

# THE World & ARCHERY FIELD

Volume I.]

[Number 25.]

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

BOSTON, 16 OCTOBER, 1880

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

## VOL. I] CONTENTS [No. 25

	Page
Currente Calamo	411
Down on the Bicycles. — Yankeeeland	412
Editorial — The Bicycling World	413
As to Prospectus. — Consuls L.A.W.	413
The Rule as to Professionals	413
The Horse as a Pupil	414
Trim and Others	414
Wheel Club Doings	415
A Moonlight Parade. — Prospect Park Order	416
Bicycling and Torchlight Parade	416
Bicycle Races	416, 417
Correspondence. — Director Pennell Explains	418
Our Paris Letter — Bicycling in France	418
New York Notes	418
Editorial — The Archery Field	419
The Archery Season in England	419
The Grand Northern Archery Meeting	419
The Grand Western Society	420
The First Annual Tournament W.P.A.A.	420
Faults, and How to Mend Them	420
A Return Match. — Toxophilites v. New Yorkers	421
Highland Park v. Wabash. — Archery in New York	421
Archery Notes	422
Books and Pages	422
Manufacture. — An Explanation	422
L.A.W. — Notices, Candidates	423
Personal Items. — Rates and Terms	423

Our Prospectus for Volume II  
will appear in next issue. Subscribe now.

## ADVERTISEMENTS

### ARCHER'S "DRAW AND LOOSE"

GIVES SPLENDID SATISFACTION. — A Handle makes the Draw much easier; Fingers never touch the string. A Hair Trigger to loose instantly and smoothly. The Relief to the Fingers and the Ease of Draw give Accuracy to the Aim. LIBERAL DISCOUNT TO CLUBS OF SIX OR MORE. Send for circular.

Address,  
**S. E. FRENCH,**  
Park Avenue Hotel, N.Y. City.

## PHOTOGRAPHS

OF the wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen. Every club should have one, and many L.A.W. members will. No one who was at Newport at the time can fail to want one.

Prices, sent post-paid to any address, according to size and style, \$2.50, \$2.00, \$1.00. Address

**THE BICYCLING WORLD CO.**  
40 Water Street, Boston.

## PROVIDENCE B. CLUB.

### Postponement of Races.

Owing to delays, the opening of our new track is postponed to

**SATURDAY, October 23,**

when the following amateur races will be given:—

1st. **THE AMATEUR CHAMPIONSHIP OF AMERICA**, at mile heats, for a magnificent gold medal, valued at \$100.

2d. **TWO-MILE HEAT** race. Three medals, value, \$50, \$25, \$10.

3d. **HALF-MILE HEATS**. Three medals, value, \$35, \$20, \$8.

There will also be a grand meet on that day, to which all are invited. Particulars through Club Secretaries.

All races best 2 in 3. Ent. fee to mile race, \$2; to the others, \$1. ENTRIES close **WEDNESDAY, OCT. 20**, at noon, and should be addressed to **W. H. RICHMOND**, 102 Friendship street, Providence, R.I.

## ARCHERY MADE PLEASANT.

### C. M. BEARD'S PATENT ARROW-HOLDER.

This ARROW-HOLDER is a simple contrivance for clutching the arrow and at the same time drawing the string, enabling the archer to shoot at will without touching the string or arrow with the fingers. It is especially adapted for the use of ladies (as well as experts), and for ALL whose fingers are not suited for the strain of the draw. It gives to all a superior chance to become expert, and, to those who use it, greater luxury in the sport. Unlike all other devices of this class, it DOES NOT give a sudden discharge to the arrow.

Send for circulars to

**MARC SHERWOOD,**  
360 Warren Avenue, Chicago, Ill.  
SOLE AGENT FOR UNITED STATES.

## THE THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

**ROFF & MANLEY, Publishers,**  
TOLEDO, OHIO.

PRICE, - - - - \$1.50.

**BICYCLING WORLD COMPANY,**  
40 Water Street, Boston,  
Agents for New England.

## THE BEST WAY TO KEEP

### YOUR BICYCLE FROM RUST,

Is to wipe it over every day. The NEXT BEST, is to use **NONCORRODENT**. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address, **A. B. BROWN & SONS**, Worcester, Mass.

**A. B. BROWN & SONS,**  
Worcester, Mass.  
**CUNNINGHAM & CO.,** Boston Agents.

## CURRENTE CALAMO

Don't forget the good time coming at Providence, R.I., on 23 October.

The noiseless wheel and its decorous rider are becoming very frequent on Massachusetts roads on the pleasant October Sundays.

Brother **W. W. Waugh**, of Boston, has a *Home* now to take his *Journal* to, and we wish him much happiness.

Baltimore is having a good time, and brother **Clark** is helping it on. Philadelphia hasn't got over its vacation yet, has it?

Is Mr. Dalton a professional? He has coached forty poets in the rhythmic race for fame on the wheel, and then entered himself.

Perhaps this might pass for Daltonesque:—

I am on arc of all I survey,

My write there is none to dispute;

From the centaur all round to St. J.,

I am lord of the path and the route.

Or even this, for a variation:—

R. W. E. is a dre'ful smart man:

He stays to his rhyme and looks arter his jokes;

He draws his metre as straight as he can  
And his prose into nobody's tetrastich pokes.

But J. G.

Dalton, he

Says he won't quote from R. W. E

But with one more trial, to save our readers' expletives, we give it up:—

O Parody! where are the charms

That rhymesters have seen in thy face?

Better Hill's automatic alarms

Than rhyme at this horrible pace.



**DOWN ON THE BICYCLES.**—The bicycle, like all other modern inventions, has its enemies. They are, in the main, owners of nervous horses, who think that one's vehicle ought by law to be restricted to the equine-drawn wagon.

But new enemies have sprung up; young men and women whose hearts palpitate with a single object, — the kind that take afternoon and twilight drives into the suburbs. Their dislike comes about in this way.

A few days since three of our riders were out for a day's run through the country, and two or three miles from the city they fell in with a team going in the same direction. As the road was quite narrow, the three "wheelers" trailed along behind the closed-back carriage, waiting for an opportunity to pass it. When a chance offered they slowly rolled past the slowly jogging quadruped, casting a glance at the occupants of the vehicle as they did so. Well, the boys say the disentanglement of arms and heads was something wonderful, to say nothing of the girl's blushes and the youth's consternation.

They are opposed to the bicycle as a road carriage, and only wish they could exterminate the whole business, machines and riders.

THE REVIEW.

#### YANKEELAND.

*Novus ordo cyclorum.*

The destined wheel is on thy shore,  
Yankeeland!

Its perch is at thy ample door,  
Yankeeland!

Ascend the gay exotic goer  
That flashed the streets of Boston o'er,  
And beat the boneshaker of yore,  
Yankeeland, my Yankeeland!

Hark to the wondering son's appeal,  
Yankeeland!  
"My mother dear, I want a wheel,"  
Yankeeland!  
For life and health, for "go" and "weal,"  
Thy beardless cavalry reveal,  
And speed thy beauteous limbs with steel!  
Yankeeland, my Yankeeland!

They must not tumble in the dust,  
Yankeeland!  
Their beaming steel should never rust,  
Yankeeland!  
That slender firmness you may trust  
Like slender blades in warlike thrust  
Held by those numbered with the just,  
Yankeeland, my Yankeeland!

Come, for the wheel is bright and strong,  
Yankeeland!  
Come, for thy carriage does thee wrong,  
Yankeeland!  
Come, for thy young bard in the throng,  
Who stalks with levity along,  
And gives a new key to much song,  
Yankeeland, my Yankeeland!

#### PENSIVE IN AN ENGLISH CHURCH-YARD.

BY ONE OF THE "FIVE."

Perhaps in this selected spot are laid  
Some legs once regnant on bicyclic wire,  
Hands that the rod of riding may have swayed,  
And waked to parody the rotal lyre.

F. W. W.

SECRETARY PARSONS ought to feel satisfied. He carried his method of voting and his "continent badge" by "a large majority."

**FOR SALE.** A 48-inch Standard Columbia Bicycle, full nickel plate, nearly as good as new. Owner has ordered a Special Columbia. Correspondence solicited. Address, "BICYCLE," 256 S. Market Street, Springfield, Ohio.

#### FOR SALE.

**ENGLISH BICYCLE**, perfectly new. No better make or quality. Owner suddenly called abroad, and has no present use for it. Price reasonable, but not a sacrifice. For particulars, address **BICYCLE**, Box 4592, New York City.

#### THE VOICE.

Official Organ Music Teachers National Association, is devoted to voice culture in SINGING, READING, and SPEAKING; tells how to treat

#### STUTTERING,

Stammering, and other vocal defects; contains letters from SPEECH-SUFFERERS, biographical sketches of MUSICIANS, ELOCUTIONISTS, and ORATORS, the history of, and essays on, MUSIC, hints on

#### ELOCUTION,

Articles on SPELLING REFORM, and translations of GERMAN and FRENCH METHODS and writings, explains principles and utility of

#### VISIBLE SPEECH.

Published monthly, \$1 a year; single copy, 10c. Send for prospectus. Address,

EDGAR S. WERNER, Albany, N.Y.



#### ROWING MACHINE.

Nothing like it to obtain strength. It can be so regulated as to pull from 5 to 75 lbs.; it occupies a space of only 5 feet; easily taken apart and put together.

We have in stock a good assortment of BICYCLE STOCKINGS, for \$2.00 per pair. Outfits of all styles made to order for athletic games. Send for Illustrated Journal, which will give full particulars.

WRIGHT & DITSON,

550 Washington St., Boston.

#### BICYCLE SKETCHES,

NO. 1 and 2, and GRACES OF THE BICYCLE, each, 50c., or the three for \$1.00, post-paid. Very ludicrous. Every Bicyclist should have them. Address W. GASKILL, 726 Shirley St., Philadelphia, Pa.

#### NEW MARLBORO'.

A NEW, fresh, quiet, cosy HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, \$1.00 per day per person; rooms and meals, \$2.00 and \$2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington Street,  
Boston, Mass.

#### BICYCLE HOSE.

JUST received from London, a full assortment of

HAND-KNIT LONG HOSE FOR BICYCLING USE, Sent by mail, \$2.50 per pair. Also, a full line of SHOES.

PECK & SNYDER,  
124 Nassau Street, N.Y.

#### THE AMERICAN BICYCLING JOURNAL.

Only a few complete copies of this first record of Bicycling in this country now to be had. We have had them bound, with index prepared expressly, and will send them to any address on receipt of price. The list of contents, published in

No. 17 of the

#### BICYCLING WORLD,

shows it to be full of valuable instruction and racy reading, besides being a repository of interesting facts. In a short time they will be unobtainable.

Price \$4.00 a Copy, post-paid.

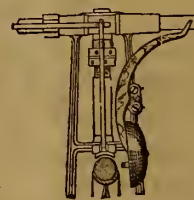
THE BICYCLING WORLD CO.,  
40 Water Street, Boston, Mass.

#### THE VELOCIPEDE.

ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cts.; sent post-paid at 30 cts.

THE BICYCLING WORLD CO.,  
40 Water Street, Boston, Mass.

#### THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

#### THE AMERICAN BICYCLER,

BY CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pp., with illustrations. Price, 50c.; by mail, post-paid, 60c.

FOR SALE BY THE BICYCLING WORLD CO.



## 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, 16 OCTOBER, 1880

AS TO PROSPECTUS for our next volume, which was announced for this number, and which many are looking for, we can only say that it is deferred to the next issue by circumstances beyond the editor's control. When it is presented it will contain something interesting. Meanwhile we keep the even tenor of our way, gladly acknowledging the continued and increasing support given us, and anxious to render all the aid to the cause and to our readers which we can in return.

THE CONSULS L.A.W. ought to be appointed now, but we haven't heard of any appointments yet. The two directors of each State are to make the appointments together, and not separately, for respective portions of the state. Since their districts are not divided,

THE RULE AS TO PROFESSIONALS and amateurs, however framed, is one which has always given rise to much controversy, and considerable difficulty in application. This is partly due to the very indistinct notion held about athletic exercises and the proper limitations of rights and privileges connected with them, and partly to the fact that any rule must necessarily be brief in its terms, and general rather than specific. In respect to no branch of athletics has there been more discussion about this distinction between, than has arisen in reference to bicycling. It was

something like a year after bicycling came to be pursued in this country before any recognized definition prevailed at all. It was nearly two years before any application of rule or distinction was practically made. The first step towards something like uniformity was taken when several of the clubs adopted rules upon that point, more or less closely following the English rules upon the subject. The rule which was probably most carefully prepared, and obtained widest circulation and recognition, was that of the National Association of Amateur Athletes. This latter is an admirable rule for its terseness and scope. We think the officers of the League of American Wheelmen acted wisely in adopting this rule. It was to be expected, however, that a considerable discussion would arise when it was presented, and that the indistinctness of notions about it, which we have just alluded to, would lead to all sorts of questions about its application. It was to meet these questions at the most confused and difficult point that Section 25 of the L.A.W. rules was presented and adopted; and although it did seem to be the intention of a few to have excluded from the amateur ranks and from membership in the league any who was in any wise connected with any branch of business in any way related to any aspect of bicycling, including even counsel. editors, dealers in bells, lamps, or even oil or waste for bicycling use, yet we think that the number of those who hold this view is extremely limited.

One of the speakers at the L.A.W. meeting hit the point exactly when he said, "It does not follow that every shoemaker who wears his own shoes is a professional pedestrian. So a man may be a professional bicycle maker, and not a professional rider of the machines he makes." There is one clause in the rule, however, which has provoked many inquiries and given rise to many doubts and much discussion, and that is the clause, "Or with a professional for a prize or where gate-money is charged." The inquiry usually takes this form: suppose a club to institute races on an enclosed track, and have gate-money taken with which to pay for the prizes and replenish the club treasury, to offer amateur prizes for amateur races, and that amateurs compete, — under these circumstances, does the fact of gate-money being charged make either the members of the club or the competitors in the races professionals? No high-school class in English grammar could

furnish a member stupid enough to construe the language of the rule so as to answer this question in the affirmative; and we cannot believe that any of those who raise it have really read the rule carefully, or reflected upon it; if they have they have probably been misled by erroneous punctuation of the rule, which has occurred in one or two journals where it has been printed, or else have entirely neglected the punctuation.

The true meaning of the rule is, that any person who competes with a professional, that is, who rides against him for a prize, or where gate-money is charged, thereby forfeits his amateurship. It is not riding where gate-money is charged; but it is riding against a professional where gate money is charged, that makes him a professional. If the explanation suggested by the Germantown Bi. C. had prevailed, not only would the riders in the case we have supposed, but any such club would be professional, because in attempting to replenish its treasury, or to encourage bicycling by expending money and receiving money back as an offset, it would be so far connected with bicycling as a business. So far as a racing rider is concerned he must not compete in an open competition, because he is then competing against all professionals who may choose to enter; nor must he compete for a stake, or for public money, or for gate-money, or under a false name; nor must he compete with a professional in any race where a prize is offered or gate-money is charged; for he is in either case either winning money for himself, or for somebody else, and using his art of wheelmanship for pecuniary motive; nor must he teach or pursue bicycling or other athletic exercise as a calling, as an occupation, or as a means by which he may derive money or its equivalent for a livelihood; because in all these cases he is exercising his art for pecuniary gain.

But as any person is free to buy and sell goods, or to manufacture goods, or to be connected with, or carry on, business relating to the manufacture, sale and use of any other merchandise without disqualification, so there is no reason why he should not do the same thing in reference to bicycles and their accessories, in the same way.

The manufacturer of bicycles must observe the same rules and be measured by the same definition as the manufacturer of newspapers or of ploughs. Of course persons who are connected with the business



of bicycling may become disagreeable as constant associates in the various exercises of wheelmanship, and in such cases they may be excluded from clubs and from the league, just as any one else of the same qualities or associations would be, but not *because* they are in the business.

And while we are remarking upon this subject it may not be amiss to remind some of our riders that the importer, manufacturer, dealer, or agent, who, at the club meet, or the club meeting, or the social occasion, or on an excursion, is constantly talking shop, or praising his own line of goods, or advertising his facilities, or disparaging his competitors, is quite as disagreeable as the average professional, and is forgetful of the proprieties to a degree that may make many wish to exclude him from amateur associations. When a man is in his salesroom or riding-school, let him talk business at his best; but elsewhere other themes than those of his own or his neighbor's business achievements and relations, or the comparative merits of different machines from his standpoint, are much better in place and more likely to be entertaining.

#### THE HORSE AS A PUPIL.

Concerning the perennial horse trouble, experience leads me to cordial concurrence in the belief that drivers need education *in re* the bicycle more than horses do; yet there are exceptions, and here is a case in point:—

Having come out of the (Brooklyn) Prospect park one morning, I stood leaning on my bicycle—perfectly still, mind you, not more than winking—when I saw a span of horses on the park plunging violently. Still quiet, I stood while the driver patiently and gradually got up to me, though they were ready to jump at the least movement. He informed me that they were country animals, a part of a lot he had brought down for sale; that, coming suddenly upon a bicycle one day, they had got a shy, and that he had been since trying to get an opportunity to properly introduce them to the machine, and that this was his first chance. I coöperated readily, of course; coaxed them to smell of the terrible thing, then mounted and rode in circuits, while the driver put them through similar motions, they still plunging whenever I turned a curve or moved towards them. After a little practice thus, I bade him “Come on!” turned up the boulevard homeward, and rode a mile (as far as I had to go) in company with the horses, by and near their heads, in spanking style, without trouble. It was not more than a quarter-hour, and those particular animals were educated.

It is hardly necessary to add that I have otherwise frightened no horses and have seen none frightened, although encounter-

ing them daily. Nor do I run over any adults or babies, although riding among them on the park foot-paths.

This one driver had the sense to perceive for himself the practical bearing of a suggestion I made verbally at the hearing of this question before the Aldermanic Committee, last spring: that owners of horses which may be expected to shy take pains (by appointment or otherwise) to meet the bicycle, and break the animals in once for all.

Our Brooklyn park authorities are friendly and rational, and we have nought against them. Besides the paths, they did give us the drives till 9 a.m., and we still expect to get the sudden (and seemingly ill-considered) withdrawal of this grant rescinded. For, look you, we can use the Coney Island pathway, which begins at the park; but when we reach the Island (the road *there* being called the “concourse”) we must desist, lest we frighten horses, after riding with them along the pathway; likewise, we must not use the *park* roads. Consistency must be maintained. In New York the Central park is still tabooed; the horse which wouldn't mind the bicycle in the street outside would instantly go mad if he met it inside the park; the baby which is safe on the paths in Brooklyn would surely be killed dead as a herring if the deadly machine, which actually weighs forty pounds (or tons?) and actually won't go straight unless it is steered by the rider, were admitted.

Let me renew with much emphasis the old suggestion that every rider who tests a *touring* route (of course the ordinary and familiar short fits *within* cities and towns not included) send the WORLD his experience of roads. But don't say that a road is “good,” “bad,” or “tolerable;” tell *what* it is, *i.e.*, hilly, flat, macadam, plank, sandy, clayey, etc. Such information, had and classified, will enable a very much-needed tourists' road-guide to be issued. At present all who think of attempting tours are almost in the dark.

WHELE.

#### TRIM AND OTHERS.

PHILADELPHIA, 12 July, 1880.

*Editor Bicycling World:*—I notice in your issue for 10 July that you *received* the wrench which I tossed you as you were meditating by the wayside at Newport. Keep it for the *next* occasion, which I hope will be as enjoyable as the last. Although the weather is *hot*, so hot that one melts as he contemplate its torridness, it is not hot enough to separate the bicyclers from their wheels for any length of time in this section; and, in fact, Philadelphians are *spreading* themselves on their bicycles just now (N.B. *This pun is intended*), and they are spreading in all directions. I hear of them in the mountains of our own State, at the Delaware Water Gap, where they can gap for *water* with its various accompaniments, as their tastes may indicate, as much as they please. I hear of them down at the *various* cities by the sea, along Jersey's sanded shores, and even away off

among New England's hills, where, no doubt, they are thoroughly enjoying themselves as bicyclers always do. There are some “stay-at-homes” among us, however, and, in rivalry of those who have spread themselves at a distance, we resolved to do a little at home; and the 5 July was *our* opportunity, which we improved by an exhibition of riding at the “Permy,” set down upon the programme as “The Flight of Bicycles.” in racing at Woodbury, N.J., where Messrs. Fox and Lees gave us an exciting contest, and in a short run to Woodstown, leaving Philadelphia Saturday afternoon and returning Monday morning. Six of us on this run, and a thoroughly enjoyable one it was to all except poor “Trim,” whose head was turned by one of Jersey's fair maidens, who, leaning gracefully upon the gate fronting her palatial residence at Swedesboro', smiled so sweetly upon him that he was at once captivated. He (no, she) turned his head to take a lingering look, but, alas! he took instead a *header*, and bruised his knee somewhat. Poor Trim! he bent that knee to that fair maiden numerous during the balance of the run, and nursed it tenderly in remembrance of *her*. We nicknamed that incident, “How the gates came *ajar*.” On Sunday morning three of us were up early for a short run before breakfast, and being informed by our host that a ride around the square (5 miles) would be pleasant, off we started. Up a short hill, and then away for a mile on a *middling* road; then a sharp turn to the right, and a good road for two and a half miles to Sharptown; then to the right, and, *phew!* what a road,—sand and ruts six inches deep. The sun in our faces and a strong wind against us, our only chance was the narrow ridge by the side of the road, and once off there was no chance of mounting again. Scribe led off, and for two and a half miles did some of the best work he ever put in on a bicycle. Reaching the next turn to the right he dismounted, and saw his companions wheeling their machines along as best they could. After a short wait we mounted again, and were off on a good road and down grade, two miles, to Woodstown, which we made in lively time, arriving just in time for breakfast, and possessing the usual bicyclist's appetite. This ride we called the “*Five-mile Dash*,”—a full seven miles, nearly three of which were walked in the sand, sun in our faces, *against the wind, and uphill*. After dinner we took a short ride to Harrisonville and back (8 miles), over a beautiful road and through a beautiful country, that is, for Jersey, returning in time for supper. After supper three of us went exploring, and found a magnificent stretch of road leading to Allowaystown, seven and a half miles, hard and smooth. We could not resist this temptation, and away we *flew*, at a twelve-mile-an-hour gait, until we came to a colored camp meeting, which *broke up*, at least for a time, on our appearance. Their exclamations of wonder, surprise, and admiration were given with the usual force and uniqueness, characteristic of “color,”



while the display of ivories was exceedingly large. We soon ran through the crowd, and on we sped until the shades of evening reminded us we must return, which we did in short order, and were soon back to our hotel regaling the ones who did not go with a full account of the road and run they had missed. "Out on them things for sport?" queried a staid-looking and respectable Jerseyman, trudging past on foot. "Why, Cert," answered Trim, "what do you suppose we are out for?"—"You shall be reported *in the morning*," said one Jerseyman. "All right," quoth Scribe. "You stop *us*, and not a single young man shall be allowed to take his sweetheart out riding on Sunday. You know it's six of one and half-dozen of the other." This opinion being concurred in by the bystanders, who gave a most decided expression of their approval, our law-enforcer moved on. The next morning came, and we were up and away before five o'clock. We have not yet heard whether we were *reported*. The run back in the cool of the morning was exquisite. Trim did not get *hurt* this time, although at Harrisonville he was pretty thoroughly "mashed" (another and a prettier girl than before). We reached Woodbury at eight o'clock, and waited there for the races, after which we each went our devious way to meet again soon; and, unless this finds your waste-basket, you may hear from me  
ANON.

## WHEEL CLUB DOINGS

AMHERST BI. C. — This club has shown a good deal of activity this fall, both on the track and in road riding. The membership has reached the number of eighteen.

At the Agricultural Fair in Belchertown, on 5 October, one of the members made a mile in 3.30, which was considered most excellent time when the condition of the track was taken into account. A principal feature of the college athletics on the 13 October was to be a bicycle parade, under charge of the Amherst Bi. C., and which promised to be successful.

ARROW BI. C. — On 21 September, the Arrow Bicycle Club, of Richmond, Ind., came into existence. The costume will consist of a navy-blue polo cap, shirt, and stockings, and light-colored corduroy breeches; a very light blue is the club color, and a badge will be a silver arrow, about the shaft of which the club monogram will be entwined. The officers are, President, C. P. Buchanan, Jr.; Captain, C. Street; Secretary and Treasurer, H. J. Miller. The prospects are that by spring the number of members will be increased to fifteen.

BALTIMORE BI. C. — A correspondent writes in regard to the celebration by the city of Baltimore of its 150th anniversary during the week ending 16 October: "We now see our opportunity to enter our little wedge, which will ultimately split the difficulties which have hitherto been placed by our Park Commissioner in the way of bicyclers. The Park Commis-

sioners have freely granted us the privilege we asked of arranging a meet of bicyclers in Druid Hill Park, and our good Mayor, who is Chairman of the Board, *ex officio*, added that he would use his voice and might in securing to us the use of the park roads for our steely steeds at any and all times." We regret very much that the notice of this meet, which is to take place at 4 p.m., on the 16th inst., reached us too late for insertion in our last issue, and that the date of this issue is too late for us to aid much in extending the general invitation which the Baltimore Bi. C. have sent out to all clubs, or in encouraging an attendance which ought to be large and creditable. The invitation of the Baltimore Bi. C. is neatly printed, together with a list of officers and members of the club, on the two inside pages of a neatly folded and beautifully illustrated folio, which is altogether the most tasteful invitation that has reached our office.

It is to be hoped that in our next issue we may be able to describe a very enjoyable success. There will be a 3-mile race for amateurs, for which a Sesqui-Centennial gold medal will be offered as a first prize, and a silver ditto for second prize.

BOSTON BI. C. — This club, at its regular monthly meeting, on 4th inst., received reports of progress from the committee on head-quarters, and a committee on uniform was appointed, consisting of Captain Hodges, Mr. Dean, and Mr. Everett; and also accepted a report of the club committee arranging for a race at Beacon Park, elsewhere announced. Secretary Weston gave a very entertaining account of his recent excursion in England, and the evening was made still further pleasant by the presence of Mr. Hawley, Capital Bi. C. of Washington, who is a very entertaining conversationalist.

The club also voted to have a meet at Pawtucket, R.I., on the 23d inst., time and place to be fixed by the captain, and a run into Providence for attendance at the races.

BROOKLYN BI. C. — On the morning of 4 October, Captain W. F. Gullen and Mr. Max Wrigley met, by appointment, at City Hall, Brooklyn, Superintendent Cuyler and Commissioner Stranahan, and, after stating their wishes and their reasons therefor, were pleased to find that the Commissioner concurred in their views on the question of drives on the park, and were gratified to learn that he proposed that wheelmen use what is known as the west drive through the park, at all times for the future, in place of the foot-paths, as heretofore. The change went into operation on the 5th inst. Mr. Stranahan, who is quite a venerable-looking gentleman, appeared to take a lively interest in our pastime, and seemed entertained by replies made to numerous questions which he asked.

CRESCENT BI. C. — The annual meeting of the Crescent Bicycle Club was held on Monday evening, 11 October, at the Brunswick, and the following officers were elected for the ensuing season: President, Fred B. Cochran; Vice-President, Gard-

ner E. Murphy; Secretary, H. H. Duker; Treasurer, William C. Woodward; Captain, Albion B. Turner; First Lieutenant, Fred B. Carpenter; Second Lieutenant, William D. Mandell; Standing Committee, Charles A. Harrington, George W. Fuller. For the next five or six weeks all matter intended for the club should be directed to F. B. Carpenter, Secretary *pro tem.*, 13 Central street, Boston.

ESSEX BI. C. — The Essex Bicycle Club proposes to take an all-day run on election day, 2 November, to which the neighboring clubs are invited. Full particulars on application to H. W. Knight, Secretary *pro tem.*, 766 Broad street, Newark, N.J.

HERMES BI. C. — A club was organized about the 1st of October, in Providence, to be called the Hermes Bicycle Club. Mr. G. C. Allen (P.O. box 36) is Secretary. Other particulars are not yet received.

MANHATTAN BI. C. — At a meeting of the Manhattan Bi. Club, held Saturday evening, 2 October, a new uniform was adopted. The suit will be knee-breeches of slate-colored corduroy, with a dark wine-colored, square-cut jacket of the same material. The cap is to be polo shape, with a silver wheel in front, containing the monogram of the club.

The resignation of C. Otto Manny as Secretary and as member was read and accepted. Mr. J. Frank Burrill was appointed to fill the office thus made open.

After the new secretary had been requested to forward the club roll to the League for membership, the meeting adjourned.

MENOTOMY BI. C. — This club was organized at Arlington, Mass., on 8 September, the officers being: President, W. E. Parmenter, Jr.; Secretary and Treasurer, Henry Hornblower; the other members being N. C. Nash, Frank Y. Wellington, George B. Riley, and A. W. Twombly. The uniform consists of blue hammock hats, knickerbockers and stockings, and light blue shirts.

MERCURY BI. C. — The Mercury boys have adopted, as a uniform, slate-colored corduroy knee-breeches, dark blue corduroy jacket, blue flannel shirt with gold cord lacing, dark blue stockings, and the same hat as heretofore used.

NAIL CITY BI. C. — Seven wheelmen of Wheeling, West Virginia, organized about the 20 September, under the name of the Nail City Bicycle Club. Mr. T. A. Hoge was elected President.

The country about Wheeling is very hilly, yet much enjoyment is obtained there in bicycling, and the riders have some very fair routes. A ride to West Alexander, Penn., fifteen miles distant, over the old National turnpike, can be taken without dismount, at a seven-mile gait. There are three other good runs, of about five miles in length, for early morning spins.

THE STAR BI. C. has head-quarters at 27½ Market st., Lynn, Mass., consisting of a large hall and two anterooms. They had an entertainment 6 October, in the



evening, vocal music, instrumental, readings, winding up with a dance. A new feature in this club, which, by its rules, was formed "in the interests of bicycling and social enjoyment," is the admission of non-riders as members. The number of these was at first limited to thirty; but that number was soon filled, and the limit has been extended to forty.

The secretary is Mr. Frank S. Winship, 255 Essex st., Lynn, Mass.

**A MOONLIGHT PARADE.**—The Middlesex Bi. C. proposes to have a moonlight parade in Malden next Tuesday evening, 19 October, meeting at the corner of Main, Salem, and Ferry streets, at 7.30 o'clock. The streets of Malden are admirable for an affair of the sort, being remarkably smooth and easy for the wheel. A moonlight parade of wheelmen is a novelty in these parts, and a large number of bicycles with their colored lights will make a picturesque show. The Middlesex Club invites the wheelmen of Boston and the suburbs generally to participate, and to bring their lanterns if possible. The route will be through Pleasant street to the Medford line, return to Cedar street, through Cedar, Chestnut, Summer, Clifton, Washington streets, Mountain avenue, Main and Ferry streets, to Everett line, return, Salem and Beach streets to Linden station, return through Salem and Pleasant streets to Boston and Maine station. If stormy, the parade will take place the first fair evening.

**BICYCLING AND TORCHLIGHT PARADE.**—There will be a torchlight parade, irrespective of political parties, under the auspices of Crescent Bicycle Club, on Thursday, 28 Oct., at 8 p.m., in which your club is invited to coöperate. In order that arrangements may be effected as soon as possible you are respectfully requested to send in a list of your members wishing to participate by the 20th inst. Clubs will report to the captain of the Crescent Club, at Trinity square, at 7.45 p.m. The kind of torch to be carried will be left optional with each club. The route of the procession will be as follows: Trinity sq., Boylston st., Arlington st., Commonwealth ave. (west side), W. Chester park, Beacon st., Dartmouth st., Columbus ave., E. Chester park, Harrison ave. (Asphalt), Newton st., Warren ave., Clarendon st., Columbus ave., Dartmouth st., Trinity square, where the parade will be dismissed. In case of rain the parade will be postponed until the following evening.

Address F. B. CARPENTER (Sec. *pro tem.*), 13 Central street, Boston.

**PROSPECT PARK ORDER.**—The following official communication deserves attention of all local wheelmen, and will be of interest everywhere:—

BROOKLYN, 4 Oct., 1880.

MR. WM. M. WRIGHT—Dear Sir:—It is arranged that the bicycle riders will be permitted to use the West Drive, which is the road to the right as you enter the park by the main piazza entrance, as a roadway through the park.

Boys under fifteen and inexperienced riders may use portions of the walk as heretofore, avoiding those most frequented. The rules of the road must be carefully observed, and racing in the park must be avoided.

Generally, care should be taken to assure the public that there is little possibility of accidents by means of this additional use of the park drives. I trust that all riders will take pains to conform to these simple requirements. Yours truly, (signed) JNO. Y. CULYER, Chief Eng. and Supt. Brooklyn Parks.

## BICYCLE RACES

A "GRAND BICYCLE TOURNAMENT," under the auspices of the Manhattan Polo Association, on the Polo grounds, 110th st. and 5th ave., New York, occurred on 2 October, at 2.30 p.m.

The spacious grounds were well filled; members of many of the neighboring clubs were present, and a very enjoyable afternoon was had by the many wheelmen who took part, as well as by the spectators who witnessed it. The first event was a two-mile handicap race, in which Mr. Max Wrigley, Brooklyn Bi. C., scratch, and R. G. Sip, Manhattan Bi. C., with 30 seconds' start, were the competitors. Mr. Sip led for the first mile, but was finally caught and passed by Wrigley, and won in 8.42. The second event was a mile handicap, best two in three heats. There were ten entries, and nine started. Mr. Stearns, Lenox Bi. C., with an allowance of seventy-five yards, held the lead to the finish; time, 3.44, with E. G. Bourne, Manhattan Bi. C., scratch, second, and M. Lazare, Mercury Bi. C., fifteen yards, third. In this heat Mr. Foster, of the Mercury Bi. C., was caught off by another rider, and thrown violently to the ground, sustaining injuries, and was attended by Mr. Neergaard, the club surgeon. In the second heat Mr. Stearns again won in 3.49, with Bourne second, as before. The third event was a five-mile handicap race, with four entries, three starting. P. Timpson, Manhattan Bi. C., scratch, came in first in 3.59, with H. G. Ohlsen, Williamsburg Bi. C., twenty-five yards, a good second. The fourth event was a mile race, won by Timpson, in 7.59, with Mr. Sledge, of the Manhattan Bi. C., second. The fifth event was a third-of-a-mile dash, won by F. Reeves, of the Brooklyn Bi. C., in 1.06; Lazare second. A slow race followed, in which Mr. S. Conant Foster, of the Mercury Bi. C., and J. R. Buchanan, of West Chester, competed for one hundred yards. Mr. Buchanan managed to keep behind Foster by a few feet, and fell just as he had crossed the line. Mr. August Belmont presented the prizes, handsome gold and silver medals surmounted by bicycles, on which suspended miniature mallets and polo balls, to the victors and seconds in each race. After the tournament there was a parade of about sixty, and in the evening the Metropolitan Wheelmen escorted their country visitors some distance on their way, and gave them a good send-off.

LANSING, MICH. — The State championship five-mile amateur bicycle race took place at Lansing, on the 29 September. The starters were Woodcock of Lansing, Eddy of Flint, Haas of Flint, Dane of Lansing, and Howard of Detroit. Eddy went to the front after the first lap, and won by about one lap, in 23.33½; Woodstock second, time 25; Dane third, in 25.30. The interest in the race appeared to be really between Dane and Haas. The track was soft and heavy, from two days of steady raining, lasting into the night before the races. The prizes consisted of gold and silver championship medals. Another account of the race reaches us, as follows:—

LANSING, 4 October, 1880.

There were (20) twenty entries in the 5-mile State championship race, held at Lansing, Michigan, 29 September, 1880, and of these (5) started.

Mr. A. J. Eddy, of Flint, 1 and 2 mile championship of Michigan, on a 58-in. Harvard; Mr. W. J. Howard, of Detroit, on a 54-in. Premier; Mr. C. J. Haas, of Flint, on a 50-in. Columbia; Mr. A. H. Dane, of Lansing, on a 50-in. Club; Mr. E. F. Woodcock, of Lansing, on a 50-in. Columbia. Owing to recent rains and a very strong wind during the race, the time was not as fast as it would otherwise have been. At the commencement of the 2d mile Eddy led. Woodcock second, Howard third, Haas fourth, Dane fifth. Howard and Dane were both thrown at this part of the race by clumsy spectators; Howard's machine was injured so that he was unable to proceed farther in the race; but Dane hastily mounted and, putting forth a grand effort, captured the third place. Mr. Eddy, of Flint, took the first prize, consisting of a gold shield, with a bicycle raised upon it; shield being suspended from a bar, having upon it the State coat-of-arms, and word Champion in raised letters; Woodcock captured the second, a silver medal, with a raised gold bicycle; and the third, won by Dane, was a gold-plated medal, with bicycle engraved thereon; the time of the winner was 23-33. Mr. Eddy will ride a 60-inch machine next spring, and then we Michigan riders would like to see him meet some eastern wheelmen. E.

FRANKFORT, KY.—A bicycle race was held on the Frankfort Fair grounds track, on 22 September, mile heats best two in three, for a bicycle uniform. R. S. Allen, of Farmdale, Ky., and W. B. Maclin and Mr. Murray, of Frankfort, entered for the race. Allen took a lead, and kept it until on the home stretch; Maclin tried to pass on the inside, and knocked Allen's foot off the pedal, thereby gaining the lead; but Allen gained his footing and beat Maclin anyway, Murray making poor third. Allen lay down to rest, when some doctors present thought he was sick and would not let him run again; they said he had a heart disease!

Murray refused to run any more, and Maclin had a walk over for the other two heats. Had Maclin any right to run the last two heats after falling on the first?



Allen claimed foul, but as the judges were not acquainted with the rules they did not allow it; afterwards, when I showed them the rules for racing, as given in the American Bicyclist, they acknowledged that Allen ought to have the race, but they could not reverse their decision. The time was 4.23, neither having ridden over three miles. Allen also won the second medal at Shelbyville, half mile; time, 2.10; O. W. Thomas, of Louisville, taking first.

CAPTAIN.

ONE MIGHT THINK the spirit of a certain "American Gentleman's Newspaper" was forty-rod whiskey, especially when any bicycling is on hand; for instance, "some country newspapers are accusing F. S. Rollinson, New York City, of riding his bicycle one mile in 3m. 4s. at the Potsdam, N.Y. Fair, 23 September. No one who knows Mr. Rollinson and his record will for a moment believe him guilty of this deed."

We have seen Mr. R. ride a mile in 3.13 a year ago, and there is nothing but superciliousness which makes it hard for any one to admit either that Mr. R. may improve his record from time to time, or that American wheelmen can approximate, or even exceed, the 3-minute gait on the racing path.

*Bi. Race at Dover, Del., State Fair.* — Three prizes were offered; value, \$20, \$15, and \$10; mile heats best two in three. There were fifteen entries, but only seven starters: J. Dyson, D. Mears, J. Gibson, R. Williams, D. Lees, E. Fox, and G. Gideon. "Gid," G't'n. Bi. C., won (by a half-length) the first heat, in 3.39; Fox, second; Lees, third; and the second heat in 3.41; Lees, second; Fox, third. A very close, pretty race. Track in very "average" condition; but the roads around the town quite good, and the Philadelphia party had a good time. Very well treated everywhere except at the *Fountain House*, Dover, of which place all bicyclers should beware.

PITTSBURG, 6 October, 1880.

*Editor Bicycling World:* — At the exposition and fair held at this place there were four bicycle races, on 5 October. They were run on the  $\frac{1}{2}$ -mile trotting track, in quite a strong wind, and clouds of dust.

1st race,  $\frac{1}{2}$  mile, 3 in 5. 1st prize won by George A. Wilson, Keystone Club; best time, 1.38; he rode a 54-in. Special Columbia. 2d prize won by W. A. Conner, Keystone Club, on a 52-in. Standard Columbia. 3d prize, C. E. Wilson, Keystone Club, 50-in. Columbia.

2d race, 1 mile, 2 in 3. 1st prize won by Sidney G. Ormsby, Keystone Club; best time, 4.08; he rode a 52-in. Standard. 2d prize won by Thomas L. Owen, Keystone Club, on a 48-in. D. H. F. Challenge. 3d prize, by I. Q. Aughenbaugh, unattached, on a 50-in. Columbia.

3d race,  $\frac{1}{2}$  mile, straight away. 1st prize won by George A. Wilson; time, 6.05. 2d prize, William A. Conner.

4th race,  $\frac{1}{2}$  mile, 2 in 3, to boys riding 46-in. wheel and under. 1st prize won by H. E. Neely. 2d prize, John Moore.

Prizes of these races were gold and silver medals, silver-plate scarf-pins, and bicycle sundries.

Much interest was taken in the races by the bicycle riders here, as it to some extent solved the long-mooted question as to speed and staying qualities of the several competitors. Had there been more time (3 days) for the riders to have trained a little, and less wind, we could have sent you much better time. Hope for better luck next time.

Very respectfully yours,

BELLA-ROTA.

BOSTON Bi. C. — The twenty-mile annual championship race of the Boston Bi. C. will take place on the cinder track, at Beacon Park, on Saturday, 16 Oct., at 2.30 p.m.

A gold medal will be awarded the winner, and silver medals to all competitors who cover the distance in one hour and twenty-five minutes.

The athletic department of the Boston Driving and Athletic Association have kindly allowed the use of their track for the race, and as this will be the first bicycle race on the grounds it is hoped that it may prove a success to them as well as to the B. Bi. C. Tickets will be for sale at the grounds.

STATEN ISLAND Athletic Club held its fourth annual fall games at West New Brighton, on the afternoon of 2 October. The track there is a cinder path of six laps, in fair condition. One of the events was a 2-mile bicycle race, won by R. Underhill, in 8.35; W. H. Austin, second; Q. Rich, third.

MONTREAL. — The Montreal La Crosse Club held its amateur championship games on 2 October, at its grounds on Sherbrooke street. Among the events was a 3-mile bicycle race, on a track having sharp corners, but otherwise fair. L. H. Johnson, Essex Bi. C., won in 11.12; the other competitors were H. S. Tibbs, A. T. L. Lane, and C. J. Sidey, all of the Montreal Bi. C., who followed Johnson in the order named.

CALIFORNIA. — On 18 Sept. there was a 1-mile amateur bicycle race, best 2 in 3 heats, at the 1-mile race track in Oakland, California. In the first heat J. McNear, Oakland Bi. C., came in first, in 3.42, followed by L. W. Brooks, Oakland Bi. C., second; C. A. Butler, San Francisco Bi. C., followed; G. W. Emerson, Oakland Bi. C., fourth.

In the second heat, McNear came in first, in 3.49 $\frac{1}{2}$ , with Brooks second, Butler third, and L. Smith, Oakland Bi. C., fourth. A 100-yards slow race followed, which was won by F. T. Merrill.

UTICA, N.Y. — The first bicycle races ever held at Utica at the driving park, on the afternoon of 7 Oct., which, notwithstanding the high wind and slow time, were quite successful and interesting, being witnessed by about 1,000 spectators. The events were under the direction of Mr. H. B. Thompson; the judges were M. G. Thompson, La Mott Thompson, and Dr. Wallace Clark. Mr. H. C. Macey

acted as clerk. The three-mile professional race had five entries. — Daniel Belard, of New York, George and Thomas Harrison, and John W. Wilson, of Boston, and F. S. Rollinson, of Brooklyn. This race was for best 2 in 3 heats for a purse of \$210, \$100, \$50, \$30, \$20, \$10. In the first heat Rollinson passed under the wire first with legs over, in 10.55 $\frac{1}{2}$ ; Belard second, G. Harrison third, T. Harrison fourth, and Wilson fifth. The second heat was also won by Rollinson in 10.51 $\frac{1}{2}$ , Belard being second in 10.53 $\frac{1}{2}$ , and G. Harrison third. Time on the quarters, first heat, 44, 132 $\frac{1}{2}$ , 233 $\frac{1}{2}$ , 327, 418 $\frac{1}{2}$ , 512 $\frac{1}{2}$ , 618 $\frac{1}{2}$ , 711, 800, 855, 1003 $\frac{1}{2}$ , 1005 $\frac{1}{2}$ ; second heat, 44, 138 $\frac{1}{2}$ , 237 $\frac{1}{2}$ , 329, 431 $\frac{1}{2}$ , 521, 623 $\frac{1}{2}$ , 719, 809 $\frac{1}{2}$ , 903, 1002 $\frac{1}{2}$ , 1051 $\frac{1}{2}$ . An amateur two-mile race, best 2 in 3, for prizes valued at \$70 and \$40; winner's choice was contested by Frank Nearing, of Elmira, W. P. Walker, of Buffalo, R. T. Peckham, of Utica, Sanford Sherman, W. A. Knox, J. H. Gilmore, and J. W. Bissikummer, of Utica, who came in on the first heat in the order named, time of the winner being 7.17. The second heat was also won by Nearing in 7.41, with Walker second, in 7.44, and Sherman third. Time on the quarters first-heat, 47, 140, 242, 336, 427 $\frac{1}{2}$ , 521, 620 $\frac{1}{2}$ , 717; second heat, 48, 141, 241, 335 $\frac{1}{2}$ , 427, 525, 633, 741. A one-mile amateur race, best two in three, for prizes valued at \$30, \$15, and \$10, was won by Nearing, who made the first heat in 328 $\frac{1}{2}$  with Walker second, in 331 $\frac{1}{2}$ , and Peckham, Gilmore, Dye, Knox, and Bissikummer following. The same order was kept by the first three in the second heat. Time on the quarters, first heat, 44, 135, 235, 328 $\frac{1}{2}$ ; second heat, 43, 136, 243, 333 $\frac{1}{2}$ .

It is a noticeable fact, that one quarter mile against consumed a minute or near it, in every heat.

A slow race of 100 yards for two prizes, valued at \$20, resulted in a dead heat the first time; the second heat was won by Gilmore, in 400 $\frac{1}{2}$ . This race occasioned much amusement. Another interesting race was the mile dash for professionals, with hands off the handles, for one prize valued at \$20. The competitors were the Harrison brothers, Wilson, and Rollinson. T. Harrison led at the quarter mile, his brother close behind. Rollinson passed George at the half, and Thomas at the three-quarters, winning the race; T. Harrison being second, and George third; time on the quarters, 52 $\frac{1}{2}$ , 153, 254, 351 $\frac{1}{2}$ .

An amateur five-mile race for amateurs, for a prize valued at \$50, completed the programme; only three competed. O. W. Dye, of Fonda, Nearing, and Bissikummer; it was won by Nearing, in 20.40, with Dye second in 22.16. Time on the miles, 406, 819, 1,233, 1,644, 2,040. The exhibition was not a financial success, but afforded much amusement and entertainment.

NEW YORK. — One correspondent says: "Mr. Tobias seems to be a very dissipated sort of a chap; wherever the malt circulates, there he is."



## CORRESPONDENCE

## OUR PARIS LETTER.

19 SEPTEMBER, 1880.

*Editor Bicycling World:*—If there is a correspondent ashamed of himself, it is "your own Paris one," who has long been silent. In my last I gave you accounts of all the races run in or about Paris, in 1879, promising you to continue with the description of races in the Provinces in the same year. But I find them now in such a stale subject of writing, that I prefer to say a few words about them only, and then a little about the doing of the French bicyclists this year.

## RACES IN PROVINCES, IN 1879.

Many races, compared with previous years, took place last year; fifteen of them were rather important gatherings, which showed plainly that bicycling in France was "coming up" again. It began in April, with races at Angers, Cannes, and Arcachon, where the champion of Bordeaux covered 2,652 metres in 5m. 21s. In May, it went on in Bordeaux, Angers (our Boston for bicycling), and Amiens. June saw races at Libourne, Angers again, Montrichard, and Calais. Charles Terront was the winner of most of these races, but in August, at Saumur, Hart gave him a "licking" in a 6,000 metres race. Another race took place in that month at Sable. Shortly after, Ch. Terront went to England, leaving Hart to win a 20-kilometres race at Fougères, in the fast time of 48 minutes. That was the only race meeting of importance in September. In October, Angers again was to the fore with a long-distance race of 96 kilometres, which was won by Naval, in 4h. 25m. 30s. which is not bad.

The 1879 season was closed up in the country, with a race meeting at La Réole. We will now enter at once into the real part of our subject, viz:—

## BICYCLING IN FRANCE, IN 1880.

The year is so far advanced that I shall be as short as possible about it. Of course your readers know that we have also our special organ here. I dare say they read the advertisement which you inserted about *La Sport Velocipédique*. It is always a good sign for a sport to have its own press. As a rule it shows that it is prosperous, simply because it shows that it can support its own paper. That journal having come out at the very beginning of the season (March), all the deeds of our velocemen are now recorded and chronicled. It is, therefore, easier to be a correspondent.

The first society to make a move this year was *Le Sport Velocipédique Parisien*, on the 25 April, with a long-distance race of 40 kilometres, covered by Jules Terront in 1h. 32m. 29s. Angers was next with a grand race-meeting, which attracted the whole of the French *monde du vélocé*. Hart, Senior, won the championship of the West, 3,000 metres in 5m. 54s.—a fast time—and the *Course Internationale* of 6,000 metres in 12m. 16s., Jules Terront being second, with 7 sec. to the bad. Three days after (9th of May) a well-got-

up contest of eight consecutive hours—honored by the presence of the Préfet, a general, etc.—was won by Jules Terront, of Paris, who managed to cover 169 kilometres, 503 metres, in that time, Hart, of Saumur, coming in only three metres behind! On the 6th May another capital race meeting was run at La Reole, in which the *Bordelais* gave it to the Parisians who were present over a bad track. Shortly after (16th) the *Sport Nautique d'Amiens* got up a nice programme for bicycle races, but never gave an official report of the races which were won, it appears, by Jules Terront over Hommay and Pascaud. The *Cosmopolite Vélocé Club* of Calais, on that same 6th of May, also gave local races, which were very successful. We now come to the Rennes races, where Jules Terront won for *vitesse* and lost for *le fond*, Ch. Hommay doing 114 kilometres of country roads in 4h. 35m. That month of May in France was fertile in races, for at Mans, not far from Rennes, was another race meeting, where we see de Civry for the first time on the path for good. He won two races, one of which of 6,000 metres in 12m. 20s., a seven-hours race being won over him by Jules Terront, who turned his wheel over 150 kilometres of ground, Viltard being second with 2 kilometres less. When I say that other races were organized by the *Vélocé Club Réolais*, and also at Libourne and Grenoble in that month, I have pretty well proved that that month was well employed by the French *velocipédistes*. The Grenoble races I cannot let pass without saying that they really were grand, all the racing men, parading in first-class costumes, with flags on their bicycles, attached with a rod. A tricycle race of 1,500 metres was won by Viennet, a *Lyonnais*, in 3m. 30s.; and the principal event, a 22,500-metre race, round a good track, was carried off by M. Viennet, again in 48m. 10s., beating the Parisian, M. Pagis, by a lap.

We have now closed up the series of races run in May. The month of June being rather *chargé* with first-rate events too, and this letter being getting rather long, I will put off the description of them till the next opportunity, with your permission, Mr. Editor. I have also a word or two to say about "our amateur question;" so will leave it all for my next, which, I promise you, will not be so long to come as this *bavardage* of mine was to reach you. DEVILL.

DIRECTOR PENNELL EXPLAINS.—GERMANTOWN, 3 Oct., 1880.—*Dear Sir:*—The last number, containing the very full account of the proceedings of the meeting of the Board of Directors of the L.A.W., is at hand, and seems to be very accurate with one exception.

You have made somewhat of an error when you state that only the Germantown Club and "several prominent unattached riders" proposed the amendment to Section 25 of the Constitution of the L.A.W.

There were present at the meeting not only ALL the officers of our club, but also ALL the officers (or gentlemen prominently connected with each club, who repre-

sented them) of the Philada., Centaur, and Pegasus Clubs of this city. The Wilkes-barre Club was also written to,—the only other club in Eastern Pennsylvania that I know of which has joined the L.A.W., and their answer was that they did not think they had any voice in the matter either way.

And the meeting was unanimous in proposing the amendment to Section 25. I also believe that the amendment itself, as it was presented to the directors, was worded by an OFFICER and very prominent rider of one of the other clubs.

You have, therefore, given us too much credit for presenting this amendment alone, and, though it was not carried, we were in favor of it, and still mean to live up to it. By stating the above facts in the WORLD, you will oblige.

JO. PENNELL.

## NEW YORK NOTES.

Sunday, 3 Oct., 1880, Messrs. Walker, Johnston, Timpson, and Roy rode from 59th street to the André monument, just beyond Tarrytown, and back, a distance of about sixty miles. This is the longest run any party has taken from this city in one day, though several individual riders have gone much farther. Your correspondent has been requested by Mr. Walker to say that he (Walker) was the handsomest one of the four.

The Lenox Bi. Club has rented a room 791 Fifth ave., which makes the fourth club in this building. The Lenox boys are all young, and belong to the best families in this city. They number twenty-five, of whom twenty own bicycles. These are the gentlemen who, growing up as it were on the wheel, will eventually cut down the record, and be an honor to American bicyclists.

Messrs. Johnston, Wales, and Foster are cudgelling their brains over the hub-lamp enigma. Mr. Johnston's idea is an electric light. He says he has the hub, and the lamp, and the money; but the stickler is to get the battery. Mr. Wales favors a compressed gas lamp, to burn sixteen hours and give a light of twenty-candle power; but he remarked to us confidentially that he couldn't get a reservoir that wouldn't "bust." Mr. Foster keeps mum,—hides his light under a bushel, so to speak,—but he says he will sell his plans for \$100.

A picture of a full moon, with a fascinating smile and a most dissipated wink in one eye, has been presented by Mr. Jas. Buchan, Jr. to the Mercury Bi. Club. Underneath is this verse:—

Now comes the season of the year  
When clear autumnal nights begin,  
When smiles the moon a friendly leer,  
Inviting all to "take a spin."

It has been rumored that the members of the New York club wear corsets. We are almost tempted to plagiarize and say "of corsets not so;" but recollecting the trig appearance this club always makes, we are inclined to believe—to believe—but this is not half so bad as the pencilled note we picked up in close proximity to the Manhattans' door, wherein one member of that organization offered odds that Charlie Minor wore the biggest bicycle stocking, measuring calfwise, of any club man in New York. KNICK O'BOCKER.



## 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, 16 OCTOBER, 1880.

THE ARCHERY SEASON IN ENGLAND has been not only prolonged but greatly increased in interest by the addition of a fifth national meeting.

The Grand National Archery meeting was established in 1844 for the purpose of bringing together in different counties and districts the leading archers of the kingdom, and of establishing the championship. The success of this annual gathering for many years, not only in developing skill and interest among archers, but also in the strengthening of local clubs and reviving all over the kingdom the ancient love of this noble art, was such that other grand meetings were inaugurated, national in being open to all archers of the kingdom, but intended to accommodate and have their effect upon special parts, until there were four of these great competitions for each season established. This present season has, however, been prolonged by the addition of a fifth competition offered by the Grand Northern Archery Society, intended particularly for the six northern counties of England, and those of Chester, Derby, Nottingham, and Linden, which occurred on the 1st, 2d, and 3d of September, an account of which we give below. The other meetings this year were those at Leamington, at Crystal Palace; the Grand National, at Shrewsbury, and the Grand Western, at Sherborne; the best performances of the season having been those of Mr. Palairet, 203-943, at the double York round at the Grand Western meeting, and of Mrs. Butt, 126-660, at the double National round at the Leamington meeting. Neither of these performances was up to the best score of last year, nor,

as will be seen below, were the scores made at the last meeting equal to those of the same competitors last season, Mr. Rimington having accomplished 214-966 at the Crystal Palace meeting of 1879, and Mrs. Legh having made 137-743 at Leamington in 1879, while Mrs. Butt made at the Grand Western meeting of last year 136-744.

The season has been a particularly active one among the local archery societies and clubs, and some review of their doings, as well as those of the Grand Society, will form an interesting chapter for our readers at some future time.

The death of Mr. Horace Ford, at Bath, this summer, has removed a most distinguished archer of modern times, and is the most noticeable item in the necrology of the year.

The republication of this book here, and the now prevailing study of his Theory, have given him a late fame on this side of the Atlantic; his death, however, has not been a loss to archers, since his services to that art were completed long ago.

One of those incidents in English archery which serves to make vividly apparent the difference in status in the art in the two countries was the celebration on the 25th August last, of a 207th anniversary and gathering, to compete for the Scroton arrow at Ripon, by the Ancient Yorkshire Arrow Society. The competition was with 144 arrows at 100 yards, the scores ranging from 15-65 to 70-314. Prizes were awarded for the first gold, "the antient arrow and captaincy;" for the first red, "the silver bugle and lieutenantancy;" for the greatest number of hits, "gold medal and captain of numbers;" for the greatest gross score, gold medal; for the best gold, silver cup; for the "worst white at last end, antient horn spoon."

THE GRAND NORTHERN ARCHERY MEETING was held on 1st, 2d, and 3d September, on the "Yorkshire Gentleman's Cricket Ground," at York. The society was organized, and this meeting held, in pursuance of a programme settled upon at a meeting held at Leeds, on the 30th October last, and was arranged for by a committee of management, representing 16 archery societies. The value of the prizes offered for competition amounted to about £100.

Shooting was at the double York round by gentlemen, and at the double National round by ladies.

In order to equalize chances of success among competitors percentage reductions were resorted to; thus a winner of the first prize at either of the two last Grand National meetings had to submit to a reduction of 25 per cent. on his or her gross score; the winner of the second prize 20 per cent.; the winner of the third or fourth prize 15 per cent., and the winner of the fifth or sixth prize, 10 per cent; winners of other score prizes, 5 per cent; winners of first score prizes at last Leamington, Crystal Palace, and Grand Western meetings, 10 per cent., and winners of the

second and third score prizes at those meetings, 5 per cent.

At this meeting there was the usual measurement for best golds, pin-holes, etc. The six highest scores on the double rounds were as follows:—

## Ladies.

Mrs. Legh . . . . .	127-641
Mrs. Nesham . . . . .	120-576
Mrs. Clarke . . . . .	123-575
Mrs. Hussey . . . . .	125-551
Mrs. Foot . . . . .	122-550
Mrs. Ainsworth . . . . .	118-550

## Gentlemen.

Mr. Rimington . . . . .	189-835
Mr. Nesham . . . . .	177-759
Mr. Bridges . . . . .	175-723
Mr. Nevill . . . . .	167-721
Mr. Aston . . . . .	159-711
Mr. Hulme . . . . .	151-665

The full score list at the targets will be interesting to American readers, as showing the achievements of each competitor on the first two days of the meeting, at the double York and double National rounds:—

## Ladies.

## Target A.

	80 yds.	60 yds.	Totals.
Mrs. Eliot . . . . .	27-115	20-86	47-201
Mrs. Legh . . . . .	52-402	45-239	127-641
Mrs. Kinahan . . . . .	52-374	35-109	117-543
Mrs. Burton . . . . .	32-114	29-107	61-221
Mrs. F. J. McLaren . . . . .	39-157	31-99	70-256
Mrs. H. L. Bennett . . . . .	43-107	37-109	80-306

## Target B.

Mrs. E. A. Sykes . . . . .	40-174	24-120	64-292
Miss Holling . . . . .	55-303	39-147	124-510
Mrs. Holland . . . . .	45-173	28-126	73-209
Miss L. Denham . . . . .	30-92	18-84	48-176
Mrs. T. Hibbert . . . . .	57-231	37-153	94-414
Miss E. Harrison . . . . .	57-217	38-168	95-385

## Target C.

Mrs. R. K. Birley . . . . .	25-91	33-155	58-246
Miss Mahs . . . . .	19-49	14-48	33-97
Mrs. O. L. Clare . . . . .	13-59	22-88	35-147
Mrs. Ainsworth . . . . .	70-284	48-266	118-550
Mrs. Rigge . . . . .	14-54	25-109	39-163
Miss E. J. White . . . . .	34-132	20-88	54-220

## Target D.

Mrs. H. Clarke . . . . .	75-321	48-254	123-575
Mrs. J. Foster . . . . .	58-282	34-162	92-444
Mrs. W. C. Booth . . . . .	72-356	40-188	112-544
Mrs. Yates-Foot . . . . .	51-367	41-183	123-500
Miss Perfect . . . . .	14-58	17-93	32-121
Mrs. Nesham . . . . .	76-300	44-216	120-576

## Target E.

Miss Sykes . . . . .	48-186	31-151	79-333
Miss Gorton . . . . .	68-288	38-186	106-478
Mrs. Ino. Keyworth . . . . .	57-249	35-139	92-364
Mrs. Rothery . . . . .	36-120	17-73	53-198
Mrs. Keyworth . . . . .	24-70	28-98	50-167

## Target F.

Miss M. E. Hollins . . . . .	46-182	28-85	67-207
Miss Trevor . . . . .	40-156	23-97	63-253
Miss Turner . . . . .	21-89	12-50	33-239
Miss M. Trevor . . . . .	54-240	32-126	86-372
Miss Ley . . . . .	53-205	25-99	78-304
Mrs. J. Booth . . . . .	42-142	30-134	72-274

## Target G.

Mrs. H. Keyworth . . . . .	45-175	28-100	73-275
Mrs. Gruggen . . . . .	18-80	14-48	32-128
Mrs. Wilkin . . . . .	50-192	24-88	74-280
Mrs. Hal Smith . . . . .	49-189	28-118	77-307

## Target H.

Miss Wright . . . . .	46-192	30-193	85-385
Mrs. Phillips . . . . .	42-152	28-144	70-297
Mrs. Wood . . . . .	36-144	10-81	55-225
Miss K. Hollins . . . . .	46-202	20-137	75-339
Mrs. Swire . . . . .	55-253	37-159	92-412
Mrs. Stanfield . . . . .	43-95	26-70	43-165

## Target I.

Mrs. T. T. S. Metcalle . . . . .	63-241	36-140	99-381
Mrs. J. Sedgwick . . . . .	22-70	23-71	45-47
Mrs. E. Hussey . . . . .	8-340	14-202	128-551
Mrs. E. K. Powers . . . . .	40-178	31-155	71-333
Miss F. Sedgwick . . . . .	20-1	26-78	46-172
Mrs. Edney . . . . .	51-202	26-92	88-212



<i>Target K.</i>			
Miss Clayton .....	61-221	35-151	96-372
Mrs. Midgely .....	32-118	17-65	49-183
Mrs. Wyse .....	26-88	28-112	54-200
Mrs. Bolton .....	17-59	11-45	28-104
Mrs. C. Ross .....	56-204	36-164	92-268
Mrs. Paley .....	30-112	21-63	51-175

*Gentlemen.*

<i>Target 1.</i>			
100 yds. 80 yds. 60 yds. Total.			
G. O. Pardoe .....	63-239	57-231	32-140 152-610
J. Foster .....	25-85	36-132	29-123 90-340
G. W. N. Custance .....	34-118	61-249	31-157 126-524
P. S. Nevill .....	61-257	63-263	43-201 167-721

<i>Target 2.</i>			
G. Grayrigge .....	18-52	28-118	38-177 84-348
Yates-Foot .....	45-175	42-160	39-169 126-504
W. Eyre-Hussey .....	54-220	64-266	33-157 151-643
Lt.-Col. Ainsworth .....	15-47	28-110	21-75 64-222
O. Leigh Clare .....	43-145	61-237	36-144 140-526

<i>Target 3.</i>			
G. G. Phillips .....	95-279	51-183	44-188 160-650
E. D. Swarbrick .....	64-256	49-189	34-120 147-565
G. G. Hulme .....	41-186	62-248	45-231 151-665
C. E. Nesham .....	66-250	70-300	41-209 177-759
P. P. Billinge .....	22-82	35-135	12-46 69-263
H. C. Priestman .....	13-35	29-121	34-144 76-300

<i>Target 4.</i>			
A. Newall .....	47-183	56-224	39-173 142-580
M. Wood .....	37-121	33-125	18-62 82-308
Owen .....	27-85	9-23	18-94 54-202
Dr. Edgar .....	12-44	37-155	30-134 79-333

<i>Target 5.</i>			
T. Falkner .....	31-135	27-115	33-155 91-405
R. K. Birley .....	16-58	34-120	27-119 77-297
Dr. Paley .....	29-107	23-89	26-104 78-300
Greenwell .....	24-92	21-97	31-139 76-328

<i>Target 6.</i>			
J. H. Bridges .....	60-220	68-282	47-221 175-723
*H. Hibbert .....	2-10	14-48	18-70 34-128
Hon. A. Hanbury .....	35-149	45-171	30-94 110-414
T. T. S. Metcalfe .....	30-118	48-172	30-116 108-406

<i>Target 7.</i>			
T. H. Sykes .....	10-38	7-29	5-7 22-74
Waithman .....	23-79	30-133	32-122 94-334
G. L. Aston .....	57-211	61-277	41-223 159-711
W. Porter .....	16-74	41-165	28-148 85-387
Dr. T. R. Judson .....	31-117	16-64	24-88 71-269

<i>Target 8.</i>			
Gruggen .....	31-97	32-104	27-113 90-314
W. Rimington .....	65-243	79-361	45-231 189-835
J. R. H. Keyworthy .....	9-19	21-75	23-276 53-181
Travers .....	19-73	29-109	24-94 72-87
Houghton .....	46-172	53-215	43-179 142-566

The golds are omitted, though it may be stated that Mrs. Legh, of Cheltenham, made 15 golds; Mrs. Kinahan, of West Kent, made 14, and several other ladies made a dozen. Of the gentlemen, Mr. J. H. Bridges, of the Surrey Bowman, scored 17 golds; Mr. Nevill, and Mr. Rimington, 15 each; and several other gentlemen made 10 or more golds. The prize for the greatest gross score, £8, was awarded to Mrs. Legh; for the greatest number of golds, £2 10s., to Mrs. Kinahan; for best gold of the meeting, £2 10s., to Miss Hollings; and there were many other prizes for the ladies. To gentlemen for the greatest gross score, £8, to Mr. G. L. Aston; for greatest number of golds, £2 10s., to Mr. P. S. Nevill; best gold of the meeting, £2 10s., to Mr. Swarbrick; and there were numerous other prizes. On the third day there was a subscription handicap for ladies and gentlemen.

What strikes an American as singular about this meeting, as about other English archery competitions, is the fact that money prizes are offered and taken by so many of the archers without any apparent scruple as to its propriety; and this, too, in a country where the general laws of athletics are widely insisted upon and observed.

THE GRAND WESTERN ARCHERY SOCIETY held its twentieth annual meeting at Sherborne, on Wednesday and Thurs-

day of the first week in August, and was the fourth of this season's public archery meetings in England. The tournament was accommodated at the ample and picturesque grounds of Sherborne Park, by the courtesy of Mr. C. D. Wingfield Digby, whose country-seat it is. The weather was more propitious than at the Grand National meeting, at Shrewsbury, and everything went delightfully. Fifty-three ladies and thirty-two gentlemen competed, and some fine shooting was witnessed. We give space to the six highest scores of both ladies and gentlemen in detail below, the former shooting the National and the latter the York round, on each day, making double rounds for grand totals, viz.:—

60 yds. 50 yds. Total.			
Miss Ripley .....	42-188	23-133	112-634
Mrs. Hinsworth .....	37-201	20-112	Gold, 17
Miss Carter .....	34-138	21-107	120-560
Miss Farrington .....	43-199	22-116	Gold, 12
Mrs. Hussey .....	35-163	23-129	117-557
Miss Lowe .....	40-164	19-103	Gold, 12
100 yds. 80 yds. 60 yds. Total.			
Mr. Palaret .....	39-157	37-209	23-95 203-943
Mr. Walrond .....	38-168	42-194	24-126 Gold, 17
Mr. Everett .....	35-163	33-165	21-101 172-768
Mr. Prescott .....	34-144	28-180	21-95 Gold, 16
Mr. Oken .....	42-154	32-142	19-87 183-761
Mr. Hussey .....	40-162	28-98	22-112 Gold, 11
50 yds. 40 yds. 30 yds. Total.			
Miss Burgwin .....	31-115	28-100	14-66 158-644
" Ludden .....	39-128	35-149	20-86 Gold, 9
" K. Macrum .....	12-46	24-80	18-82 136-618
Mrs. Westingho'e .....	29-139	32-162	21-109 Gold, 12
Miss King .....	22-94	29-103	19-77 150-584
" Beares .....	35-109	25-101	20-100 Gold, 9

THE FIRST ANNUAL TOURNAMENT of the Western Pennsylvania Archery Association came off at Hazelwood, a suburb of Pittsburgh, on Saturday, 25th September. The association is only two months old, and comprises some fifteen clubs, though only six were represented by full teams at the tournament. The shooting took place on private grounds, admission being free. The day was fine, but rather warm, though the archers had shady nooks to retire to after their ends were shot.

Much improvement was manifested in the scores over the last field-meeting, though they are still far below our Eastern and Western competitors. The gentlemen shot the single American round, and the ladies a nondescript round of 30 arrows at 50, 40, and 30 yards; they claiming the right to shoot as many arrows as the gentlemen. Some shy attempts at a uniform had been made at former field-meetings, the gentlemen favoring a yachting costume, which, although not especially appropriate to archery, is yet so comfortable as to commend itself to all. It gives every muscle free play. It is cool on a warm day and warm on a cool day. One club, the Oak Grove, appeared uniformed in dark green and old gold, except the men, who had to fall back on the inevitable navy-blue shirt.

Great, though friendly, rivalry exists between the Sherwood and Edgewood Clubs, and the club contest excited more interest than the individual scores. As all the best shots of the Allegheny County Club

were on their respective local teams, it came out at the tail end of the contest. We have a terrible friend, from outside Allegheny County, who carries off all the first prizes, much to the indignation of our home archers. We call him "the man from Kittanning." We are lending every nerve to find a young hero who will rid us of this fiery dragon, but so far without success. The worst of it is, we are all confident we shoot in better form than he does, and strictly "according to Ford;" but alas! alas! our arrows seem bewitched, and refuse to go straight, while his make a bee-line for the red or gold.

Seven individual and three club prizes were offered. The following are the scores:—

60 yds. 50 yds. 40 yds. Total.			
J. B. Robinson .....	91	104	138 333
J. H. Wright .....	85	88	130 303
H. H. Westingho'e .....	60	117	114 291
S. Macrum .....	34	86	131 251
O. J. Parker .....	39	92	110 241
R. H. Boyle .....	55	67	113 235
W. Sargent, Jr. .....	83	58	80 221
Jno. Caldwell .....	48	87	80 215
W. H. Carpenter .....	52	72	90 214
H. A. Phillip .....	50	52	93 195
Geo. W. English .....	29	47	79 155
J. Elliott .....	16	53	55 124
Fred. Haldship .....	15	46	40 101

And three others made less than one hundred.

50 yds. 40 yds. 30 yds. Total.			
Miss Burgwin .....	52	71	135 258
" Ludden .....	34	89	103 226
" K. Macrum .....	40	67	111 218
Mrs. Westingho'e .....	50	61	94 205
Miss King .....	50	59	105 204
" Beares .....	31	78	92 201
" Wright .....	6	27	96 129
" C. Macrum .....	18	37	44 99

*Clubs.*

Sherwood, Total 962; Edgewood, 882; Oak Grove, 831; Birnamwood, 810; Chief Jacob, 604; Allegheny, 601.

FAULTS AND HOW TO MEND THEM.—The noise and dust of the conflict have cleared away. The last arrow has winged its flight. Its value has been scored, the total figured up. The meeting of the Eastern Archery Association of 1880 is over, and it remains for us, now that its vexatious delays and trivial disputes are of the things that are past, to look over the field and calmly see the faults, and provide a remedy. The remark in your report, that the customary growler was there, was only too true. There are some people who cannot be satisfied with anything; but there were many things which might have been done without extra expense that would have added to the comfort of the meeting. That the targets did not arrive in time may not have been the fault of the management; but it certainly cost Mr. Dwight very many points, for he should have stood not lower than fourth, and it was generally considered that the fight for the medal would be between him and Foster Bracket, no one thinking that the champion of the National Association would condescend to compete for the championship of



a subordinate or junior association. There is, however, no accounting for tastes, and Mr. Peddinghaus had a right to win if he could. The first day, however, he was badly beaten. We hope that Messrs. Bracket, Morse & Dwight will give the champion so close a rub next year that one of them will come out a few points ahead. But this is wandering from the subject.

Very much of the general growling that was on the ground was occasioned more by what looked like a disposition to crowd one man's opinions and will upon the entire assembly of archers than anything else. We do not believe that point will be tried again. If it is, the efficiency of the Eastern Archery Association is over, and the sooner it dissolves the better. A little courtesy, a disposition to try to please all interests, and to make each member appearing at the targets feel as much at home as possible, are indispensable requisites towards continuing and extending the meetings of the E.A.A.

There are several necessary comforts, also, which must be looked after, and which cost next to nothing. Ice-water, and two boys to carry the pails up and down along the firing line, would not cost over \$5.00 for the three days' meeting. Chairs at the last meeting at Wellesley could have been had for the asking, the only expense being cartage to and from the grounds. We know personally some archers who brought their wives with them to the tournament, but, finding no arrangements for their comfort, left the ground in disgust and spent the time viewing the sights round Boston and vicinity, which would otherwise have been devoted to archery.

It seems also, to many of us, that a rope should have been stretched ten feet behind the black-boards, and *no one not actually* engaged in the tournament, either as field marshal, archer, or scorer, been allowed inside the line. Every archer knows that it is an impossibility to do his best with the crowd surging around him, or so near that remarks concerning the shooting can reach his ear. Many a shot has been spoilt, and the archer demoralized, by words unwittingly spoken by friends. Many archers themselves have not yet learned that the only way to shoot successfully is to walk to the firing-point, deliver their arrows, and face back behind and out of the way of the succeeding archers; and, above all things, never mention by name the person shooting, however brilliant the shot.

The arrow boys should also be instructed to take each archer's arrows from the target as soon as delivered, and not wait until all using one target are through. The lady archers lost many points by this oversight, as those who shot among the last found, to their sorrow.

There is no use to say more on this point; the probability is, that the committee who will have charge of the next meeting will see, from the trouble and general growling that took place this year, that they must attend to the duties they undertake when they accept office, and must not expect one man can think of everything, or can give time enough from his business

to look after details which they agree to do. The chairman of the committee, no matter how willing, cannot do all the work, and if the other members of the committee cannot or will not help they should give place to those who will. The way the prizes were distributed was perfectly horrid. The idea of bundling them all out on the grass, and allowing each archer to make his selection and run, seems one of the worse faults of the meeting of 1880.

#### ONE OF THE GROWLERS.

CHARLOTTE, MICH., 25 Sept., 1880.

A RETURN MATCH. *Editor B. W. & A. F.*—The return match was shot between the Crescent Bowmen, of Charlotte, and the Oakland Bow Club, of California, on 10 September, in which the Oakland was victorious,—not because of their *good shooting*, but in consequence of the very poor score made by the Crescents, who at that time were sadly demoralized. This is the *first defeat* the Crescents have ever sustained, and I think will have a good effect on them.

Oaklands.				
	60 yds.	50 yds.	40 yds.	Total.
J. E. Cook.....	27-137	29-159	30-194	86-490
R. J. Bush.....	24-118	28-154	30-194	82-466
F. C. Havens.....	24-94	30-128	30-190	84-412
A. F. Coffin.....	23-103	27-131	29-159	79-393
	98-452	114-572	119-737	331-1761

Crescents.				
	60 yds.	50 yds.	40 yds.	Total.
P. S. DeGraff.....	22-92	27-139	28-164	77-395
E. T. Church.....	26-94	24-102	25-125	75-321
C. E. K. Baxter.....	21-89	27-137	30-184	78-410
Mrs. E. Church.....	23-101	25-125	29-153	77-379
	92-376	103-503	112-626	307-1505

Yours truly,  
W. P. LACEY,  
*Sec'y Crescents.*

TOXOPHILITES vs. NEW YORKERS.—NEWARK, N.J., 5 Oct., 1880. *Editor B. W. & A. F.*—Enclosed I send you a report of a match shot on 1 October on the grounds of the Toxophilites at Newark, N.J., between teams of the New York Archery Club and the Toxophilites of this city, teams of four ladies and four gentlemen from each club.

#### The Toxophilites (Newark).

Columbia Round.				
	50 yds.	40 yds.	30 yds.	Total.
Miss M. Palmer....	14-60	18-82	17-75	49-217
Mrs. A. H. Gibbes....	14-58	16-68	24-112	54-238
Miss S. H. Spencer..	7-41	15-49	21-123	43-213
Miss M. Carter.....	6-20	14-60	14-68	34-148
	41-179	63-259	76-378	180-816

American Round.				
	60 yds.	50 yds.	40 yds.	Total.
J. E. Hill.....	23-99	16-54	27-133	66-286
J. E. Hurd.....	18-60	26-124	23-99	67-283
A. H. Gibbes.....	10-48	19-71	25-101	54-220
T. F. Baldwin.....	21-73	25-113	25-127	71-313
	72-280	86-362	100-460	258-1,102
Grand Total, Ladies.....				180-816
" " Gentlemen.....				258-1,102
				438-1,918

#### New York Archery Club.

Columbia Round.				
	50 yds.	40 yds.	30 yds.	Total.
Mrs. Dr. De Luna..	2-8	15-55	21-97	38-160
Miss E. T. Morton..	18-54	21-69	23-142	61-295
Mrs. L. R. Hill....	5-23	8-24	13-41	26-88
Mrs. J. W. Auten, Jr.	3-15	6-26	11-39	20-80
	28-130	50-174	67-319	145-623

#### American Round.

	60 yds.	50 yds.	40 yds.	Total.
Dr. A. B. De Luna..	14-60	24-78	22-90	60-228
S. S. Ropes.....	19-59	22-104	30-166	71-329
W. N. Frazer.....	17-85	22-120	30-148	69-353
J. W. Auten, Jr....	15-59	19-85	18-100	52-244
	65-263	87-387	100-504	252-1,154
Grand Total, Ladies.....				145-623
" " Gentlemen.....				252-1,154
				397-1,777

HIGHLAND PARK vs. WABASH.—10 Aug. First of a series of three matches between the Highland Park Archers and Wabash Merry Bowmen; 96 arrows at 60 yards, each team shooting on its own range:—

#### Highland Park Archers.

	1st 24 Arrows.	2d 24 Arrows.	3d 24 Arrows.	4th 24 Arrows.
N. E. Swartwout,	23-111	20-110	20-110	21-103
C. G. Hammond,	19-68	21-85	24-110	23-137
F. P. Hall,	17-87	21-105	22-102	20-98
O. W. Kyle,	22-124	21-107	19-77	19-81
R. J. Street,	17-83	18-96	22-118	16-82
				84-434
				84-400
				80-392
				81-389
				73-379
Grand total,				402-1994

#### Wabash Merry Bowmen.

	1st 24 Arrows.	2d 24 Arrows.	3d 24 Arrows.	4th 24 Arrows.
Will. H. Thompson,	24-140	22-122	23-115	23-113
Maurice Thompson,	21-109	31-75	20-110	22-110
John A. Booe,	22-98	21-101	23-103	21-101
Dr. T. McMechan,	17-75	15-59	15-75	18-78
M. C. Klein,	14-64	18-78	17-73	19-69
				84-404
				87-403
				85-387
				68-284
Grand total,				396-1868

Highland Park Archers won by 6-126.

#### 16 Aug.—Second Match.

#### Wabash Merry Bowmen.

	1st 24 Arrows.	2d 24 Arrows.	3d 24 Arrows.	4th 24 Arrows.
Will. H. Thompson,	24-134	24-140	24-134	23-117
Maurice Thompson,	23-143	23-109	24-128	24-98
John A. Booe,	21-107	22-96	21-93	23-117
M. C. Klein,	17-79	18-88	19-91	18-84
Dr. Theo. McMechan,	19-93	18-80	19-91	18-84
				74-341
Grand total,				421-2099

#### Highland Park Archers.

	1st 24 Arrows.	2d 24 Arrows.	3d 24 Arrows.	4th 24 Arrows.
C. G. Hammond,	19-91	22-118	24-126	24-134
F. P. Hall,	21-81	23-103	24-132	22-104
Dr. E. B. Weston,	20-110	23-80	20-86	22-98
N. E. Swartwout,	19-99	20-102	19-101	17-73
O. W. Kyle,	20-78	18-102	17-67	18-86
				85-383
				73-375
				73-333
Grand total,				412-1680

Wabash Merry Bowmen won by 9-119.

ARCHERY IN NEW YORK.—NEW YORK, 30 SEPTEMBER, 1880.—*Mr. Editor*—The New York Archery Club at its last meeting received three new members, Dr. McLean, Mr. S. E. French (late of the Manhattan Archers), and Mr. Arthur Brentano, of *Brentano's Monthly*. The members are taking great interest in the fall prize tournament of the club, which may probably take place Saturday, 16 September, if the park can be obtained for that day.

This club has several challenges on hand to shoot, and I hope to send you a record of each as they take place.

Some of the members feel that in a city like New York they cannot have the practice to make themselves good archers that those living in the country are favored with. Necessarily having to shoot only at certain times, in a certain place, if a storm or anything else prevents attendance, so much time is lost, as they must wait until the next regular practice day comes around.



To make good archers I believe that too much practice must not be indulged in at once; but a moderate amount distributed over each day in the week when the weather is favorable. Probably this explains the success attained by the archers on the Pacific coast. There they can shoot every day in the year almost, or at least can shoot during the whole year, and whoever is so situated will always meet with greater improvement than those of our members residing in cities east.

The dissolution of the Manhattan Archers of New York is to be noticed; and while all will regret to know it necessary for any club to disband, it is thought that archery will lose nothing by the change, as two of the members — the two that generally came out and practised in the park — have joined the New York Club, and as the two clubs had the use of the Central Park and shot practically together no difference will be observed. Only the New York Club will be strengthened by the addition of the two members from the Manhattans.

MANHATTAN.

A GOOD SCORE. — Eaton, Ohio, 2 October, 1880. Mr. Editor:— Excuse our simplicity as well as our modesty; but we made to-day the highest score on record. Our best four gentlemen shot a match to-day with the College Hill Club, of Cincinnati. The Merrie Bowmen of St. Claire, of this place, scored 1,828, while the College Hill Club scored 1,550, at the single American round, teams of four. Will send a full report if desired. Yours, W. B.

[Yes, please send it. — Ed.]

THE MANHATTAN ARCHERS, OF MITTINEAGUE, received a fine entertainment on Saturday, 9 October, in the afternoon and evening, by Rev. J. E. Hurlbut, at the parsonage; some shooting was indulged in to determine the final disposal of the prizes for the season, and the President, Dr. E. F. Cross, and Miss Zella Spencer were the winners. After supper plans were made for continuing the meetings of the club through the winter.

### BOOKS AND PAGES

THE INDISPENSABLE BICYCLIST'S HANDBOOK, by Mr. Henry Sturmey, has, during the last two years, become pretty well known on this side the Atlantic. It comes now in a third edition, late to hand here, but quite as welcome as ever.

Mr. Sturmey is a recognized authority on English bicycles, and is a patient and diligent worker; and his books bear in them the evidence of much investigation and labor.

Hitherto the "Indispensable" has been a general compendium of bicycling matters in England; this year, however, it is confined entirely in its 285 pages, profusely illustrated, to descriptions, discussions, price-lists and directory, of the many makes of bicycles and their parts and accessories. He has a separate book on bicycling, the "Guide," and proposes to issue a third for tricycles. The book in hand is rendered not only more complete by editing up to this season; but also by the addition of a

directory of manufacturers, and a full alphabetical index for any one who wishes to know all about English machines and the process of manufacture abroad. It is, as its name indicates, "Indispensable."

A NEW ACCESSION to the periodical literature of bicycling is *The Wheel*, edited by Fred Jenkins and M. Lazare, of the Manhattan Bi. C., and published in New York. It has five pages of reading matter and three pages of advertisements, is issued fortnightly, and promises to be entertaining and racy — with a considerable spice of the saucy. Brother Jenkins has started out modestly and spiritedly upon a perilous sea, and we wish him and his little craft *bon voyage*.

A SOMEWHAT REMARKABLE book, of which we are favored with advance sheets, is about to make its appearance upon the wheelman's table. Mr. J. G. Dalton, B. Bi. C., did it. He has been doing it for the last three years. In fact, ever since he mounted the modern bicycle in 1877, his early recollections of English literature, — and he certainly must have had a fine culture and a native poetical instinct, — have been considerably excited, and apparently after many a dismount he has written out some choice poem of one of the masters of verse as he thinks it should have been written, or might have been written, had the immortals been also wheelmen.

Many of the parodies have appeared in the columns of the BICYCLING WORLD, and previously in the *American Bicycling Journal*, and others have appeared in the daily press, and even in some of the English bicycling papers.

We have used the word parody, but exception might be taken to it, since these verses are really mosaics. In some of them the author has attempted (and perhaps succeeded) to improve the rhythm and point of the original poem taken in hand; in others he appears to have exercised his ingenuity in perverting entirely the poem to his new purpose; but in addition to these there are some original verses of considerable merit. The full title of the book is as follows: "Lyra Bicyclica: Forty Poets on the Wheel. By J. G. Dalton. Eripuit Musæ ignem, carmenque canenti."

How the author failed to substitute the word rotam for "ignem," is not obvious. As stated in the preface, "The author-compiler is one of the very first Bostonians who, in the latter part of the year 1877, began to ride and write into notice the bicycle in this country."

Mr. Dalton has certainly produced a very entertaining and unique volume, and made himself the literary member of the Boston Bi. C. The book is handsomely made; from the University Press of John Wilson & Son, under the patronage of Messrs. Hall & Whiting, an enterprising publishing firm of Boston, Mass., one of whose members at least is also a wheelman. We shall probably refer to the book hereafter, and advise all our readers to lay in a stock of smiles for the winter by

purchasing it. We close the present notice with an "Apology," quoted from page 98:

Bi-writing cannot rest  
Till rhymsters so improve  
That, reading and distress,  
Ye bards will join the move:

'Tis happy, with its brakes  
Beneath the chastening hand;  
But, doubtless, no great shakes  
If you can't understand.

### MANUFACTURE

#### AN EXPLANATION.

*Editor of the Bicycling World:*— In the account of the proceedings of the L.A.W., as published in your issue of 2 Oct., I notice the remarks of Mr. Hansman of Washington, in which he says that he has heard of a case where we have endeavored to extort a royalty of \$25.00 on imported machines, admitting in his remarks that we were entitled to a royalty of about \$10.00.

When we entered upon the manufacture of the bicycle, some two years and a half ago, there were then only about a dozen machines in use in the U.S. We soon found that we could not manufacture or import bicycles without obtaining a license from numerous owners of patents. We at once set about getting these different licenses, and no sooner had we taken out one license than some other owner of a patent would come forward and claim an infringement, in consequence of which we early came to the conclusion, that if we were going to manufacture on a scale such as we contemplated, we must control all of the patents bearing upon the bicycle. After more than a year of negotiating with different owners, we finally were enabled to purchase all the patents bearing upon the bicycle, at a very large cost to ourselves.

We were so much annoyed by infringers of our patents that we were obliged to retain nearly a dozen patent lawyers and experts, and after thirteen suits had been decided in our favor all the manufacturers in the country, of velocipedes, with but one exception, acknowledged the validity of our patents. This one, not willing to take a license on the same terms which others had, commenced the manufacture and sale of bicycles, and a few days since, in a suit against this firm, after a full hearing in the U.S. Circuit Court, New York city, before Judge Blatchford, an injunction was granted against McKee & Harrington, which settled finally the question as to the validity of our patents.

As soon as we obtained control of our patents we were approached by Messrs. Cunningham & Co., asking us to grant them a license. They at that time were the only importers of the bicycle besides ourselves in the U.S. They insisted that if they took a license they should have some protection, as they were obliged to risk capital in the business, and held to it that we should not license more than three (3) other importers in the U.S. This we consented to, as we believed it to be a fair arrangement.

Now, then, many young men who know



nothing of the rights of patentees, and some others who do or should know the rights of said patentees, have imported bicycles into this country and evaded paying to us the royalty due.

While we do not wish to make ourselves obnoxious to these people, or to do anything but what is just and fair, yet we are in duty bound to protect the parties whom we have licensed, and to insist that these persons shall not bring bicycles into use without paying to us the royalty of \$10.00 each. We have notified all such infringers, and asked them to send us the royalty of \$10.00 which we would accept in settlement. In instances where they have declined to do this we have sometimes compelled them to pay the \$10.00 and the additional cost of collection.

The patents being consolidated under one ownership make the royalty less than the aggregate would be under a number of owners.

Very respectfully yours,

ALBERT A. POPE, *President*  
*The Pope Mfg. Co.*

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.*

Applications for membership should be sent, accompanied by fees, — \$1.00 for individuals, or 50c. each for clubs whose entire active membership joins, — to ALBERT S. PARSONS, *Cor. Sec., L.A.W., Cambridgeport, Mass.*

MENOTOMY BI. C., of Arlington, Mass. — Henry Hornblower, N. C. Nash, W. E. Parmenter, Jr., F. Y. Wellington, all of Arlington, Mass.; Geo. B. Riley, Winchester, Mass.; H. W. Twombly, Charlestown, Mass.

FRAMINGHAM BI. C., of Framingham, Mass. — Geo. S. Hatch, Harry W. Bean, Nathan A. Hudson, Willard A. Norton, William D. Wilmot. C. J. J. Valentine was admitted previously.

ADDITION TO WORCESTER BI. C. — Frank H. Estabrook, 388 Main street, Worcester, Mass.

CORRECTIONS. — Andrews Preston, of Brooklyn BI. C., instead of W. J. Preston; W. T. Winttingham, of the same club, omitted.

MANHATTAN BI. C., of New York. — Fred G. Bourne, Mercantile Library; P. Fred Bruner, 23 West 58th street; J. Frank Burrill, 23 Park row; S. Conant Foster, 169 Fulton street; Chas. William Graham, 79 Fifth ave.; Francis K. Grain, Stamford, Conn.; Randolph Hurry, Drexel Building, Wall street; Fred Jenkins, 38 Cortlandt street; Silvanus F. Jenkins, 4 West 20th street; E. H. Jewitt, 17 West 30th street; Phil T. Timpson, Devonshire Hotel; Rawson Underhill, 24 New street; Edward H. Wales, 10 Beckman street; H. H. Walker, 340 Broadway; Frank

Worth White, 40 Broadway; Phil Devaux Johnston, Coal and Iron Exchange; Charles W. Minor, 23 Park row; Robert G. Sip, 212 West 25th street; Louis Sledge, 80 East 56th street; Charles T. Smith, 84 Worth st.

HERMES BI. CLUB, OF PROVIDENCE, R. I. — President, Edward George, Harvard ave.; Sec'y and Treasurer, G. C. Allen, 56 Broadway; Capt. Wm. T. Nicholson, Brownell st.; Harry Grant, 163 Broadway; Wm. D. Sheldon, 176 Washington st.; Frank Mauran, Jr., Benefit st.; Morton Reynolds, 239 Broadway; Fred Hull, 10 West Park st.; Knight W. Richmond, Waterman st.; Alonzo Flint, Walter Snow, cor. Athwell's ave. and Valley st., all of Providence, R.I. Address, G. C. Allen, Providence, R.I., Box 36.

CHICAGO, BI. C. — A. W. McClure, R. B. Snyder, C. F. Whitmarsh, John M. Fairfield, W. S. Blinn, Geo. D. Hoffman, I. W. Johnson, Geo. H. Craig, Burley Ayers, J. B. S. King, Ed. F. Brown, F. H. Browne, Dr. G. L. Henderson, W. A. Fitch.

CINCINNATI BI. C. — J. G. Kitchell, 345 Race st.; H. N. Kitchell, 345 Race st.; J. S. Meader, Avondale st.; H. S. Livingstone, 191 W. Court st.; S. M. Livingstone, 191 W. Court st.; W. H. Reed, 295 George st.; W. H. Southerland, 190 W. 4th st.; H. G. Wilshire, 3d Nat. Bank; M. J. Norton, Newport, Ky.; E. H. Hargrave, 376 W. 4th st.; A. S. Butterfield, 65 W. 4th st.; W. T. Buckner, 52 West 7th st.

*Unattached.* — R. T. Smock, Red Bank, Monmouth Co., N. J.; T. A. Hayward, Susquehanna, Pa.

KEYSTONE BI. C. — Corrections. The names printed in last number as P. Henry Allerton, Jr., and Charles C. Wilson, should be O. Henry Allerton, Jr., and Charles E. Wilson.

## PERSONAL

MR. J. A. LANSING, of Utica, N.Y., was greeted with pleasure in Canton, Pa., on the 4th October.

MR. C. OTTO MANN has left his position at Wm. M. Wright's, and also ceased to be manager for *The Wheel*.

MR. CHARLES F. SHILLABER, of the Rockingham BI. C., Portsmouth, N.H., has been elected to the Common Council of that city.

MR. A. J. EDDY, Genesee BI. C., with his fleet feet and high wheel, will probably be at Providence on the 23d inst. Mr. Eddy is a coming man in another sense, too.

THE BICYCLING WORLD & ARCHERY FIELD may be found on sale at Brentano's Literary Emporium, 39 Union square, New York, and at Robert Clarke & Co.'s, 65 West Fourth street, Cincinnati, Ohio.

MR. HERMAN H. KOOP, JR., is at Bremen, Germany, and expects soon to make the tour from that city to Hamburg, and send a description for these columns. We have to acknowledge receipt of a subscription and an order for the "American

Bicycler," with many kind words, and the requisite exchange.

MONSIEUR P. DEVILLERS, editor of *Le Sport Velocipédique*, is one of the enthusiastic wheelmen, and the best of correspondents. Any American wheelman who visits Paris should be sure to call at 36 Rue Monge.

THERE IS NO "Lynn Bicycling Club" now, and Mr. H. H. Fuller is no more secretary. The Star Bicycle Club is, however, the ornament of that city, and may be addressed through Mr. Frank S. Winship, Secretary, 255 Essex st., Lynn, Mass.

MR. B. P. SHILLABER, Massachusetts BI. C., has recently been in Washington and Philadelphia. He returns to Boston strongly impressed with the idea that bicycling enthusiasm and expert wheelmanship have travelled a long way and lost nothing in intensity.

MR. FRANK W. WESTON, Secretary Boston BI. C., was observed on the 10th inst. riding toward Milton in a brand-new English serge costume, direct from Goy's. You ought to see it! He was on a "Harvard" this time. His involuntary reaching down for the handle, a trick acquired on the swan-necked "Yale," betrays his effort to ride two horses (if not at the same time) in rapid succession. With him it's "How happy could I be with either, were't other dear charmer away."

MR. RICHARD H. NELSON, of New York City, is now sojourning in London, and may be found, care Brown, Shipley & Co., Lothbury, E.C., London. He refers in very flattering terms of recommendation to the "City Oval," which is at No. 46 Barbican, E.C., and is under the charge of Mr. W. O. Aves. This is used as a school for instruction, the track being a gravel course in a vacant lot. A remarkably good course of instruction may be had for about \$2.50.

WHAT DOES A Hartford subscriber mean? "They say they don't, they know they don't; some of them say they do."

## RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD 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.

Our charges for advertising are at the rate of \$2.00 an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.

All remittances 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.

## TO BE HAD,

Sent, post-paid, to any address,

THE VELOCIPEDE: Its History, etc., @	.30
THE AMERICAN BICYCLER (3d edition) @	\$0.50
THE AMERICAN BICYCLING JOURNAL (bound) @	\$4.00
FORD'S THEORY AND PRACTICE OF ARCHERY @	\$1.50

Address, THE BICYCLING WORLD CO., 40 Water St., Boston, Mass.





WILLIAM M. WRIGHT,

DEALER IN AND AGENT FOR

# English and American BICYCLES

OF ALL MAKES.

PRINCIPAL OFFICE,

No. 160 FULTON ST., Cor. BROADWAY,

NEW YORK.

---

BRANCH OFFICE.

77 Clinton Street, cor. Montague, Brooklyn.

---



*BICYCLES of any make repaired. All  
Bicycles sold at Manufacturers' Prices.  
Agent for the "Columbia." A full  
assortment of Sundries and Outfits  
constantly on hand. Second-hand  
Bicycles bought and sold.*

ADDRESS ALL COMMUNICATIONS TO

WILLIAM M. WRIGHT.

No. 160 FULTON ST., COR. BROADWAY.

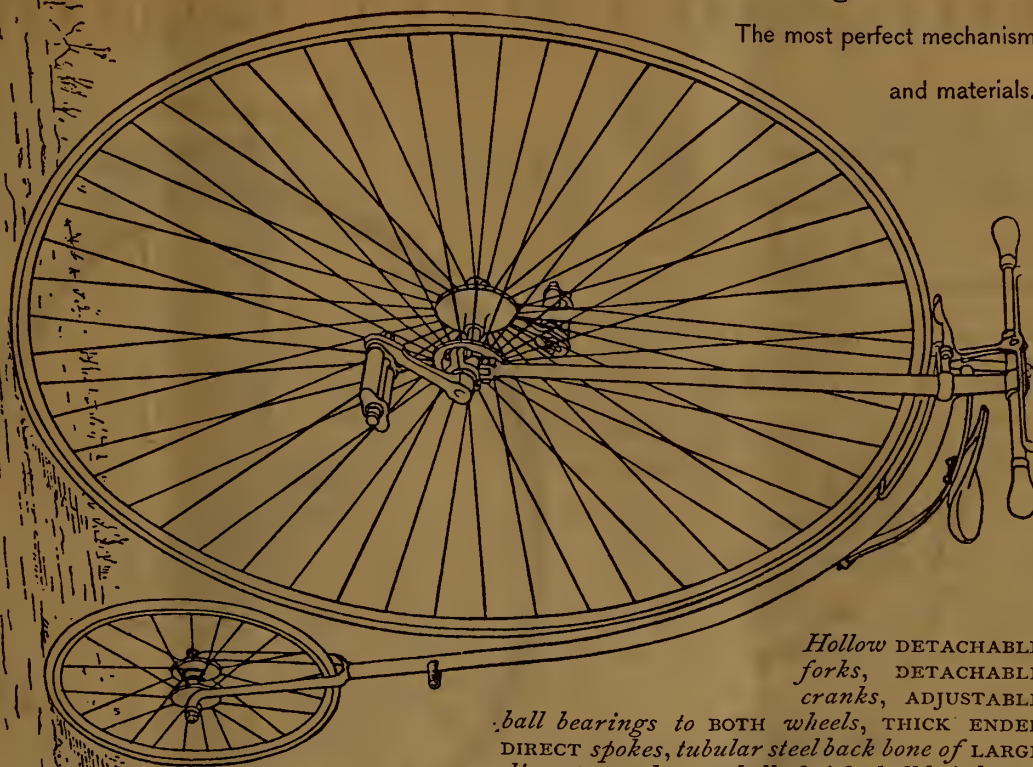


THE "H. F. H." (HOLLOW FORK HARRYARD)  
ROADSTERS AND RACERS.

The handsomest and most graceful contour.

The most perfect mechanism

and materials.



Hollow DETACHABLE  
forks, DETACHABLE  
cranks, ADJUSTABLE

ball bearings to BOTH wheels, THICK ENDED  
DIRECT spokes, tubular steel back bone of LARGE  
diameter and THIN shell, finished all bright and  
burnished, a model combination of lightness, strength, and beauty.

CUNNINGHAM & CO.,

(ESTABLISHED 1877.)

IMPORTING BICYCLE MANUFACTURERS,

18 & 20 Pearl Street, Boston, Mass.

Send three-cent Stamp for our Illustrated Catalogue.

THE  
UNION BICYCLE.

A Light, Staunch, and Elegant High  
Class Machine.

Ariel, or open head, parallel bearings,  
detachable cranks, gun-metal hubs, suspen-  
sion saddle, lever grip spoon brake, and  
other special details of construction.

Best Materials.

Best Workmanship.

Best Model.

Send three-cent stamp for Catalogue and  
Price List to

McKEE & HARRINGTON  
MAKERS,

173, 175, 177, 179 Grand st., cor. Baxter st.,  
NEW YORK.





# THE COLUMBIA BICYCLE.

*The accompanying cuts represent our SPECIAL COLUMBIA, and our regular Columbia, which we have been selling for the past two years, in its new and improved form, which we now call the STANDARD COLUMBIA.*

*The SPECIAL is designed for those wanting a light Machine, for either road-riding or racing.*

*It is of the finest finish, and fitted with the most approved Ball-bearings, and other improvements of our own design, some of which have never before appeared on any Bicycle, and we do not hesitate to say that it is the handsomest and best-finished Bicycle ever made in any country.*



SPECIAL COLUMBIA.



STANDARD COLUMBIA.

*THE STANDARD, we claim to be the most durable Bicycle now in use, and beginners, and those who are obliged to ride on rough roads, will find that it will stand almost any amount of rough usage without being injured; it is also a finely finished and very handsome Bicycle.*

*For further particulars, send three-cent Stamp for Catalogue and Price List, containing full information, to*

THE POPE MANUFACTURING COMPANY,

87 SUMMER STREET, - - - - - BOSTON, MASS.