members of the C. Bi. C. are afflicted with modesty unparalleled in the annals of bicycling, the conscious blush is too often displayed when some harmless individual entreats him to "shoot that leg," or refers to him in tones calculated to attract attention, as "a monkey on wheels."

The attentions of the small boys of Washington are bestowed with a vivacity and enthusiasm which show that our efforts to make the sport popular are highly appreciated. One manner of displaying their interest is to carefully place a dilapidated structure, called by courtesy a hat, in front of the wheel, accompanied with the remark, "Mister, *run* over my hat," with a strong accent on the "run" and a rising inflection at the end of the sentence. I have gratified this innocent curiosity on several occasions; but when they come to apply the same principle to bricks and oyster-cans, and to stretch a rope across the street, the custom rises from the level of curiosity to that of persecution, and calls for measures which have brought retribution upon the next unfortunate bicyclist, in the shape of a shower of stones, accompanied by a varied assortment of profanity. On one occasion, a small boy of an inquiring mind ran directly into my bicycle. I could do nothing but grasp the handles and think for about one-twentieth of a second of the feelings of my numerous creditors should I perish when the catastrophe came. I rose in the air; the small boy took the opposite course. Had I fallen on him I don't think he would have repeated the experiment; but as nothing struck him but the bicycle he got up and limped off, discharging profanity and making indefinite remarks relative to "finding a stone," for what purpose still remains a mystery.

It is amusing, sometimes, to ride near a street car and overhear the conversation going on between the man who knows all about it and an innocently wondering hearer prepared to believe anything. "What an immense wheel that is, and how does he ever get on?" asks the hearer, gazing admiringly at the glittering spokes. "Oh, that's nothing!" replies the expert. "They don't have 'em here near as big as in England; they have 'em there as tall as lamp-posts." This remark was actually made once in the presence of the writer, and reduced the audience to a condition of immediate and profound paralysis. It was made in good faith, too.

One source of much amusement here is the behavior of people at a crossing when a bicycle comes in sight. A man will almost invariably stop and let you go by; a woman will start for the middle of the street, then stop and back, causing the bicyclist to alter his course twice; then making a desperate resolution, she will dart across within a yard of the wheel, and

relate to her friends a thrilling story of how nearly she was run over by one of those bicycles. This is a common experience.

The sport has taken a firm hold here, and the number of riders is constantly on the increase. Our club numbers thirty-four members, and is one of the oldest in the country. I understand also that another club, with eight or ten members, has been organized. We have everything here in our favor, and no drawbacks; and should another convention be held, we can name among the attractions of this city, eighty miles of concrete streets on which to parade, and a hospitality which only seeks an opportunity to return that afforded to our members when touring in the North.

WARREN.

## AN INTERVIEW WITH MR. J. G. DALTON.

We turned our interviewing machine upon the above-named friend of our readers one day in June, with the following result:—

EDITOR.—Good-morning, Mr. Dalton; are you willing to talk of bicycling matters a few minutes, so that my short-hand assistant can overhear?

MR. DALTON.—Yes, sir.

EDITOR.—You have noticed in a recent number of the *Br. World* an interview with Mr. Weston, which has been followed by others, by which you will see that I wish to give some of the pioneers an opportunity to talk to our readers?

MR. DALTON.—I have noticed them. Well, I have been a rider from the very first. I began in September, 1877, upon the bicycle. In the autumn of 1876, having much domestic trouble, and ill-health, I needed special outdoor exercise. I then learned to ride on the old velocipede, and through that year and the spring of '77 I rode about one thousand miles, with great benefit to my health. I then first heard of the English bicycle, by advertisement of Timms & Lawford, in a Boston newspaper.

EDITOR.—Did you ride one of Mr. Lawford's machines?

MR. DALTON.—I wrote them if they would lend me one I might write them up in the papers. Though a perfect stranger to me, Mr. Lawford sent me a Paragon machine from the Centennial Building. I first rode it in September, about the 19th, 1877. It was the first one I had seen, except Mr. Chandler's, about a month previous. I rode very constantly on this for the next two months. Then I wrote some in the papers descriptive of and highly recommending them. I sold that machine to Cunningham, Heath & Co.

EDITOR.—What kind of a velocipede did you succeed in riding a thousand miles with?

MR. DALTON.—A Paris machine, mostly, made by Michaux et Cie. Theirs was the best pattern of that kind, with wooden wheels, and weighed near sixty pounds; but it was of very good workmanship.

EDITOR.—Did you ride that on the country roads here?

MR. DALTON.—I did, something near one thousand miles, including what I had ridden on one other; and I got a great deal of beneficial exercise on it, although compared with bicycling it was hard work. Ten miles on the best velocipede is equal to twenty miles on a bicycle.

EDITOR.—In what respect do you think the bicycle easier and pleasanter to ride than the velocipede?

MR. DALTON.—It is so much higher that the situation is pleasanter; in fact, one feels like a "guy" when he is sitting low, as on the velocipede. When you fall from a bicycle you can fall and not get hurt; but on the others, weighing sixty pounds, you are sure of bruises, though one can't get a regular header on them.

EDITOR.—Were you successful in getting a regular header on the bicycle, and didn't it seem like a revelation to you?

MR. DALTON.—Yes [laughing], something new, and peculiarly disagreeable; but I persevered, and soon began to feel steady on the wheel. I had at first heavy and high-built machines.

EDITOR.—Do you think there is any difference in the practical use of the bicycle over the velocipede? Is it easier to propel, or control, and can you keep your equilibrium with less difficulty?

MR. DALTON.—Most decidedly, the wheel is easier to propel, and the balance is more easily kept.

EDITOR.—Wheeling back now to the autumn of 1877, and to the early part of 1878, what are some of your recollections of bicycling, and the persons who took it up at that time?



MR. DALTON. — Well, as I said before, the first machine was owned by Mr. Chandler; the next I saw was Mr. B. P. Browne's, a fine Duplex Excelsior of fifty-four inches; this was the 27 September. He had ridden it about once then; shortly afterwards he had the ill luck to break his leg, and was a long time laid up; but his death, which occurred a few months afterwards, was from an entirely different cause. I was no doubt third in the Boston real bicycle riding movement, if I was not second. Very soon there were a number of others who began. MM. Weston, Tilden, Dean, Stedman, Mann, Preble, Williams, Woodward, Pitman, yourself, and others; but for six months we could keep count of all who rode. I used mostly an "Ariel" until the spring of 1879. I dabbled a little in the business myself, selling six machines from the Centennial for Mr. Lawford.

EDITOR. — Were the first machines which Cunningham, Heath & Co. had at their place obtained through you, or from Mr. Lawford?

MR. DALTON. — From Mr. Lawford; they took four or five, and either sold them soon or made them useful in their riding-school. During the winter they imported many machines, some better, some worse, than the first.

EDITOR. — Do you remember any incidents in your first travels, or of the impressions made by your early rides on the roads?

MR. DALTON. — Oh, yes; my very first appearance was quite an ovation, as my machine came all to pieces, and left me on the ground. There was always the usual variety of questions asked, and a great deal of amusement caused, both to myself and others who witnessed the centrifugal way of riding. I expected to be annoyed, or worse, by boys and rowdy fellows along some by-lanes and streets, but was agreeably disappointed in not being troubled to any great extent.

EDITOR. — Have you been connected with the trade at all since your first slight "dabbling"?

MR. DALTON. — No sir, not any.

EDITOR. — Do you ever feel any repentance for what you have done by example, in inducing other people to take up with the centrifugal way of going, as you call it?

MR. DALTON. — Certainly not, for bicycling cannot fail to invigorate any one who is strong enough to get on one at all. I call myself ten or fifteen years younger than when I began. I was almost fifty when I first rode, and certain stiffness, therefore, hindered me when getting on and off the machine for a long time; but now my limbs seem as active as they were ten years or more ago.

EDITOR. — Have you ever observed any injurious effects of constant riding, or any ill-feeling whatever?

MR. DALTON. — I have lately ridden much on a very stiff spring, and have experienced some symptoms of dizziness, etc., probably caused by the jar on rough roads. I have otherwise a tendency to vertigo, however, and that is only a minor thing to mention against the invigorating effects. I always feel fresh for brain work in the evening after riding twenty-five miles of an afternoon. I have not derived yet all the benefit it can give; but my improved health I do not credit entirely to the bicycle, as I have been a constant salt-water bather in the summer when it was too warm for riding. Still, I think bicycling has done me more good than anything else.

EDITOR. — Did you ever observe any rhythmic and metric effect upon your language or literary efforts, from this pursuit?

MR. DALTON. — It certainly has had the effect to make me a versifier, which I had scarcely been since the usual youthful effusions that most people perpetrate. In regard to that, however, the least said the better; I have written four or five bicycle poems, and "assisted" in others; further than that I care to say little.

EDITOR. — What do you mean by "assisted," — a sort of literary partnership?

MR. DALTON. — No; it is what I call the Bi-lyrical process (some give it a worse name), a sort of "hey-presto-change" operation, by which the best poems are converted into bicyclic songs, — very amusing to myself, but said to have an exasperating effect on others. You might call it, for short, poetry pushed to *extremities*.

EDITOR. — I suppose you take the poems in your head, say one of Emerson's, or one of Longfellow's, and a ride on the wheel shakes it up, as the pieces are turned in a kaleidoscope; and when you look at it next it takes the form of a bicycle poem.

MR. DALTON. — You may put it in that way; but I confess to

have hard work over some of them. Perhaps readers said the same.

EDITOR. — Then you think that the bicycle renews one's youth?

MR. DALTON. — It has that effect with me mentally and physically. Sometimes

I feel as if, though I am a peace man,  
I could "put a head" on a big policeman —

but you look as if you didn't care to hear the whole of it.

EDITOR. — H'm — a rehash, I dare say, of something in Milton or Dante. It is clear that a bicyclist, who in his youthful days has been addicted to rhyme, is apt to fall back into that propensity. Eh?

MR. DALTON. — Yes, sir, that is a small effect of the general liveliness induced by the exercise. In some important respects a rider seems to acquire the good qualities of the machine.

EDITOR. — One comes to have bright spokes and short cranks, perhaps?

MR. DALTON. — The machinery of both mind and body work with more facility.

EDITOR. — What has been your aggregate yearly riding?

MR. DALTON. — I have not had a cyclometer, but have kept a daily reckoning of my runs; it is safe to say I have ridden 1,600 miles on the Centennial machines, that is, from September, 1877, to May, 1879; and since then up to the present time have ridden about 1,800 miles.

EDITOR. — Is there any advice which you would like to give to riders?

MR. DALTON. — The old rule: go slow and sure at first. It is with difficulty that a sound man can over-exert himself on a bicycle; sometimes I feel as if a very light one does not give exercise enough. I do not call it violent exertion excepting for the very hottest days; in moderate summer weather one can ride 20 miles in an afternoon, and not suffer. It is not so heating to take such light exercise as it is to sit still; and in cool weather it is just enough to keep one warm. But I reckon you can easily do better for your readers than to chronicle any more of my talk.

#### CARMEN BICYCLORUM.

TO THE C. BI. C.

AIR — "*Lauiger Horatius*."

Veniamus Centauri,  
Latamur per rotas,  
Superemusque ventos,  
Silentibus in equis.

Chorus — Nunc venite Bicycli,  
Et cantate gaudia  
Chalybis equorum, per  
Terrarum totum orbem.

Antiqui equi erant  
Ossium et carnis;  
Sed nunc eos faciunt,  
Ferro atque chalybis. — Chorus.

Equitamus per imbrem  
Et in luce solis,  
Via mala et bona,  
Hiemi et aestate. — Chorus.

Agamus gratias dis  
Facultate data  
Nobis atque aliis  
Volandi sine alis. — Chorus.

— LEGS.

#### WHAT D'Y'CALL IT?

"How do you pronounce it?" asked pretty Miss Icicle,

As they gazed at the Providence show; —

"Pronounce it?" that thing? why, they call it a bicycle,"

Said Languid Fitzdawdle, her beau.

"Beg pardon — you're wrong," said Professor Idrykle,

Philologist, pompous and slow;

"Unless cycle is sickle they call it bicycle." —

Said the lady: "Do see how they go!"

While the prof. and the beau talked learnedly long

Of the meanings which word-roots reveal,

"They're just lovely!" she sighed. Answered Engineer Strong:

"You mean those young men on the wheel?"

DETROIT, June 22, 1880.



fessional race at Boston, on 5 July. The distances were accurately measured and marked by a competent surveyor, and our report was accurate.

#### RACES TO COME OFF.

THE FAIRFIELD County Agricultural Society announces (see advertisement) very handsome prizes for races to be held under its auspices at Norwalk, Connecticut, on 16 and 17 September next. Entries close 1 Sept., to J. E. Wheeler, President, Saugatuck, Conn.; and there should be a good number of competitors. The society have an excellent half-mile track, sixty feet wide on the home-stretch, which will be in the best condition. The New Haven Club have been invited to attend, through Mr. J. C. Thompson, and will probably be there in uniform with their wheels.

ELMIRA, N. Y. — The Elmira Driving Park Association, at their annual meeting, commencing 31 August, offer a gold badge, value \$100, for first prize, and another valued at \$25, for second prize, in a five-mile amateur bicycle race that day. Entrance fee, \$5.00. Entries to S. W. Clark, 200 East Water st., Elmira, N.Y. Close 23 August.

THE PLAINFIELD ATHLETIC CLUB offers at its ninth annual games on 15 Sept., at 3 p.m., one, two, and five mile bicycle races. Entries to E. E. Anthony, Box 1,104 Plainfield, N.J.; close 8 Sept. Entrance fee 50 cents, each event.

ELIZABETH, N.J., on 4 Sept., at 2.30 p.m., a two-mile bicycle handicap race. Entries to Robert Morrell, Sec'y, Elizabeth, A.C., Box 28; close 28 August. Entrance fee 50 cts.

MOTT HAVEN, on N.Y.A.C. grounds, 11 Sept., 3 p.m., a three-mile handicap bicycle race. Entries to C. A. Mahoney, Sec'y, Box 3,101, New York, N.Y.; close 4 Sept. Fee 50 cts.

MONTREAL Lacrosse Club Grounds, 2 Oct., 2.30 p.m., a three-mile bicycle race. Entries to Chairman Sports Com. M.L.C., Box 1,138, Montreal, Canada; close 25 Sept. Fee 50 cts.

N.Y. ATHLETIC Club Grounds, 25 Sept., 1.10 p.m., two-mile bicycle race. Entries to Sec'y N.A.A.A., 183 Broadway, N.Y. City; close 15 September. Entrance fee \$2. A gold championship medal to winner of first place, and a silver medal to winner of second place. A special prize will be awarded to the competitor who shall beat the best English amateur time of 5.36<sup>3</sup>.

#### CORRESPONDENCE

NEW YORK, Aug. 3, 1880.

To the Editor of the *Bicycling World*, and to all Amateur Wheelmen: Although in your article headed, "Was it an act becoming an amateur?" you do not refer to me by name, yet in lieu of the pointed reflection therein, and the reference to "communications published in another column," it would be affectation in me to

pretend that I am unaware that I am the amateur intended to be held up for the reprobation of my brother "wheelmen." Although I frankly admit that appearances are against me, let me offer my explanation of the facts alluded to, trusting to your sense of justice and fair play to believe that "I will a round, unvarnished tale deliver, nothing extenuate, nor aught set down in malice." First, let me correct some inaccuracies in your article. I have *not* been protested many times on account of being a "professional;" on the contrary, only twice, — once at the Hebrew Fair races, at Boston, when I voluntarily abstained from riding, not through any fear of not being able to establish my claims, but for the sake of harmony "*en passant*," and was commended by your paper for so doing. The second time was at the 4th of July races, Boston, in 1879, when the judges decided against me without giving me a hearing, as their notices had not reached me in time through improper direction. I was reinstated as an amateur by the N.A.A.A., who in their letter addressing me say, "The Executive Committee, *after a careful and full investigation* of the testimony in your case, unanimously resolved to reinstate you as an amateur. (Vide page 314, in your Journal.) This is the utterance of gentlemen for whom you say you have high respect, and who are acting on rules which are models in their way, and who say their decision was based not on the word of Will R. Pitman, which "you have taken once," but after a careful and full investigation of the testimony in his case. I never yet rode in a race without some previous training, but my daily employment, as a carpet-salesman, prohibits any systematic course of training such as a professional would find time to enter upon, and such as seems to be referred to in your article. Does not every amateur entered for a race feel ambitious to win it, and is he not justified in taking the practice without which he *could not* compete? I think that objection falls by its own weight. Now to the point at issue. I admit that I entered for the races in question as a member of the Manhattan Bicycle Club of N.Y.; that I wore the lettered coat of that club at the races; that I stated to one of the judges before the races that I was a member of that club; that I informed more than *one* of the judges of my reinstatement as amateur by the executive committee of the N.A.A.A., and especially do I admit with gratitude the fact that I was courteously and kindly treated, and emphatically do I deny that my conduct to the judges was lacking in respect.

I applied for admission to the Manhattan Bicycle Club, and was assured by my friend Capt. Timpson and other members, that I was acceptable, and, being assured by them, and believing that I was sure to be admitted, I entered for the races in which I was anxious to engage, actuated by the devotion to bicycling that I had always shown, with "the enthusiasm and honorable intention" so flatteringly noted by the Boston Bicycle Club in their published resolutions, page 108, in your issue of Feb. 7, '80, only six months since. On the night when I was to have been balloted for, I was, at the request of Capt. Timpson, in attendance; but through the absence of a quorum I could not be bal-

loted for, and found myself still out. I laid the facts before Capt. Timpson, who will corroborate my statement, that I was advised by him that, as my admission was an undoubted fact, I had his authority for claiming membership in the club; and in doing so, if I did wrong, I think I may justly claim that I erred in a matter of judgment, but wilfully did no wrong, my unfortunate plight being still further complicated by the fact, that when another meeting occurred, the absence from time to time of both Captain and Secretary, again prevented a ballot being taken. In the mean time I had ridden in good faith as a member of the club. As all the members of the club may not have been cognizant of the facts, you can see what drew out the letter of H. F. H. I soon found out that the "vials of bicycling wrath were opened on my devoted head." I could, secure in the consciousness of my innocence, have withstood an ordinary cyclone of indignation, relying on my record and a fair explanation to put the matter in a proper light. I have admitted that appearances were against me, but deny any effort at a deliberate attempt at deceit. I had made application for membership to the Manhattan Bicycle Club in good faith, had been by circumstances beyond my control prevented from active membership, and assured by what I thought good authority that I was justified in doing as I did, and have, so far as I know, heard no noise about it from the members of that club, except from one C. Otto Manny, who perhaps was appointed by the rest to make *all* the noise for them, for

At once there rose so wild a yell,  
As all the fiends from heaven that fell  
Had pealed the banner cry of hell.

But I cannot believe that he represents the sentiments of the members of that club, nor that the gentlemen composing it will be influenced on their action in balloting for an applicant for admission by any but pure and honorable motives. Having freely and frankly offered my explanation of the facts in the case in point, I trust you will consider that my allegations being easily proved by the gentlemen referred to, you will admit, that, even if erring in judgment, it was my intention to exhibit "conduct becoming an amateur." To all fair-minded and unbiassed amateurs I commit my case; to all others I say, "*Honi soit qui mal y pense.*"

Resp. yours, WILL R. PITMAN.

#### PERSONAL

MR. J. S. DEAN, Boston Bi. C., and Mr. Thomas, of Penna, were the first of the "American Team" to return. Mr. Dean was looking remarkably well, and seemed to be highly satisfied with his trip, and he called into this office two weeks ago.

MR. JOSEPH MCKEE, of the well-known New York firm of McKee & Harrington, has been making a thorough study of bicycles and bicycling for some months past, both at home and abroad; and it is said that he is perfecting specifications for a new style bicycle which his firm is to bring out in the coming fall or winter.

MR. PHIL TIMPSON has resigned the captaincy of the Manhattan Bi. C.



## THE ARCHERY FIELD

THE BICYCLING WORLD AND ARCHERY FIELD is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — 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. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, &c., 40 WATER ST., BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 21 AUGUST, 1880

THE OBJECT OF SHOOTING in lawn archery is rather a complex than a simple one; perhaps it would be equally accurate to say that it is a various one. It is easy to remark that the object of shooting is to shoot — effectively; but the question of effect sought is the broad and open one. In military archery, for instance, the object was to hit, and hit hard; in roving archery, or hunting with the bow, the object is to hit, and hit quickly and noiselessly. But in target competitions, and in private practice on the lawn in preparation for them, the object is not simply to hit the gold. If it were, the rifle or the revolver might be used instead of the bow; or every artificial aid to accuracy of aim and velocity of arrow might be used without protest from the best archers. And perhaps a comparison between the rifleman lying on the ground with legs crossed, in incarnate ugliness and unnaturalness of position, and the erect and graceful bowman, lithe, free, and alert in every motion and attitude, is the most suggestive illustration of the difference.

Mr. Walworth has recently given fine expression to a leading idea in the mind of every accomplished archer: —

“The end to which the archer aspires is not the greatest degree of accuracy attainable, regardless of the means employed, but the greatest degree of accuracy attainable with given implements — a bow, a string, and an arrow. These are the only implements by which he should be per-

mitted, as an archer, to accomplish his end. And herein lies the chief fascination of the sport. It is not the ability to bunch a number of missiles in given circles 60, 80, and 100 yards distant, that attracts the toxophilite, — for any bungler can do as much with a shot-gun, — but it is the ability to attain a high degree of accuracy with such simple implements as a bow, a string, and an arrow, requiring for their successful manipulation such infinite skill; the fine poise and freedom for full muscular play, the resolute and unwavering will and cool command of the nerves, and at the instant of utter muscular tension and mental calm, the gentle, nimble work of the fingers obeying the accurate eye and quick unerring judgment, and the smooth starts and stops, and sweeps and seeming pauses, which may be said fairly to rival those in the marvellous melodies of Swinburne.”

And yet that is very conservatism. Part of the object of shooting with the bow is recreation, — mental and physical diversion from busy cares and duties, and from toiling occupations; and hence to obtain as much enjoyment and reinvigoration as possible. Another part is the social attraction and merriment of teams and clubs and associations. Another part is found in the physical and mental training, development of faculties, — culture, as our Boston friends might say, — which is a factor in the value of any sport entitled to the patronage of ladies or gentlemen, and the preëminence of which in archery sustains much of its zest. And then there is the irrepressible object of contest, of matching skill against skill, faculty against faculty, the cunning of perception and reason, and the deftness of limb and strength of will, in one against the same in another, — the inevitable battle.

As we said, therefore, the object of shooting with the bow is a complex one; and it becomes interesting to consider, when one is confronted with new notions and “innovations.” Anything which aids to the better attainment of the true objects of archery, whether it be in improvements of the bow, the string, and the arrow, or in the manipulation of them, or in accessories to them, must be accepted in the long run, and will be approved in the open court of common consent where the impetuous and the conservative meet on an even stand.

## OHIO STATE ARCHERY ASSOCIATION.

The second grand annual meeting of this Association is appointed to take place in Cincinnati, on the 25, 26, and 27 August, instant, commencing at 9 o'clock a.m. and 2 p.m. of each day. There are fifteen clubs now belonging to its membership,

with a prospect of more coming in; and there is every indication of a large and enthusiastic meeting. The programme offers good variety in events, and ingenious distribution of prizes, of which latter there are forty-two. The first day will be occupied in competition for State Championship Medals, the ladies shooting a single Columbia round, and the gentlemen a single American round, in the morning, for which prizes are offered to the ladies for the best scores at 30, 40, and 50 yards respectively, for most hits on the 72 arrows (prize-winners on gross score barred), and for best end of three arrows at 50 yards, and to the gentlemen for best scores at 40, 50, and 60 yards respectively, for most hits (prize-winners on score barred), and for best end of three arrows at 60 yards. For the afternoon the same programme is offered as for the forenoon, except that all prize-winners in the morning contests will be handicapped under the Association rules.

The second day will be devoted to a gentlemen's competition for the Special Medal offered by the Association, at the single York round, and a ladies' complex handicap match. The gentlemen will shoot the 60 and 80 yard ranges in the forenoon, and the 100-yard range, completing the round, in the afternoon, and the prizes are to be ten in number, viz.: for best gross score (Gold Medal), for second, third, fourth, and fifth gross scores respectively, for most hits at 60, 80, and 100 yards respectively (winners of score prizes barred), for most golds, and for best end of three arrows at 80 yards. The ladies will shoot in the morning, 30 arrows at 30 yards and 3 arrows at 40 yards, and receive prizes for best score at each distance (handicapped on scores at the double Columbia), for most hits at each distance, (score-winners barred) and for best end of 3 arrows at 40 yards; in the afternoon they will shoot 30 arrows at 40 yards and 30 arrows at 50 yards, for five prizes, to be distributed as in the morning, except that winners of morning prizes will be handicapped on morning score.

The morning of the third day is reserved for team-shooting by teams of four ladies and four gentlemen from any society belonging to the Association, ladies to shoot the Columbia round, and gentlemen to shoot 72 arrows at 60 yards; prizes to the ladies for best second, third, and fourth gross scores respectively, for most team hits (score-winners barred) and for best team score at one end, and to the gentlemen for the same at their round. The Team Championship for the State for ladies and gentlemen is to be separate. In the afternoon of the third day there will be matches for ladies, 24 arrows at 60 yards, not handicapped, and 24 arrows at 30 yards, handicapped, on score at double Columbia, entries to be for both distances; and a gentlemen's match, 48 arrows at 80 yards, handicapped on score at York round; and four prizes are offered at each of these.

Besides the above named the Association will present a Lady Champion's Medal to the winner of the best gross score at the



double Columbia round, and a Champion Gold Medal to the winner of the best gross score at the double American round; and two or three others. It is expected that the number of the prizes will be increased before the meeting.

The preliminary programme, from which we have condensed most of these details, contains the following: "No archer will be allowed to shoot unless a regular member of a Society belonging to the Ohio State Archery Association. All ties of scores or hits will be shot off at the close of each day's shooting, at such distances as the Executive Committee may direct. Handicapping will be under the rules of the Association. All prizes will be distributed Friday evening at the Restaurant Building, on the grounds of the Zoological Garden."

A WESTERN NEW ENGLAND Archery Association is proposed, and a meeting for promoting it was called at Springfield, Mass., on the afternoon of 10 August. The meeting was attended by Frank C. Cooper, Henry N. Bowman, and E. C. Howe, of the Massasoit Bowmen, Springfield; Dr. E. F. Cross, Dr. and Mrs. Flagg, and Miss Belcher, of the Manhattan Bowmen, West Springfield; and J. R. Trumbull, of the Parthian Club, Northampton, and the Easthampton Club; the eight delegates represented four clubs.

A general committee of five was appointed for promoting enthusiasm in archery and the formation of the proposed association, consisting of Frank D. Foote, of Springfield, J. R. Trumbull, of Northampton, Dr. E. T. Cross, of West Springfield, Charles A. Buffum, of Easthampton, and Henry M. Bauman, of Springfield.

This committee will endeavor to get the names of all the clubs in the western section of New England, including Vermont, part of New Hampshire, Massachusetts west of Worcester, and part of Connecticut, and will call another meeting about the first of September. Nearly all the clubs in these sections are newly organized, and it is expected to promote the interests of archery, and of these young clubs, by bringing them all together into one association. It is also proposed to hold a tournament at the Bridge-street rink in Springfield, in October, which is wide enough for four ranges, and a distance of forty-five or fifty yards can be secured. Some local dealers have already offered to give prizes of fine bows and arrows for this purpose, and it is also expected that this rink may be utilized as a place for winter practice during the coming winter.

The project is certainly a very attractive and interesting one, and deserves the co-operation and assistance of all who are interested in archery matters within the proposed districts.

#### HIGHLAND PARK vs. BUFFALO.

HIGHLAND PARK, ILL., 7 Aug., 1880.  
Editor *Bi. World and Archery Field*:—I send you scores of two matches recently shot by our Archers and the Buffalo Toxophilites. We arranged for four matches; but in the first we were short two men, and

in the second Buffalo was short one. The conditions were 96 arrows at 60 yards, teams of six, each club to shoot on its own range, and report scores by mail. The scores follow. Yours truly,

EDWARD B. WESTON.

#### MATCH 27 JULY.

##### Highland Park Archers.

Mr. C. G. Hammond . . .	23—95	23—121	
	22—88	22—128	90—432
Mr. F. P. Hall . . .	22—116	16—62	
	23—117	18—92	79—387
Dr. E. B. Weston . . .	23—103	22—116	
	19—77	19—81	83—377
Mr. O. W. Kyle . . .	14—58	18—78	
	19—101	18—76	69—313
Mr. W. E. Swartwout . . .	16—74	18—82	
	16—80	16—70	66—306
Mr. H. C. Carver . . .	13—53	14—62	
	21—63	20—76	68—254

Grand total . . . . . 455—2,069

##### Buffalo Toxophilites.

Mr. F. Sidway . . .	15—75	20—80	
	21—83	21—107	77—345
Mr. W. N. Granger . . .	21—73	18—80	
	17—79	21—115	77—347
Mr. H. S. Sill . . .	18—76	18—78	
	17—69	18—98	71—321
Mr. E. B. Smith . . .	15—53	15—51	
	18—76	19—81	67—271
Mr. Townsend Davis . . .	13—55	12—48	
	15—61	15—75	55—239
Mr. E. L. Parker . . .	10—40	14—60	
	18—78	12—46	54—224

Grand total . . . . . 401—1,747

Highland Park Archers won by 54—322.

#### MATCH 30 JULY.

##### Highland Park Archers.

Mr. C. G. Hammond . . .	21—95	22—126	
	12—120	24—130	89—471
Mr. F. P. Hall . . .	21—109	22—104	
	23—129	23—125	89—467
Dr. E. B. Weston . . .	31—113	24—112	
	21—107	21—67	87—399
Mr. W. E. Swartwout . . .	20—82	20—110	
	20—102	19—83	79—377
Mr. O. W. Kyle . . .	16—72	17—85	
	17—77	16—72	66—306
Mr. G. C. Ball . . .	13—49	19—99	
	21—101	6—28	59—277

Grand total . . . . . 469—2,299

##### Buffalo Toxophilites.

Mr. F. Sidway . . .	24—136	23—129	
	22—132	22—100	91—497
Mr. W. N. Granger . . .	21—107	23—129	
	18—70	23—95	85—401
Mr. E. L. Parker . . .	19—83	21—85	
	19—95	23—121	82—384
Mr. H. S. Sill . . .	17—95	18—86	
	20—84	19—91	74—356
Mr. Townsend Davis . . .	11—51	12—58	
	13—59	9—49	45—217
Mr. Gester . . .	13—45	11—55	
	13—39	10—42	47—181

Grand total . . . . . 424—2,036

Highland Park Archers won by 45—261.

PEQUOSSETTE ARCHERS. — The regular meet of the Pequossette Archers was held Saturday afternoon, the 14th. A number of the members are away from home, but with the visitors a pleasant meet was held, the lady visitors carrying off the honors for highest scores.

The open-to-all handicap prizes were taken, for ladies, — "silver arrow," by Miss Ingraham; for gentlemen, — "Pin," by Major Lethridge of the Jamaica Club. For the Club Medal, Mr. Dwight and Mr. Brownell were found tied on hits and scores, when they proposed to shoot the tie off with one end at 60 yards, which gave each one hit and the same value; a second end was then shot, and the result for each two hits, and in the same colors; in the third end each made one hit, and

Mr. Brownell won by two points. Following are the scores. \* Club rounds: —

#### Gentlemen.

48 at 80.	24 at 60.	Totals.
26—106	16—60	40—166
23—85	17—81	40—166
*13—49	14—68	27—117
*17—63	8—40	25—103
11—37	6—14	17—51
2—4	1—1	3—5
	10—46	10—46

#### Ladies.

48 at 60.	24 at 50.	Totals.
*30—107	17—73	47—180
*23—97	17—69	40—166
27—103	10—59	37—162
18—66	14—32	32—98
13—47	10—30	23—77

SOME ENGLISH SCORES. — *The London Field* of 26 June, in a report of the great archery meeting at Leamington, gives the scores of some tall shooting. The highest scores on double rounds obtained by gentlemen at 80 yds. and 60 yds. were Mr. Hemington's 185 from 37 hits, and Mr. Legh's 119 from 23 hits. Miss Leigh made the leading score at 60 yds., namely, 203 with 39 hits, Mrs. Lister's score being valued at 202 from 42 hits. Mrs. Butt took the lead with 141 from 23 arrows at 50 yds. The best 100-yd. shooting at the double York round was done by the following archers: —

Archers.	Hits.	Score.	Total of R'nd.	Gold's.
W. Remington	79	325	888	19
C. E. Nesham	74	296	635	9
L. Leighs	64	256	666	7
R. Walter	71	251	746	12
E. Hussey	62	232	607	6
J. H. Bridges	64	228	739	14

The best score by ladies at 60 and 50 yds. — 48 arrows at 60 and 24 at 50 — was as follows: —

	60 yds.		60 yds.		Total.		
	Hits.	Score.	Hits.	Score.	Hits.	Score.	Gold.
Mrs. Lister	84	404	45	249	129	658	15

TOURNAMENT OF THE E.A.A. — On account of the delay of several parties in furnishing a list of prizes offered by them, the committee have been unable to issue the official programme as soon as expected.

The programme for shooting has been previously announced, consisting of the National and Columbia rounds for ladies, and the York and American rounds for gentlemen, on each of the first two days. On the third day will be the handicap matches, 48 arrows at 50 yards for ladies, and 48 arrows at 60 yards for gentlemen. Allowances will be based on the shooting at the same distances on the previous days. The ladies' team match will follow, teams consisting of three ladies from any club, shooting 72 arrows at 50 yards. The tournament will close with the gentlemen's team match, teams consisting of four gentlemen from any club, shooting 72 arrows at 60 yards.

It has been decided by the ex-committee that in addition to the championship for gentlemen's teams, and the championship for ladies' teams, there should be a club championship for the club having the highest aggregate score with its teams of



ladies and gentlemen, and a cup has been contributed for that purpose.

To this latter proposition one or two clubs have made a very strong objection on account of having no ladies; but it is not seen by the committee how any different arrangement could be made to settle the difference between clubs having both lady and gentlemen teams. For instance, one club wins the gentlemen's championship, and another the ladies' championship. Which is the champion club? The majority of the clubs have lady members, and insist that their clubs cannot be fairly represented by one sex, and decline shooting club matches except with a representation of both sexes; and, further, the E.A.A. in its constitution, recognizes the ladies as equals in place and vote, each club at its business meeting being entitled to one lady and one gentleman representative, and clubs composed of but one sex can have but a single vote.

Each club has an equal opportunity to compete with all other clubs just as far as its equality extends; but it is not seen by the committee how the comparison can be made between clubs of both sexes and clubs of only one except as proposed by the competition of the teams of each sex.

At the Hotel Wellesley and the Students' Castle accommodations can be had for all who desire to attend the meeting, and the indications are that nearly all the clubs will be more largely represented than last year, while many new clubs have joined the Association, and it is expected that attendance will nearly double that of last season. Quite a number of the leading archers have signified their intention of spending a week to ten days at the place.

**ANDROSCOGGIN ARCHERY.**—A match for the county championship pennant was held at Auburn, Maine, on 10 August, where, in a contest between the Lewiston Toxophilites, the Lewiston and East Auburn Team, the Pejepscots of Auburn, and the Locksley Archers of Mechanics Falls, the Toxophilites bore off the banner. The scores were as follows:—

#### TOXOPHILITES, LEWISTON.

	40 yds.	50 yds.	60 yds.	Total.
E. J. Thomas . .	139	121	90	350
L. P. Woodbury .	155	91	77	323
J. B. Cotton . .	149	95	66	310
O. A. Horr . . .	59	77	58	194
Total . . . .	502	384	291	1,177

#### LEWISTON AND EAST AUBURN TEAM.

	40 yds.	50 yds.	60 yds.	Total.
C. W. Clark . .	113	89	83	289
M. Furbush . .	97	77	33	207
M. A. Pingree .	85	36	23	144
A. G. Whitman .	124	94	56	274
Total . . . .	419	296	195	910

#### PEJEPSLOTS, AUBURN.

	40 yds.	50 yds.	60 yds.	Total.
H. W. Oakes . .	128	74	43	245

C. E. Cobb . .	68	41	58	167
A. J. Shaw . .	92	44	20	156
W. K. Oakes . .	50	57	40	147
Total . . . .	338	216	161	715

#### LOCKSLEY ARCHERS, MECHANIC FALLS.

	40 yds.	50 yds.	60 yds.	Total.
E. W. Given . .	41	15	3	59
T. F. Tolman . .	45	48	16	109
H. E. Thurston .	75	54	28	159
W. M. Greenleaf .	28	31	25	84
Total . . . .	189	148	72	409

In the ladies' match, at the same time, the Auburn ladies won the honors, as shown by the following scores:—

#### AUBURN LADIES.

	20 yds.	25 yds.	Total.
E. R. Oakes . .	164	140	304
M. E. Hersey . .	169	122	291
H. C. Harlow . .	105	70	175
Mrs. W. K. Oakes .	97	72	169
L. D. Harlow . .	116	113	229
Total . . . .	651	517	1,168

Average score 233½.

#### LEWISTON LADIES.

	20 yds.	25 yds.	Total.
S. C. Varney . .	120	78	198
L. P. Sumner . .	86	100	186
E. S. Horr . . .	98	77	175
N. G. Ham . . .	119	71	190
Total . . . .	423	326	749

Average score, 187½.

A special match, for gentlemen, with 48 arrows at 80 yards, resulted as follows:—  
O. A. Horr . . 71 A. G. Whitman 62  
J. B. Cotton . . 66 A. J. Shaw . . 24  
E. J. Thomas . 56

**ORITANI v. HAWTHORNE.**—*Editor Bi. World and Archery Field:*—I send you scores made in a match with Hawthorne Archers, of Boston, Mass., by team of four of the Oritani Archers, of Hackensack, N.J., at the single York round, as follows:—

	100 yds.	80 yds.	60 yds.	Tot.
C. de R. Moore .	54	93	100	247
Col. Brandreth .	86	62	59	207
Lieut. Green . .	41	91	74	206
W. Holberton .	24	41	37	102

Sum total . . . . . 762

The Hawthornes will send you their scores, and they are to be published together; not to be shown until published.

Yours truly, W. HOLBERTON.

On receipt of the above we sent a note to the Secretary of the Hawthornes, reminding him of the matter; whereupon he informs us as follows: "Mr. Holberton and myself have been trying some time to get a match between our clubs, but without success, as we were unable to decide upon a time. On the 4 August I received a letter from Mr. Holberton, dated the 2d, requesting us to shoot the match during that week, and forward the scores for publication. I answered, by return mail, that as the members of our club were away on vacations we would not be able to

shoot. The first knowledge I had of their shooting was on receiving the letter from you. We shall have no chance to shoot with them until the tournament in September. Please explain how things stand in the next number of your paper, if you publish the scores of the Oritanis."

## ARCHERY NOTES

DR. DWIGHT, of the Hawthornes, has challenged Mr. Brownell, of the Pequosettes, to shoot the team of four gentlemen, 72 arrows at 60 yards; match to take place at Nahant, 21 Aug.; a prize bow to be given for best individual score, and each to select his own team.

**DONATIONS OF PRIZES** for the E.A.A. meeting at Wellesley are already specified by Conroy, Bissett & Malleson, Mr. W. Holberton, Col. Frank Brandreth, Bradford & Anthony, and several others; but the full list is not yet ready to be announced.

A **WESTERN PENNSYLVANIA** archery association was organized on the 14 August, at Pittsburg, Pa. Full particulars have not yet come to hand as we go to press, but will probably be reported in the near future. The great number of clubs, and the enthusiastic number of archers in that section, are a guarantee for the success of this new organization.

**THE COLLEGE HILL** and the Waverly archery clubs of Cincinnati have been indulging in a series of very interesting matches by teams of four gentlemen and four ladies each, the former shooting the Columbia round, and the latter the American. At the shortest ranges the Waverlys won, and at the middle ranges the College Hills won. The contest at the longest ranges, which took place on the 13 August, promised to be very exciting and interesting, and to be closely watched by all the archers in that community. The scores in these three ranges will be published in these columns as soon as received.

**THE YORK ROUND** has been introduced during the present year among the clubs composing the Ohio State Archery Assoc., and will be shot in one of the matches at the coming grand meeting. As the competitors at that meeting will have had short practice at the long ranges, of course very large scores cannot be expected at their first public contest.

No doubt Cincinnati and its neighborhood will in time furnish archers to compete at that round with any in the country, and teams from Ohio may be looked out for at the meeting of the National Association at Brooklyn next year.

A **WALTHAM LADY**, who has sometimes favored our readers, was observed to make a score of 30-236, with 30 arrows at 30 yards, in private practice, on the 5 August.

**HOW THE YORK** fared at Detroit, at the meeting of the Michigan State A.A., may be thought of by those who are timidly thinking of their fate at that round at Wellesley. It was the single York round, and Mr. W. H. Thompson made 95-411, to be sure; but Dr. Dorrance won the



championship with (100 yards) 17-77; (60 yards) 12-54; (80 yards) 12-54; total, 41-185; and two of the competitors made totals of 7-25 and 8-24 respectively.

THE ORITANI ARCHERS were represented at Buffalo, both at the business meeting and the tournament, by Mr. W. Holberton.

THE WAPSONOMOCK ARCHERS of Altoona, Pa., have made application to join the Eastern Archery Association. This club will bring some fine shots to contest the championship with their Eastern brethren.

MR. L. L. PEDDINGHAUS, who won the N.A.A. championship at Buffalo this year, has become associated in business with Mr. E. I. Horsman, of New York, and accepted membership in the Brooklyn Archery Club.

SIX GOLDS and eighteen reds, — 24-180, — was the score made with 24 arrows at 60 yards by a Massachusetts bowman, at private practice, a week or two since. He did it with a yew bow and — a peep-sight. And then he presented the peep-sight to us, and says he won't do so any more.

### L. A. W.

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

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

LOUISVILLE BICYCLE CLUB: — Roland L. Whitney, 62 E. Gray st., bet. 1st & Brook; A. M. Robinson, 154 W. Chestnut, bet. 4th & 5th; W. H. Tappan, 700 1st st.; James Beattie, 160 W. Chestnut st.; T. W. Moran; Howard Thompson, Chestnut, bet. 6th & 7th; W. S. Avery, 4th & Broadway; F. Lamot, 4th st., near St. Catherine; John A. Haldeman, with Courier-Journal Co., 4th & Green; E. Hounsfield, of Dupont & Co., Main, bet. 5th & 6th; Arthur L. Pope, 518 2d st.; Ben S. Caye, 35th st. & High ave.; H. Beddo, 140 Fourth ave.; Theo. McBurnie, 138 Fourth ave.; Wm. G. Godwin, 7th & Magazine; Geo. M. Crawford, Maine, bet. 6th & 7th, with Hart & Co.; John F. Adams, 140 Fourth ave.; W. B. Sale, 300 Portland ave.; Aaron W. Cornwall, 84 Chestnut st.; O. W. Thomas, Jr., 61 W. Main St.

BUFFALO BI. C. — Dr. H. T. Appleby, George R. Bidwell, George F. Chavel, Irwin F. Cragin, F. G. Hunt, George R. Howard, R. H. James, J. O. Munroe, J. B. Newman, W. H. Otis, W. E. Riggs, C. A. Schladermundt, C. B. Woodruff.

Unattached: — Leon del Monte, 3 West 47th st., New York City.

### DIRECTOR BATES DECLINES.

*Editor of the Bicycling World:* — There is a good deal of hard work in the duties of a Corresponding Secretary, and "taking one consideration with another" a Cor. Sec.'s "lot is not a happy one." But there are compensations.

I am receiving acceptances — and, alas!

some declinations — from the Directors elected at Newport, and the pleasant letters, "from grave to gay, from lively to severe" — ly dignified, are most enjoyable; but at last comes one which alone amply compensates for a year's labor. It is too good to enjoy alone. I am generous, and I share it with the BICYCLING WORLD. If bicyclers cannot have Director Bates, they shall have his letter, and I move that he be made to write another, *accepting* the office.

COR. SEC.

DETROIT, MICH., 8 July, 1880.

Albert S. Parsons, Cambridgeport, Mass.: — *Dear Sir,* — Your note, informing me (officially) of the honor extended to me by the League of American Wheelmen, in electing me to the position of Director from the State of Michigan, has been duly received. I am the more deeply impressed with a sense of the distinguished honor conferred by the understanding that the nominations for the office of Director were not made until after the most searching and solemn investigation into the pure character and superior moral attainments of each candidate. A Director being one who directs, it was eminently proper that none but the most shining and conspicuous examples of public and private excellence should be chosen for that high position, where they are to shine like electric lights from the top of a liberty-pole. That being the purpose, the League, in nominating me, struck pay dirt, the first time trying.

I have been surprised several times. I was somewhat surprised when I was born; though I had been expecting some such accident for a week or two. I was a good deal surprised when I got married, though I had felt strong premonitory symptoms of the attack for some time before the disease broke out. I was greatly surprised when I was drafted, when so many more capable and worthy individuals failed to receive a nomination. But when I saw in the public press a statement that the League had elected me to the honorable office of Director — I being a total stranger to every member of the Convention, and neither my club nor my State being represented therein — I was unqualifiedly surprised. I had no idea that my reputation for vivid veracity had extended so far. My wife was surprised (through some unfortunate mistake she got hold of the paper containing the notice); and she immediately and too successfully insisted that the director of a Director (that's her) ought to have a new lace shawl in honor of the position.

But there are reasons why I shall be compelled to decline. It will be the interest of the League to appoint some member who can pay at least some attention to the business of the League — I cannot. I am political and literary editor on the staff of the largest daily newspaper in Michigan. This occupies nearly all my time and attention, especially this year of a presidential campaign. I have a family to attend to, besides attending casually to parts of various other families. I am President of the Detroit Bicycle Club, — an organization which requires a great deal of repression to prevent its youthful members from

usurping that position at the head of the procession which it is the just prerogative of their venerable chief to ornament. I am nearly fifty years old, and am a bald-headed codfish of the fresh-water seas. I have on hand season contracts for very occupying flirtations this year with three vivacious widows. I have a son to train who inherits various and unlimited general mischief from his two maiden aunts. You will probably surmise that I am busy. I shall try to kill my leisure time this year by attention to political meetings, inventing an electric cat annihilator, taking an occasional ride with the club, making stump speeches, writing a serial novel, teaching my Sunday-school class, and swearing at our proof-reader.

Nevertheless I desire to occupy a back seat in the League. Enclosed find \$1 — my entrance fee.

With sincere gratitude to the League and yourself for your courtesy, I am, fraternally yours,

L. J. BATES,  
*Pres. Detroit Bi. Club.*

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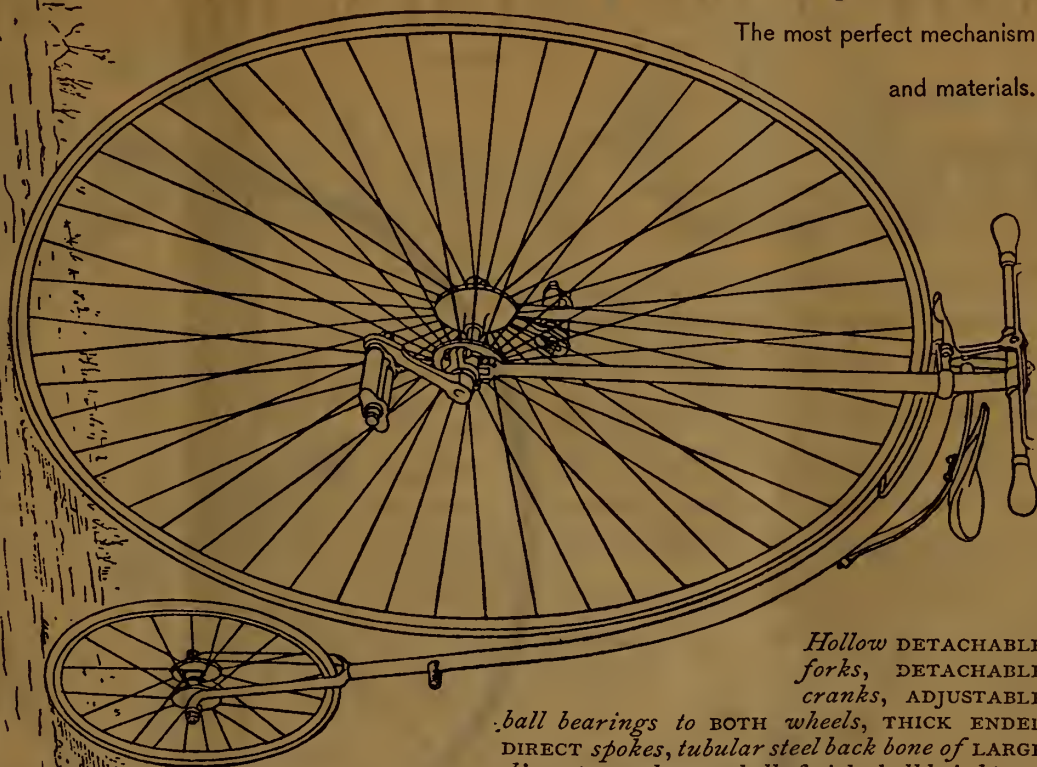
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