

# The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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ADVERTISEMENTS

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## CURRENTS CALAMO

No one in our office doubts the existence of "matter" this time.

The Mayor of Augusta, Georgia, has rescinded the obnoxious rule against bicycle riding in certain streets of that city.

His Royal Highness Prince Thong-thane-Nuvalia, brother to the King of Siam, has applied, through the U. S. Consulate, at Bangkok, for a "Columbia" to add to his private stable of bicycles.

The *Boston Home Journal* says: "A steam velocipede was among the curiosities on exhibition in the Industrial Exposition, at Champs Elysées, Paris. It was driven around the track with

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its rider at the rate of eighteen miles an hour. The worthy velocipedists of this vicinity don't believe in steaming; hence their muscular superiority." That may be, Brother Waugh, but we haven't seen many velocipedists in this vicinity of late. All our acquaintances are bicyclers, — or about to be.

The Aldermen of Brooklyn are struggling with the bicycle question, on the repeal of an ancient ordinance restricting velocipedes. We have no doubt they will solve the matter with justice and good sense. The remark of Alderman Dimon, that "bicyclers must win the favor of the people," and his objection to the practice of some, of dodging around carriages, deserves to be heeded.

The New York Archery Club has joined the Eastern Archery Association; and, as the Waltham Archers have withdrawn, their colors (light blue and gold) have been allowed.

One of the well-to-do men about Boston the past week is Frank H. Hart. To have "footed it" 565 miles, 165 yards, in 141 h. 24 min. 30 s., and earned \$16,967.66 in the same time, is a fine accomplishment in its way.

Fine art in advertising is cultivated nowadays by those who know how, and is appreciated by their most desirable patrons. Mr. E. I. Horsman, who displays taste always with enterprise in his line of sporting and recreation outfits, makes beauty appealing, not only in his catalogues, but in illuminated pictures, for calling attention to his elegant line of archery goods. The paint-pot decorator of fences and ledges will find his occupation gone as the better style prevails.

Col. Pope has been the best-abused and most-questioned man of the season. When he *does* get to turning out wheels the woods will be full of them. The few that have arrived from the factory have been nabbed at once by expectant waiters.

The many inquirers for the second edition of "The American Bicycler" may know that *that* has been delayed too; but it will be out about next paper — that is, in a fortnight. That is the way we keep our reckoning now; from **WORLD** to **WORLD** we go, and as the **WORLD** revolves we measure time.



## THE CLUBS REVIEWED

## XVII. THE GERMANTOWN BICYCLE CLUB.

Germantown probably possessed the first bicycle ever seen in this country; for about the year 1873 an Englishman imported one of the old French style, with a clumsy big back wheel, and a head somewhat resembling a Stanley, although it allowed of the front wheel being turned entirely round. On this he was supposed to ride, though no one ever saw him do it; and it was told that in the "stilly night" he rushed over the town, alarming all the good people whom he might chance to find out at that late, or rather early, hour. In fact, one young man averred, whom he happened to meet on one of these midnight excursions, that he believed it to have been His Satanic Majesty on horseback. But no one else seemed "to tackle to it," and though this was during the age of the boneshaker, for many years the machine stood in front of a hotel, the admiration of the small boys who are now the shining lights of the G. Bi. C., bearing the legend, "For sale, \$75.00." So it stood until the latter part of '78, when the present captain of the club bought it for \$15.00, and, with his senior sub's assistance, succeeded in decorating his eyes and getting up his muscle. Finally, he sold this "ancient," which, after passing through many hands, is now confided to the unsuspecting tyro at the riding-school in Philadelphia, where, notwithstanding its age, it plays its pranks as of yore. In April, '79, the captain and his sub ordered machines, and, when they came, braved the small boy and overgrown booby for some months alone; but, from the start thus taken, the number increased, until, about the first of September, six were found to be in the town, and it was determined to form a club. Accordingly, on the third of September, ten gentlemen met at the office of Dr. A. F. Muller, formed a club organization, and elected the following officers:—

President	Dr. A. F. MULLER.
Vice-President	DILLWYN WISTAR.
Secretary and Treasurer	JO. PENNELL.
Captain	W. H. PALEY.
Senior Sub-Captain	J. B. S. KING.
Junior Sub-Captain	FRED CORSE.

And the same gentlemen still hold office, with the exception of Mr. King, who has been elected an honorary member, Mr. Wilson being chosen in his stead.

A club run was soon held, the most notable feature of which was that the club formed itself into a pyramid, with the captain atop, said structure being erected in the middle of a sandy road. At the next meeting a constitution and by-laws were drawn up, colors chosen (black and yellow), and road rules (published in the *Bicycling Journal*) adopted. The uniform at present consists of black polo cap, with monogram in front, gray shirt, breeches, and stockings; but, as no one seems to like it, it is most probable that something new will be chosen. The club is certainly not noted for its racing, as the only contest in which any of our members have engaged were the race at Ambler last September, in which one member came in third, and a slow race, which another nearly won.

Since the formation of the club we have had frequent runs almost weekly last fall. We have, indeed, devoted all our energy to road-riding and drilling, which latter, owing to the captain's untiring efforts, we have succeeded in getting down pretty fine. Although we have many bad roads, still there are some very good spins to be obtained, and the interest in this sport is gaining rapidly, so that in the course of a year we hope to be able to say that Germantown has not only the best cricket and hare and hound clubs, but also the best bicycle club in the country.

LONG JOE.

## MEMBERS, MARCH, 1880.

Ashmead, A. L.	Main street.
Bines, D. A.	Armat street.
Clark, E. W., Jr.	School lane.
Clark, Jos.	School lane.
Corse, F. W.	Coulter street.
Denniston, E. E.	35 So. Third street.
Eppleshemer, I. P.	2000 Park avenue.
Frazer, W.	Green street.

Henderson, H.	5th and Willow.
Johnson, W.	Chelton avenue.
King, J. R. S.	Chicago (honorary).
Miller, E. R.	Carpenter street.
Muller, A. F.	Main street.
Pennell, J.	Fisher's lane.
Pastorius, W.	Main street.
Pusey, H.	Walnut street.
Paley, W. H.	Main street.
Sill, H.	35 So. Third street.
Shoemaker, —	Church lane.
Taylor, E. W.	Ross street.
Wilson, W.	Morton street.
Wistar, D.	Knox street.
Wistar, O.	Branchtown.

## XVIII. SAN FRANCISCO BICYCLE CLUB.

*Editor Bicycling World:*—I notice your request in the issue of 6 March, and as our president, secretary, and captain are very busy, I will write you a little about bicycling here and our club. During the years 1868–69 the velocipede fever reached its height, and a firm of enterprising machinists gave it all the assistance in their power, by leasing the exhibition building of the Mechanics' Institute, and building great numbers of machines, both for sale and to stock the rink. Everybody rode, not even excepting certain reverend gentlemen, who found the exercise innocent and exhilarating. But when a few enterprising ones planned an excursion over the undulating road to the Cliff House, and found that the floor and the road were so different that most of them preferred to send their machines back in an express wagon, their ardor cooled, and it was not long before the velocipedes entirely disappeared, after having made themselves such a nuisance in Oakland that they were finally banished from the city limits by a cast-iron ordinance.

The first bicycle proper, that I know of, was imported direct from Paris, in August, 1876, by Mr. R. de Clairmont, and in June, 1878, he imported a Coventy Machinist's roadster. Just previous to the arrival of the latter machine, Mr. G. L. Cunningham received a Duplex Excelsior from Cunningham & Co., of Boston. Others ordered machines, and by December we found that we were sufficiently numerous to organize a club, which was done during that month; Mr. R. de Clairmont being elected president, and Mr. Cunningham, captain. C. L. Barrett was elected secretary (by the way, his address is 124 Post street). Our present governor, Geo. C. Perkins, was a charter member of the club, which I believe numbered ten or eleven members when organized. We have had but few club meets, but the members have made excursions in various directions, extending to most of the towns surrounding the bay, as far south as San Jose, fifty-two miles. The present year promises to show great accessions to our ranks, and much more interest in the sport than during the previous time. The fact is, it has taken a year and a half to build up any degree of confidence in the machine, which most people considered to be only an overgrown relation to the fraudulent velocipede, and a proportionately bigger fraud. The article in February *Scribner* has helped to restore some degree of confidence, and this year we have had a number of very pleasant runs of from 25 to 40 miles. Two weeks ago we turned out a party of twelve, mostly unattached, but many of them applicants for membership of the club, and had a very pleasant run through some of the towns in the vicinity of Oakland, and last week ten of us turned out for a ride to Hayward's for dinner. Fifteen miles against a strong "norther" on the return journey was a pretty severe test for the new ones, but with a few rests they pulled through.

One of the first efforts we made was to have the obnoxious ordinance in Oakland amended, as the streets and roads in and about that city are by far the best riding we have. After some difficulty we succeeded in part, and when people find out that we are not such a nuisance as they supposed us to be, we may get it entirely repealed, except for the business streets.

No doubt our mild climate, with its snowless winter and rainless summer, excites the envy of the bicyclists of a more severe climate, but we have our drawbacks. During the winter the country roads are as deep in mud as a western prairie, and the long, dry summers reduce such roads as have much traffic to a



condition of dust better imagined than described. There are of course many first-rate roads, especially in southern California, and in the fall, after the first rains have laid the dust, and in the spring after the heavy rains have ceased, the sport may be enjoyed in its best form.

Yours,

PACIFIC.

[If the secretary will kindly send us a list of present officers, members, and other information, we will gladly publish it hereafter. — ED.]

## TOURS AND EXCURSIONS

### TOURS IN NEW YORK CITY.

*The Am. Bi. Jour.* of October, 1879, devoted nearly two pages to the report which I gave of my exploration of the New York City roads during a dozen days of August, when I circled nearly a hundred and twenty miles without meeting a single other wheelman. At the risk of repeating some of the facts then presented, or others quite as well known, I comply with your request for a more recent report concerning those same roads.

From the starting-point on the Boulevard, at the south-west corner of Central Park (Eighth ave. and Fifty-ninth st.), to King's-bridge, which crosses Spuyten Duyvil Creek, at the extreme northern limit of Manhattan Island, the distance by the cyclometer is a trifle more than nine miles. Only one dismount is necessary, at a very short hill a mile and a quarter before reaching the bridge. At the foot of this hill (*L.*) is an old stone marking the twelfth mile from the City Hall. I believe that a good rider, on a small wheel and with a stiff breeze at his back, would climb this grade; and perhaps it has already been done, but I myself have not yet quite succeeded in accomplishing it. A short slope which begins at the tenth milestone (*L.*), and whose summit is the highest point reached on the nine miles' ride (here, too, the arched gateway labelled "Ft. Washington Collegiate Institute" is seen on the left), is also apt to cause a dismount unless special care is taken. The half-mile ascent at Manhattanville, 128th to 138th st., may be named as a third obstacle, though no one but a novice would hesitate to climb it, unless the wind were blowing dead against him. The return from King's-bridge to Fifty-ninth st. may be made without a dismount by any good rider; for though there are more up-grades to be mounted than while riding to the north, none of them are very difficult ones, except perhaps the second. For the sake of completeness, this familiar track may be described as follows: Central Park's south-west corner, up the Boulevard northerly to 155th st.; easterly (*L.*) to the first parallel road, which is Ruth ave.; up this (*L.*) to 162d st. (5½ m. from the start), where stands the Ft. Washington Hotel; then to the west (*L.*) and north until at King's-bridge (3¾ m.) the end is reached.

About an eighth of a mile south of the bridge stands the Kings-bridge Hotel, from which a good road extends eastward, crossing the creek by another bridge. Then a long, steep hill is to be ascended (a careful rider coming in the opposite direction could probably descend it safely, as it is tolerably smooth and hard), and from its top one may readily ride till he reaches Central ave., near the entrance to Jerome Park. This is a few rods less than a mile from the Kings-bridge Hotel. Down Central ave. one may ride without dismount to the end (3¾ m.) at Central Bridge (McComb's dam), over the Harlem River; then through Seventh ave. to 145th st., whence westerly to the Boulevard or easterly to Sixth ave., down this to 110th and then westerly to the Boulevard, and thence to the starting-point at 59th st., say five or six miles from the bridge, making eighteen or nineteen miles for the whole excursion. I found Central ave. much worse in November than in August, and the quarter mile nearest Jerome Park was barely rideable.

Instead of turning down Central ave., however, the rider may continue straight along in an easterly and southerly course for a mile and a quarter until he reaches the macadam of the Eastern Boulevard. He descends a rather bad hill and crosses the railroad at Fordham, and is obliged to do considerable walking on this cross-cut. Once on the Boulevard, however, he may ride

without dismount for five miles, till he reaches the end at Harlem bridge. On the last half of this track may be found some of the smoothest and hardest stretches of road that New York can boast of. The condition of the northern half, and indeed of the whole road, varies a good deal with the weather. In a certain long stretch through the woods, where dust in dry weather and mud in wet weather are apt to give trouble, the wheelman will be surprised to find that fair progress may be made by a path on the west side, though at first glance this would seem to be overgrown with grass and bushes. On a November day I rode about a mile there and climbed a respectable slope without a dismount. From Harlem bridge, on Third ave., one may ride on the sidewalk flags of any of the cross streets to the macadam of Sixth ave., or on the rather rough macadam of 128th street, dismounting at Fourth ave. There is also macadam on Fifth ave. from the river to 124th st., where a turn may be made to Sixth ave. Going down this to 110th street, one may ride along the flags of Fifth ave. to 72d st., and then take the macadam of the roadwao down to 59th. It will be remembered that the New York cross-streets are laid out twenty to the mile. Hence in returning from Harlem bridge to the Park corner a rider would probably cover four miles or more. The round trip to Kings-bridge, Fordham, the Eastern Boulevard, and Harlem would therefore equal twenty miles.

### KING'S-BRIDGE TO TARRYTOWN.

Starting from the bridge the wheelman turns sharply to the left and rides a few rods on the side (*L.*) on rough macadam, for an eighth-mile, perhaps, till he crosses the railroad track. Then comes the long hill of Riverdale avenue, whose top is a mile and a half from the bridge. He may then ride without stop to Mt. St. Vincent, two miles (though some of the grades are difficult), and he must there turn into Valentine's lane. (*R.*), and ride a quarter-mile to reach the macadam of Broadway. By good luck this too may be done without dismount, and then down Broadway is an excellent spin of a mile and a half to the Getty House, Yonkers, where lunch is served at one o'clock for 75 cents. Beyond this is a long hill, and not much riding is to be done before reaching the end of the macadam, three miles on. A mile and a half beyond, at Hastings, instead of going straight ahead and descending the little sandy hollow where stands a blacksmith's shop, the rider should turn down the hard road which curves sharply to the left, and he may then, perhaps, continue without dismount to the hill at Dobb's Ferry, 2½ miles. Somewhat less than a mile further on another hill will probably cause a stop. Then I think there is a clear track to the Vincent House, Tarrytown, 2¾ miles. The tour may well be stopped here, 15¾ miles from King's-bridge. The track, however, continues good as far as the pond, about a mile northwest. Here I climbed the cemetery hill and pushed my wheel through the sand for nearly two miles, when I must have been very near the big arch of the Croton aqueduct. Getting an assurance, however, that the road continued just as soft all the way to Sing Sing, I turned about and spent the night at the Vincent House. My log of the return trip, made next morning (Nov. 25) against a strong south wind, reads as follows:—"Start at 8.15; Dobb's Ferry (the ferry road), 5 miles, 8.55; Hastings, 2½ miles, 9.08; walk up hill for 1½ miles, 9.40; Yonkers (narrow escape from a tumble at the foot of the long hill), 2½ miles, 10.10; Valentine's Lane, 1 mile, 10.27; King's-bridge, 3 miles, 11.10; Fort Washington Hotel, 3¾ miles, 11.43; One Hundred and Fourth street, 2 miles, 12.27." During the twenty-four hours ending then my cyclometer registered 48½ miles. From Fifty-ninth street to Tarrytown and back may therefore be called a fifty-mile tour, and an average rider may make it without weariness between sunrise and sunset. It is so thoroughly pleasant a path for the wheel that I long to try it again under more favorable conditions as to "safety, speed, and comfort" than I had in November last. KOL KRON.

WASHINGTON SQUARE, N. Y., 18 March, 1880.

Will not some one who is posted report the roads from Utica down the Mohawk Valley to Albany? Some eastern wheelmen wish to try them.



## CLUB DOINGS

**MANHATTAN BI. C.**—About the middle of April "The Manhattan Bicycle Club" was organized in New York, with the following officers: President, H. Edward Ficken; Captain and Vice President, Philip T. Timpson; Secretary, J. Frank Burrill (23 Park Row, New York, N.Y.); Treasurer, Charles W. Miner; Lieutenant, C. W. Graham; Guides, R. Underhill and R. G. Sip; Buglers, Fred Brunner, J. Frank Burrill. Other members are, Joseph Lafon, Col. E. H. Sandford, Capt. C. T. Smith, Fred Jenkins, Fred B. Wesson, C. P. Farnham, S. W. Jenkins, E. B. Underhill, C. O. Manny, Edgar L. Davenport, Valentine Cook, Jr., Philip D. Johnson, Louis Sledge. Uniform, blue stockings, breeches and cap, with white flannel shirt. Head-quarters, 791 Fifth Avenue.

**MERCURY BI. C.**—A club of bicyclers was organized in New York about the 20 April, which will have touring for its chief object. Officers: Captain, W. M. Wright; Secretary and Treasurer, T. Brown (address 337 West Thirty-Fourth st., New York, N.Y.) There are eight original members, viz.: Wm. M. Wright, Wentworth Rollins, G. Foster, P. Noel, S. Neargard, H. Blake, T. Brown, T. Ives. The membership is limited to 25. Costume, a rough and ready cap of peculiar pattern, on either side of which a wing. Badge, Mercury riding a bicycle.

**PEGASUS BI. C.**—Organized on 31 March, in Philadelphia, Pa., with A. W. Hansell, 254 South Sixteenth st., Secretary.

**WESTCHESTER BI. C.**—This Club, reported in No. 12, was organized the 18 March, with five members, and an imminent increase. The Captain, Mr. S. Herbert Pierson, is also Secretary.

**WORCESTER BI. C.**—At the regular monthly meeting, 1 April three new men were proposed for membership. The Club expressed their desire to have the Boston and Massachusetts Clubs visit Worcester on their proposed two or three days' run this spring, and are ready to do all in their power to make their stay in Worcester pleasant. It was voted to be represented at the "Meet" at Newport, Memorial Day, and six members may be depended upon and possibly more may go. Fast Day, 8 April the W. Bi. C. had its first club run of the season. Ten riders reported for the trip, which was to Millbury and return, 14 miles, the last six of which was against an opposing wind. Following up this beginning, five members on Saturday last, 10 April leaving W. at 4 o'clock, made a trip through New England Village, 7 miles, to Westboro, 13 miles—arriving at 6.15 o'clock. After supper the return was made by Boston & Albany R.R. The roads are not yet settled, and the roughness in some places, and mud-holes in others, made a great deal of walking necessary.

## TO SECRETARIES OF BICYCLE CLUBS.

*Gentlemen:*—Believing that the time has nearly arrived for American wheelmen to avail themselves of some of the advantages derived through the organizations already pretty well known here as the Bicycle Union, and the Bicycle Touring Club, and that at any rate a conference of the various clubs would be not only interesting, but of much benefit to the cause, I take the liberty, after some consultation with those representing other clubs, of issuing the following notice and invitation formally:—

At the forthcoming Decoration-Day meet in Newport, at some suitable place to be announced, there will be a meeting called of all bicyclers present for a conference upon the formation of a bicycle league, when these points may be considered: (1.) The desirability of taking steps leading to the formation of a league or American touring club; (2.) the proper method of its organization; (3.) the scope of its efforts; (4.) an uniform code of signals for road use, to be adopted by the clubs; (5.) the proper definition of amateur and professional; (6.) the institutional of an Annual Meeting of all the clubs; (7.) measures for arranging hotel entertainment, and for protection in rights and privileges on roads and parks; (8.) and for such other matters as may be properly considered at the time.

Many, perhaps most, of the eastern clubs will be present at Newport, either in full or in large delegations. It is desirable that an expression from all clubs should be had, and those who will not be represented there in person, are requested to send communications through their secretary to the undersigned, so that they may reach him at least three days before the day of meeting. It would be desirable that every club should send two or more delegates expressly authorized to attend this meeting of clubs. In such case votes would be taken upon an equal basis of representation. One advantage to be attained by such league as is proposed, would be the collection and dissemination, through the proper officers, of information relating to roads, hotels, regulations, distances, and points of interest for those on tours and excursions. I think that the general proposition for a conference of bicyclers will meet with approval, and result in benefit, and so have assumed the responsibility of issuing this call beforehand, so that those who attend may be prepared to understand and dispose of such propositions as might properly arise. I am, with respect, yours very truly,

CHARLES E. PRATT,  
Pres. Boston Bi. C.

BOSTON, 26 April, 1880.

## ROTA FELIX.

BEAUMOUNT & FLEETCHER.

Come, Wheel, and with thy fleet reprieving,  
Rock me in delight awhile;  
Let some pleasing roads beguile  
My reflections, so from thence  
They may take an influence  
All my sours of care relieving.

Though but a skeleton a-gliding,  
Life it brings for man or boy!  
Walkers suffer long annoy,  
Ill content with any thought  
In their laggard fancy wrought;  
Be mine the joys that come of riding!

## CORRESPONDENCE

**VARICOSE VEINS.**—A New York correspondent recently sent us this inquiry: "If I am not mistaken I read in a pamphlet on bicycling some time ago that its writer had, by the use of the machine, cured varicose veins in his leg. This seems to me an anomaly. I am personally interested in the matter, being a rider afflicted in one limb with these veins; and as I have no doubt the information will be of value to many of your readers, I solicit your aid in getting at the bottom facts,—whether or not a man so afflicted may, with impunity, take moderate exercise on the wheel. A physician is not competent to express an opinion on the subject, unless himself a rider. I do not know where to look for such a happy combination: perhaps you do in Boston, and will favor your readers with the information." We submitted the letter to a Boston physician, who is an accomplished wheelman, and asked the favor of a reply for print. He says that he is unable to give an answer from observed cases, or to give a theoretical opinion which might not be misleading. In some cases absolute rest is required. In others, gentle exercise, and even rubbing, is beneficial. In any event, it may be safe to say that bicycling is better than walking, if it be in moderation, for the motion is more varied, and the exercise is less violent except in riding hills. We give the letter out for answer from some one who has had experience, or for a physician who will venture a definite opinion.

**NEW YORK.**— "There are now six organized clubs in the city, with a gross membership of 112 members; besides, there are some 50 unattached riders. Considering that the first day of January there were not 20 bicycles owned here, I think New York may be said to have eclipsed all other cities as regards rapid growth." So writes a New Yorker, and predicts 250 club members by 1 July, and 5,000 riders by the end of the year. Now as to the "six organized clubs," we suppose this includes the alleged "Ramblers," and "Young America Club," announced some time since by brother Lazare of the (N.Y.) *Sunday*



*Courier.* We have been unable to find any substantial reality to these clubs through our correspondents, and the secretaries, if there are any, have not used our address.

PROVIDENCE, R.I., 22 April, 1880.

*Editor Bicycling World:*—On the supposition that items are necessities to an Editor, I send you a short one in regard to the Providence Bi. Club's exhibition at the Skating Rink last evening. We gave our first exhibition at the same place about a month ago, and the announcement that the same would be repeated last evening was enough to bring out the largest house of the season (between 2,500 and 3,000). Capt. W. H. Richmond and Messrs. E. G. Thurber, W. Thurber, A. Richmond, Carpenter, Anthony Lippitt, Handly and Knight, gave a very pretty exhibition of club riding, at the close of which Prof. Rynock stepped forward, and in behalf of several friends presented Mr. E. G. Thurber with a handsome Floral Bicycle. Messrs. Thurber, Lippitt, and Anthony, then concluded the exhibition with fancy riding, which, as well as the club movements, were loudly applauded. The two exhibitions have started an interest in the wheel, which I think will bring 25 new machines into the city, and some new members to the club. Knowing that your space is valuable I will use no more, except to say that although our club is small (as you must expect from R.I.), if any of your wheelmen come this way, and will make themselves known, we will try to convince them that our hearts are large enough to enclose the Hub. Very truly,

W. J. BURTON, Sec'y.

DETROIT, 7 April, 1880.

*Editor Bicycling World:*—One of the small annoyances felt by many riders of the bicycle as at present manufactured, and an annoyance it is easy for the manufacturers to remedy, is the rattling or pounding on the backbone, and also the uncouth appearance of the tool bag in the rear of the saddle. This unsightly excrescence appears to some of us entirely needless. It would be a welcome improvement if some manufacturer would put into the market saddles with a separate leather pocket for each tool—just fitting the tool—under the saddle seat, each with its mouth closed by an elastic band, so that the tool could be easily slipped in and withdrawn, but could not fall out. Thus the tools would be secure, handy to get at, and all rattle, together with the unsightly appearance of the tool bag, would be abolished. The bicycle should be perfectly silent, except when the rider chooses to sound an alarm. These pockets under the saddle should include one for the oil-can also, even if this should involve a change in the shape of the oil-can, though it need not necessarily cause such a change. B.

MARLBORO', MASS., 15 April, 1880.

*Editor Bicycling World:*—On Monday week the local bicycle club rode to Southboro', footed it thence to Northboro', placed a good square meal where it would do the most good, and from thence rode home. On Thursday they took a run to Hudson, were joined by others there, and went thence to Berlin and West Berlin, pausing on the return at one of the Wheeler mansions, and reaching home via Hudson, to be regaled here at their arrival by a collation at the hands of Mrs. C. L. Frye. The new uniforms of the club, of gray and blue, are very neat. Mrs. Atkins entertained the club on Saturday evening. Number of wheelmen steadily increasing. You will see by the clipping that our lady friends take a strong interest in the club; they get up suppers for us, while we in turn regale them with our musical accomplishments, vocal and instrumental. Our young people, who are addicted to the saddle, are deserting horse-flesh and taking to the wheel, while a number of business men say they would have wheels if it were not for the humiliating position they would occupy while in the "nary nobbling" and "timid toddling" age of their riding; what they want them for is the practical use of the machine. We young folks make the machine very useful to ourselves and our employers, using them to deliver messages, bundles, etc., and in collecting bills, etc.; we find we save an immense amount of time in a week by so doing.

SEC. MARLBORO' BI. C.

CUYAHOGA FALLS, OHIO, 1880.

*Editor Bicycling World:*—I suppose you like to hear from learners, so here is my experience. Tuesday, 30 March, I went to Cleveland; on Friday, 2 April, bought a Standard Columbia.

Tried it on cobble-stones and mounted alone without difficulty, and have ridden without any trouble ever since. I never tried a bicycle before, but rode a velocipede last summer. I made the first real header last Saturday. The wind was blowing at right angles to my path (very hard and squally), so I could not steer the wheel straight, of course, but ran into a sandy spot and spilled off before I knew it. I could not catch my breath for a while. I like wheeling first-rate, all the same.

Respectfully, W. H. WETMORE.

BOSTON, MASS., 21 April, 1880.

*Editor Bicycling World:*—If the name "bicycle" should be changed what better substitute is there than cycle? The bicycle is "the wheel." Cycle is Greek for wheel. The objection made by a correspondent in a recent number of the *WORLD* that cycle already exists in the language would seem to be a very slight one. Cycle, cyclist, cycling, are short and euphonious, and would readily be accepted as abbreviations of the corresponding terms now in use. Considering, however, that "bicycle" has taken such firm root and flourished so long in England, the chances of getting rid of the hybrid look extremely small.

CYCLOTES.

*Editor Bicycling World:*—I wish to correct an intimation in your issue of 17 April, page 186, that I may have been "the first actual rider" in the Boston bicycling movement. Mr. A. D. Chandler was the first, having begun in July, '77. I believe I was the second, starting that September on a machine kindly lent me by Mr. T. W. Lawford, of Baltimore, from his exhibit at the Centennial. He it was, also, who furnished C., H. & Co. the first bicycle, on sale in this city. Yours, etc.,

J. G. DALTON, Boston Bi. C.

## JACK EASY'S LETTER

No. 6.—*An Essay on Modesty.*—*Jack is somewhat vague, but complimentary.*—*The English Tour.*—*A good Suggestion.*—*The Newport Meet and the Bicycle League.*—*A Combination of good Purposes.*—*"The New Order of Freemasonry."*

It has been a source of considerable satisfaction to me to see how well the *WORLD* can get along without my fortnightly infliction. Not that I have spared you from them willingly, however; but other wheel matters, which could not get along so well without my efforts, have taken my whole attention lately, and so I have left the space vouchsafed to me in your crowded columns to other and more entertaining pens.

I like modesty; if you doubt it, read that last paragraph over again; but I wish to remark right here that editorial modesty should ever be kept within proper bounds. I am even not quite sure but that modesty in an editor is altogether superfluous; and when it results in that editor clipping out and discarding the best portions of a contributor's manuscript, because those best portions happen to testify to the esteem with which that editor is regarded, the ability he has displayed, and the value of the services he has rendered, it becomes not only superfluous, but provocative of justifiable profanity on the part of the contributor. I respectfully submit that my last letter to your columns (Vide No. 8) did not leave my hands the disjointed, disconnected rigmarole your readers found it, and that it was even somewhat remarkable for perspicuity and clearness of diction. Your readers would have been better able to judge of the accuracy of this statement, had not the editor's scissors and his blushes been so entirely in accord when revising the manuscript of the letter referred to.

The fact is, Mr. Editor, if you don't want American wheelmen to think so well of you, you must not give them such good cause to. While you continue to furnish them with this good cause, it is not fair to spoil their contributions (Jack Easy's in particular) by the application of your scissors to those statements which are made in connection.

There!

Now to business. Happy as I am in my anticipations of enjoyment on the English tour, and glad as I am that the 22d of May has been definitely settled upon as our date of sailing, still I should be very willing to see the date changed to a fort-



night later, so as to enable us to attend the meet at Newport, and to add our numbers to the hundreds of wheelmen who I hope will be gathered there on that most important and interesting occasion. Of course it is too late to change the date of our sailing now, except by unanimous action, and I suggest that *each one* of the English tourers at once write to the Acting Captain and express his desire for a postponement. If this were done and the date changed, the Newport Meet would then be attended by some of the best of the pioneer riders of this country, each of whom would otherwise be some thousand miles away.

Lest this should not be done, and lest I should therefore not be among the helmeted ones at Newport, I should like here to offer a few words in comment. In your No. 10, you most seasonably suggest that the Newport Meet would offer opportunity for a meeting of delegates from all the clubs, for the organization of a Bicycle League to combine the best points of the Bicycle Union, and the Bicycle Touring Club of England. I do hope that your suggestion will be adopted, and the organization successfully effected; but I see no good reason why the combination should not include other good points besides those of the bodies you mention. That the English Touring Club and the Union do good service in the bicycling cause no one will deny, but their efforts are wholly confined to the encouragement of the sport itself, and the promotion in one way or another of the interests and enjoyments of the riders. This is all very well; but it seems to me that we might very properly aim at larger results. Why should not the American representative body of so universal a pursuit as bicycling combine in its aims all that is harmonious in Freemasonry, Odd Fellowship, Forestry, and other kindred organizations, the main objects of which are the mutual benefits which are secured by coöperation? I am not fortunate enough to belong to either of the above sects, guilds, brotherhoods, or whatever they should be called, or perhaps I might see insuperable obstacles in the way; but as far as I understand them they each have in view the grand and noble purpose of the extending to man by his fellow-men of a helping hand in time of need, and the sharing of the burdens of those who are overladen. Such purposes, no matter under what guise they may appear, command my sincere respect, and if they could be practically incorporated in the purposes of the League you propose, bicycling would be none the less enjoyable to its devotees, while its detractors, its opponents, and those who are indifferent, would be tempted to participate in, and forced to respect, a pastime surrounded with such good influences, and carrying with it so many material benefits.

Briefly, my suggestion is that while the proposed League should secure to its members all that is desirable in the Bicycle Touring Club, and the Bicycle Union of England, it should also be practically a new Order of Freemasonry, the initial qualification for membership in which should be that each applicant ride the bicycle.

JACK EASY.

#### GOSSIP FROM ILLINOIS.

KANKAKEE, ILL., March 29. — Racing has become very popular all at once in Chicago. It generally occurs on a good sidewalk, the competitors being a policeman and some lawless bicyclist. The boys are still ahead, but they say the "cops" are picking up wonderfully.

Will some one please give his experience with cyclometers? I have tried three, and none of them work satisfactorily. I used to think I knew how far it was from the office to my house; but since the cyclometers have told me it was  $\frac{1}{2}$ ,  $\frac{1}{3}$ ,  $\frac{1}{4}$ , and  $\frac{1}{5}$ , I have lost my reckoning as completely as though my wife was house-cleaning.

I don't know how it is in "Bosting," but in Kankakee the kids and yahoos have about worn out the joke: "Say, mister! yer hind wheel's loose."

Our "club" of two has been augmented by a third wheel — a 50-inch standard Columbia.

Our riding since Thanksgiving has been confined to the streets and sidewalks of the corporation limits, which is wholly unsatisfactory as to distance, though fair as to quality. We

haven't run over any dogs or children as yet; but we have frightened a good many old ladies, and that is just as exciting. Never calculate on getting past a woman safely. With all the notice in the world, and knowing you to be on one side of the walk and she on the other, you can confidently expect her at the last moment to cross squarely in front of you. Really, we have no business on the sidewalks, and do not enjoy riding on them; in fact, have about quit it. Our country roads, on the black soil of our Illinois prairies, must be thoroughly settled and well travelled before they are available for satisfactory results. It is hard work to ride in a twelve-inch horse-track with a four-inch wheel-rut on either side, into which a loose cobblestone may suddenly throw your wheel. Besides, you are constantly meeting farm-teams, which compels you to dismount.

I am glad to know that the popularity of the wheel is increasing in Illinois. Elgin, Kankakee, Sycamore, Peoria, and Bloomington have a number of riders about whom I may be able to furnish some information in another letter.

A. B. H.

#### INTERVIEW WITH MR. WILL R. PITMAN.

Mr. Pitman, just before his recent departure from Boston to take a position in a carpet house in New York, called at the BICYCLING WORLD office to say good-by. As he is one of the veterans, and widely known for fleet and graceful riding, the following report of the conversation between him and the BICYCLING WORLD representative will be of interest to many: —

B. W. R. — You are about to leave Boston, I hear?

MR. PITMAN. — Yes, sir; I am sorry to say. I go to New York next week, and shall continue in the carpet business there.

B. W. R. — You have not lost interest in bicycling?

MR. PITMAN. — No, sir; and not so long as there is any breath in my body shall I lose it. It is simply impossible, after having once taken a ride to get rid of one's interest. I cannot get over a sense of loneliness when not having a bicycle.

B. W. R. — You have been connected with bicycling from the very first?

MR. PITMAN. — Yes, sir; I forget the date, but I think it is since January, 1878. I was then introduced to Messrs. Cunningham, Heath & Co., by Mr. B. Porter Brown, who was one of the first to take up the bicycle, and was no novice on it at that time.

B. W. R. — Had you ridden the bicycle before that?

MR. PITMAN. — I never had seen it but once; then the size perfectly appalled me.

B. W. R. — They seemed a great deal larger in those days?

MR. PITMAN. — Yes, sir; they seemed immense; they have diminished since by reason of acquaintance.

B. W. R. — For a year or more you were almost exclusively devoted to bicycles, were you not?

MR. PITMAN. — From the first of January to the last of March, 1878, I had a situation as salesman of bicycles. My first experience on a bicycle was in a room about 15 feet square. I was assisted to the saddle by Mr. Weston, and I completed the circle. When the circuit was safely made, the next thing was a header, clean over. I felt determined, however, to master the machine, which I did before leaving the room. In March, 1878, I rode from Haverhill to Boston, 42½ miles, starting from Haverhill about 12.30 p. m., and arriving at Hotel Brunswick at 6.10 o'clock. The experience of that ride will never be forgotten; it was the second long ride made, and, on my arrival at the Brunswick, the ovation extended to the solitary bicyclist certainly showed the amount of interest taken in bicycling. After that I joined the Pope Manufacturing Company, as salesman, and continued with them until the following October. During my engagement with the Pope Manufacturing Company I participated in several contests for prizes; I also visited the principal cities in New England and New York to introduce the bicycle. I ran at the first amateur race in this country, which was at Lynn, where there were seven competitors. This race occurred on the morning of July 4, 1878. After this race came another at Brockton.

B. W. R. — I believe you were the winner, were you not?

MR. PITMAN. — I won both races, and never was defeated until I went to New York in January, 1879.

B. W. R. — What has been your business since leaving the Pope Manufacturing Company, in October, 1878?



MR. PITMAN. — My regular business — the carpet business.

B. W. R. — Have you entered any races since the 4th of July last?

MR. PITMAN. — No, sir; not from any want of interest, but from lack of time; my interest was there, but I could not get away from business.

B. W. R. — What bicycles have you ridden?

MR. PITMAN. — I have ridden the "Ariel," "Duplex," "Excelsior," "Premier," "Special Challenge," "Coventry Champion," "Club," and "Stanley," which is hard to beat. I now come to the "Premier" tricycle, which I rode, showing her off to bicyclers, starting from the State House and going to Trinity Church and out Beacon street. My impression was that I preferred to walk back, rather than ride; but on a proper place — a floor or smooth road — they are very enjoyable. As it was my first and only ride I will not condemn the tricycle. I have ridden the "Columbia" and the "Harvard light-roadster," which, to my mind, was the best machine of last year. I cannot speak of the new machine of the Pope Manufacturing Company, — the "Special Columbia," — as I have not seen it. I have not seen the new "Standard Columbia," nor Mr. Hodgson's new machines.

B. W. R. — From your experience in instructing beginners what would you say the best suggestions for elementary instruction were?

MR. PITMAN. — I should say the editor of the "American Bicycler" had covered them all.

B. W. R. — From your experience in racing, what should you say were the most needful points to suggest to beginners on the path?

MR. PITMAN. — First, they should not attempt too much on the start, or make a rapid ride, and should accustom themselves to the path. Second, they should always preserve as near as possible an upright position, the reason of which is that they will save their strength. As to leaning over, as some do, it only tends to shorten the breath, and only on a short, sharp, quick spurt, ought a bicycler to do so; it is not a help otherwise. They next should acquire strength in the back and loins. I make this suggestion as a good one, and all who have seen J. Keen ride will have an illustration of my meaning. Speaking of racing, J. Keen does not feel that one must ride the bicycle to acquire strength for racing; either running or pulley weights will bring about the development, with the aid of a bicycle.

B. W. R. — How about eating before or after racing?

MR. PITMAN. — I think that is where all athletes have failed; they eat too much. As I said before, the "American Bicycler" covers the ground.

B. W. R. — Have you anything to say about the personal controversy with regard to your being a professional?

MR. PITMAN. — Not unless you ask me.

B. W. R. — Were you satisfied about the resolution lately passed by the Boston Bicycle Club?

MR. PITMAN. — More than satisfied; and it is my intention to so state it through the columns of the WORLD.

B. W. R. — Were you a member of any amateur club?

MR. PITMAN. — The Union Athletic Club, of Boston; no other club. I never applied for admission to any other organization. Were I considered an amateur I should not hesitate to join that bicycle club, which would accept me as a member. My feelings towards all bicyclers are the kindest, and I hope theirs are the same towards me. I have always endeavored to be straightforward and honorable; whether I have or not I leave for those who know me to say.

B. W. R. — You have seen the races between foreign and American professionals; what do you think is lacking on the part of Americans to make them better competitors?

MR. PITMAN. — Practice and training.

B. W. R. — Among the amateurs here, have you noticed any special characteristics or errors, that you wish to speak about?

MR. PITMAN. — I say they have got to do more riding than they do now; pay more attention to the details. There are riders in Boston who, in my opinion, are capable of making as good time as the English, with but few exceptions.

B. W. R. — What do you think would be the result of the establishment of a bicycle path in Boston?

MR. PITMAN. — It would give bicycling a remarkable start; the impetus given would be wonderful. Any association that will furnish a path for bicycling will be entitled to the thanks of all riders of bicycles.

B. W. R. — You have made some long road rides?

MR. PITMAN. — I have made road rides from Fitchburg to Boston, which was very graphically described, and from Haverhill to Boston, and some others. The pleasure of those rides will never be forgotten so long as the name or sight of a bicycle is before me. I think that bicyclers, as a rule, fail to know the pleasure of a long country ride. I think that the two excursions taken last fall by bicyclers were enjoyed not only by those who were of the party, but by thousands of readers of *Scribner's*. I have since then had hundreds ask me about that trip, and say, "if all is like that, I will go into bicycling myself."

### THE BICYCLE BOOM.

Swiftly rolling o'er the asphalt, swinging gayly round the Rink,  
At a rate that makes the casual looker-on astounded blink;  
Curving inwards so one swears no thought your mind can ever enter  
That your gravity possesses that important point called centre;  
Twisting dexterously in circles, graceful, airy, soft, and slow,  
While the pedals rise and fall obedient to your manly toe —  
This is pleasant. And the business has some interesting points,  
Which he learns who on a bicycle limbers up his lower joints.

Ah, distinctly I remember — and, were not my memory true  
Contemplation of my shins would tell the tale in black and blue —  
How I passed my long novitiate; how I learned to poise and steer,  
How to mount and paddle with an airy disregard of fear.  
But how long it was! How often did I tumble off that step,  
And the trainer speak in solace that it was because I "lep."  
Oh, how long the top of my ambition was to sit a-straddle!  
And I seemed a million miles from that exasperating saddle.  
Oh, how long before I proudly wiggled up and down the hall!  
While sarcastic strangers asked me if I'd never learned to fall?  
But I felt quite happy, sitting on the air and nothing more,  
Till the dream was over on the hard unsympathetic floor.  
Ah! when round the later learner I could caracole and curve  
Didn't I contemptuously twit him on his want of nerve!  
In a patronizing manner — I was just that beastly mean —  
Tell him kindly he had better try a smaller-sized machine!  
And was not I proudly prancing round the ring that fatal day  
When I met a fifty-incher coming up the other way!  
Bill \$100.00. Let us of the weather's change converse.  
Was your honored uncle buried in a dog-cart or a hearse?  
Do isoscles triangles equal one another, and  
Did you ever see an angel with a chopstick in his hand?  
Why should people tie pink ribbons on an unassuming beaver? —  
These are samples of my ravings in the subsequent brain-fever.

Ah! but when, a full-fledged flyer, on your own machine you spin  
Up the road — that is a pleasure worth your while the taking in.  
Absence makes the heart beat faster — so does Bicycling, I own;  
And the Bicycle is wearing-er upon the skin and bone.  
But who cares, once mounted, for his gross material organism?  
Bicyclers are made of either, protoplasm and galvanism.  
When the smooth road slips beneath you, quicker and more madly  
quick,  
You're a spirit! you're a bird! — unless the riding makes you sick.  
Anyway, you are a pitcure, with your woollen stockings brown.  
And a polo cap to cover all the gashes in your crown.  
For the eyes of passing maidens brighten till a fellow feels  
He's a little knickerbockered deity on four-foot wheels.  
But oh! let not pride complacent in your transient, flying "mash"  
Tempt you, inexperienced rider, to an ostentation rash.  
Rather play the part of wisdom, dignified, serene, discrete,  
Go in more for grace than speed, and mind your eye and keep your  
seat.

Oh, don't tell me of your skating! — it may all be very nice;  
But in summer where's the skater going for to get his ice?  
Oh, don't tell me of your sleighing! — don't! just please to go away —  
Better Bicycle ten minutes than a cycle in a sleigh!

Nay, I'll cling to thee, my Bicycle, till thy round red rubber tires  
Pound to rags, and till to toothpicks split thy tremulous steel wires!  
I will cling to thee till mortals skip the azure in balloons;  
And along the purple heavens flash the gay collegian's spoons.  
I will cling to thee till nations fall — and longer, still, perhaps,  
Till mankind's consummate species shall to simian shapes relapse;  
Till the present time than Julius C., the late, is even deadier;  
I will cling to thee till —

R. I. P. HE TOOK A HEADER.

Puck, 17 March, 1880.



Vol. I]

THE BICYCLING WORLD

[No. 13]

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

BOSTON, 1 MAY, 1880

TO BICYCLE CLUBS. — The impending grand meet of wheelmen at Newport is one of much interest, and likely to be attended with several important results. The proposition has met with such favorable response that the success of the meet is already assured, and it is quite probable that as large a number as 200 wheelmen, with their wheels, will be assembled at the time appointed, representing a large number of clubs, and many localities. On a previous occasion we seized the opportunity to suggest the propriety of making that a time for a meeting of delegates, or else for the holding of a preliminary meeting for the consideration of forming a Bicycle League, which should combine in some proper way the advantages for American wheelmen which exist for our English cousins, in the two organizations, the Touring Club and the Union. It is likely that such a step would meet the approbation of most clubs, and as the formal preliminary step has been taken by our editor, in another column, in the form of a notice and call for such a meeting, it is to be hoped that the matter will receive such consideration as it deserves, and that the proposed preliminary meet will result favorably for bicycling. The officers of various clubs may well see to it that delegates are expressly sent to Newport for this purpose, if they are not represented by other members at the meet.

## BICYCLE MANUFACTURING.

It is an acknowledged fact, that among the modern machines none work out fine results with more ingenuity of design, workmanship, or careful correlation of weight, strength, and material, and precision of movement of parts, than the bicycle.

Nor is there any machine which within the same cubical space contains more ingenuity or nicety of construction. Many inventive minds have contributed, during the last ten years especially, to the perfection of this machine, and to so great a degree of perfection has it been carried, that a man must be either very rash, or ignorant, who rushes to the conclusion that he can improve it, unless he has made a careful study not only of its various parts, but of the history of its development, and of the experiments that have been tried in relation to it. Many who ask the question rather impatiently, "Why does the bicycle cost so much?" or the other question almost as frequent, "Will it not be cheaper by-and-by?" have little idea of the expensive material involved in its make, or of the number of parts, even in the simplest machine, or of the amount of fine machinery and skilled workmanship required in its construction.

One who has been fortunate enough to visit the works of the Weed Sewing Machine Company, at Hartford, Conn., recently, and has walked through the two acres of shops and machine rooms, will be able to appreciate the force of these remarks. Here the Columbia bicycle is made under the direction of the Pope Manufacturing Company. Here manufacturing may be seen as distinguished from making; thousands of bicycles in their various stages and different parts may be seen, some of them in the hands of workmen, others in the hands of machinery, if we may so speak, for the machinery by which some parts of the bicycle is made, working automatically, and with such precision and ingenuity, seems almost intelligent. Looking through all the details, one can understand the reason of so great a delay in bringing out the new styles. Here are, for instance, in one room, in one chest, \$5,000 worth of rubber tires, kept near the river so that they may be flung through the window into the water in case of fire. In an adjoining room are furnaces where the wheels are baked up to a certain degree when the tires are stretched upon the rims.

Passing into another room one sees dies executed in heavy blocks of steel, some still in process of construction. On the way to the forging-room are to be seen \$3,000 worth of broken dies thrown aside, and in the forging-shop are the heavy trip-hammers at work; here are the dies for forging the heads of machines, the cranks, springs, forks, and other parts. The rims are rolled out through accurate grooved steel rollers, and brazed together. The back-bone is made of drawn tubular steel, to be afterwards shaped by the use of forms and other machinery; and so on through the 300 parts making up a bicycle. Perhaps the most interesting room is where the smaller parts are made, the nipples, lock nuts, etc.; these being made by automatic machinery of steel rods of octagonal circumference. These rods are placed upon carriers drawn automatically through a machine which cuts the threads, bores the inner holes, shapes the head, and cuts them off with surpassing ingenuity and precision. In one room are forty similar screw-cutting and forming machines, all in operation, tended and operated by three boys, working steadily like so many men, requiring only to be supplied with bars of metal, and so they continue their tireless work until time of shutting down.

The factories here are equal to the turning out of 50 bicycles per day; but all is not done without skilful labor; truing the wheels, back wheels, backbone and fore wheel together, making adjustable ball-bearings, fitting of all parts together, and the finishing up of the whole machine, are instances where the greatest skill is required. For instance, the rim of the *Special*



## Vol. 1] THE BICYCLING WORLD [No. 13]

SUPPLEMENT, 1 MAY, 1880

## THE ANNUAL BUSINESS MEETING OF THE EASTERN ARCHERY ASSOCIATION

Was held at the Revere House, Boston, 28 April, at 12 o'clock. The following delegates were present, viz.: Pequosette Archery Club, Miss Alice Ingraham, Saml. P. Abbott; Hawthorne Archers, Miss J. Wilson, Dr. Jas. Dwight; West Newton Archery Club, Miss Rosa S. Allen, Geo. A. Mower; Lynn Archery Club, Miss L. S. Clark, Herbert W. Newhall; Oritani Archers, W. Holberton; Brooklyn Archery Club, E. I. Horsman; Lewiston Toxophilites, Dr. O. A. Horr.

The meeting was called to order by President Brownell. The minutes of the last meeting were read by the Recording Secretary, Mr. N. D. Abbott, and approved.

Mr. Worcester, the Corresponding Secretary, read the following report, which was accepted.

## CORRESPONDING SECRETARY'S REPORT.

*Mr. President and Delegates of the Eastern Archery Association:—*

I have the honor to submit to you my report as Corresponding Secretary of the Association.

On the 30th of July, 1879, representatives of five archery clubs assembled in this city, in response to an invitation of the Pequosette Archers of Watertown and the West Newton Archery Club, to discuss the organization of an association for the purpose of encouraging the noble sport of archery in the Eastern United States. At that meeting it was decided to form an association similar to the "National Archery Association," to hold a grand field meeting in Boston in the fall, and a business meeting in April, 1880.

The first of my duties was to induce as many clubs as possible to join the association, and to take part in the tournament. In this we were so far successful that at the time of the tournament the association had for its membership ten clubs, representing four different States; of these the following nine were represented at the grand field meeting which took place at Beacon Park, Boston, on the 25 and 26 of September, 1879:—

Pequosettes of Watertown, Mass.; West Newtons, of West Newton, Mass.; Walthams, of Waltham, Mass.; Oritanis, of Hackensack, N.J.; Brooklyns, of Brooklyn, N.Y.; Cedarwoods, of Poughkeepsie, N.Y.; Ellenvilles, of Ellenville, N.Y.; Robin Hoods, of Nyack, N.Y.; Toxophilites, of Lewiston, Maine.

At that meeting the extremely cold weather, which all will remember, probably reduced the scores; but the results were quite creditable when we think of the small amount of practice most of our archers had had, and that to nearly all of them it was their first public appearance. Notwithstanding the inexperience of our officers there was very little cause for complaint against the management of the meeting, and another year will see everything pass off smoothly and—let us hope—much better scores.

During the winter the archery interests have not been so lively, but your secretary has had three applications for membership from the following clubs:—

Hawthorns, of Boston, Mass.; Lynns, of Lynn, Mass.; New Yorks, of New York, N.Y.; all of whom have been admitted.

It is my duty to state that the Waltham archers have notified me of their withdrawal from the association. This reduces our roll to twelve clubs; but as new ones are forming we shall undoubtedly have more members before the next grand tournament.

By a vote of the executive committee I was empowered to grant the right to colors to the different clubs on application. The following is the complete roll of the association clubs, with their respective colors as far as granted:—

Pequosette Archers, Royal Purple; West Newton Archery Club, Cardinal; Orchard Archers, Crimson; Oretani Archers, Green and Silver; Brooklyn Archery Club, Cardinal and White; Cedarwood Archery Club, Blue and Green; Ellenville Archers, Blue; Robin Hood Archers—; Toxophilites, Green; Hawthorn Archers, Blue and White; Lynn Archery Club, Cardinal and Old Gold; New York Archery Club, Light Blue and Gold.

In closing my report I would like to call the attention of the Association to Article VIII. of the Constitution, which states that the annual meeting of the Association for target practice, shall be held "between the first day of August and the last day of September." This may throw the meeting into cold weather, as we found out last year, and it is hoped will be amended.

Also, it is left to the executive committee to decide at what rounds the champion medals shall be shot for. It was well enough last year to shoot at the American round; but we all have had more practice, and it is hoped that we shall adopt what the English Archers and the National Association have decided is the most suitable, the Double York Round. If we do this, we shall be on a footing to compare our skill with that of the world, and until we do it we shall be looked down on as an infants' association. Respectfully submitted,

JOHN WORCESTER.

Waltham, Mass., 27 April, 1880.

The report of the Treasurer, Miss A. C. Walker, was read by the Secretary and approved.

## TREASURER'S REPORT.

BOSTON, 28 April, 1880.

A. C. Walker in account with the Eastern Archery Association.

*Dr.*

For admission fees received from thirteen clubs . . . \$65 00

*Cr.*

By bills paid per order Ex. Com. . . . . \$46 50  
Balance in treasury . . . . . \$18 50

A. C. WALKER,  
Treas'r E.A.A.

The report of the Executive Committee was read by Mr. S. P. Abbott, and accepted.

## REPORT OF THE EXECUTIVE COMMITTEE.

To the officers and representatives of the E.A.A. at the annual meeting for 1880, the Executive Committee submits its report:—

All present are probably quite familiar with the general proceedings and results of the first grand meeting held in September last, and it is deemed unnecessary to enter into details, though it is very gratifying to remember the general feeling of its success socially, and as an introduction of archery in this part of the country.

Financially the result of the meeting was as follows:—

Total expenses . . . . .	\$397 88
Received from sale of tickets . . . . .	\$88 00
Drawn from Treasurer . . . . .	40 00
Contributions from various clubs . . . . .	145 15
Sale of two targets . . . . .	6 00
Total . . . . .	279 15

Leaving a balance of . . . . . \$118 73

As an offset the Association has on hand medals, score books screens, etc., which are necessary for future meetings.

The payment of the above indebtedness should be provided for; and we would recommend that for the annual meeting for the present year each archer be charged an entrance fee of \$2.00, and each club team an entrance fee of \$5.00.

There are also several changes in the constitution which are deemed necessary, and we would make the following recommendations:—

*First.* To amend Article 5, by striking out the words "from the delegates present."

*Second.* To amend Article 6, by adding: Each society shall also pay, as annual dues, the sum of two dollars, to be paid on or before the first day of August.

*Third.* Amend Article 7, by striking out all after the words "voluntary withdrawal of societies."

*Fourth.* Amend Article 8, by striking out the words "only by members of this Association." (This will allow visitors to participate in the shooting, but not in competition for the medals.)

*Fifth.* Amend Article 9 by inserting the National Round (for ladies), consisting of 24 arrows at 50 yards, and 48 arrows at 60 yards.



*Sixth.* Amend Article 10 by striking out, "for 1879;" and by substituting the "York Round" for the "American Round;" and also by striking out the words, "Winners of each day's prizes," and the remainder of the article.

All of which is respectfully submitted.

A. S. BROWNELL,  
E. I. HORSMAN,  
SAMUEL P. ABBOTT,  
W. HOLBERTON,  
*Executive Committee.*

It was then voted that the recommendations of the executive committee be taken up in their order and acted upon.

The first, third, fourth, and fifth recommendations were adopted without much debate; but upon the second a lively discussion was held. The following amendment was finally adopted:—

Each club shall pay, as annual dues, the sum of five dollars, to be paid on or before the first day of June.

Upon consideration of the sixth recommendation of the committee, the most interesting discussion was had relating to the

#### DOUBLE YORK ROUND.

The clause of the constitution referred to reads as follows:—

"The champion medal for 1879 shall be awarded to the individual member making the highest aggregate score at the 'Double American Round.'"

MR. ABBOTT said he liked to shoot at long ranges, even if he could not hit; and he thought that the general feeling of most of the archers in this part of the country was to shoot at the long ranges of 100 yards. He did not believe in shooting it this year. He advocated the double American round, first, because he did not think that they were yet in a condition to shoot the double York round, and could not get so without practice.

Now, last year they shot at the double American round, and he (Mr. Abbott) stood thirteenth on the list; so nobody could say that when he advocated the double American round he had any bias towards it other than what he honestly thought to be the best for the interests of the Eastern Archery Association. Now if they took 25, 30, 40 or 50 archers who had only practised one or two years they would find only a very few out of that 50 who could cover 40 or 60 yards. They might talk about practice as they pleased, but a club had got to grow into proficiency. Now, the archers that would probably come to the contests of the Association would not be old men, or middle aged men and women,—because there were other sports that had been established and introduced,—but they had got to depend upon young persons who had neither muscle nor skill to cover the long distances, and when those young persons understand that we are going to shoot the double York round,—distances they could not cover,—they would not shoot for the championship of 1880. If he was not mistaken the championship last year was at the double American round, with the understanding that it was to be repeated this year under the same circumstances. Now, if they changed the distance, but few persons would enter, and those who knew anything about scoring would be able to pick out the four or six who could shoot the distance and come in fair for the championship. Now if they, by changing the distance, deprived the archers of the anticipated pleasure of winning the championship, they would deprive them of an attraction which went for a great deal with every Yankee,—that of chance. If they deprived him of a fair chance, he would not take any interest in the championship, and he would not enter, and there would be very few persons who would enter. He therefore urged that the champion medal be shot for this year at the double American round, the same as it was last year; and if the Association, in addition, liked to offer a medal for the longer distance, let them offer one also. Then, if that should prove successful, let it be announced that the championship for 1881 would be shot for at the long distance. If that was done, the archers of the New England States would back it up.

MR. HOLBERTON said he differed from Mr. Abbott. He thought that shooting at the York round would add much to the

pleasure and interest of the occasion. So far as he had heard all the clubs around New York were in favor of their commencing now with the York round. He thought that nearly all the clubs that shot last year were going to shoot the York round this year. Now, if this Association put off the York round for two years, some of these clubs would be much ahead of them. He thought it was a disgrace that the Eastern Archery Association should shoot at this short distance. The York round had always been the distance elsewhere for men to shoot. They had got to commence some time, and they had better commence now while they were all young, and do the best they could.

MR. ABBOTT said that if the Creator made a man without the muscle or skill to cover the long distance, he could not see that it was a disgrace to shoot the short distance.

MR. HOLBERTON thought the Eastern Association ought to take the same ground as any other Association, and ought to stand as high as any other.

DR. DWIGHT said that Mr. Abbott had spoken about muscle. Now, the same muscle was required to shoot ten yards as one hundred. As regarded what had been said about the skill in shooting long distances, it reminded him of the saying that a person should never go into the water until he had learned to swim. They would never be able to shoot at the long ranges until they practised. They would never be able to compete at the York round with other clubs until they adopted it themselves. It seemed to him that by confining the shooting to the short range they cut themselves off from all the other clubs in the world. In England, some twenty or thirty years ago, they discussed the question of giving up the one-hundred-yard range. The discussion was carried on by all the great archers, and it showed so conclusively the advantages of that range that the gentleman who made the motion withdrew it. They had adopted it out West. He supposed most of the clubs wanted to join the National Association. Their club wanted to, but they would never be able to do so until they adopted the York round.

DR. HERR said that he was in favor of the York round, for reasons that had already been stated, and he could adduce others. It seemed to him, however, to be a little mixing of things to have a championship at the York round and a championship at the American round. The champion should be considered the champion; he did not know whether it would bar him out, if he was admitted,—provided they adopted both ranges,—if he shot at the York round, from shooting at the American round. He had a little pride in Eastern archery, and he did not want to see the Eastern Association take a stand that would be regarded in the light of a weakness by Western archers. If they could not shoot as well as some associations now, he wanted their club to manifest a disposition to shoot as well in the future, and not show a disinclination to shoot at long ranges. He thought if they adopted the long range for the championship, it would set a large number of archers practising at the long range, who would not otherwise practise. The practise would be much more for the long ranges if they adopted the long range for the championship, than if they adopted the American. He would not wish to discontinue the prizes for the American round because there would be a large number that would like to shoot the American round, who would not expect to attain the position of champion for some time. He would offer prizes for the young ladies.

DR. DWIGHT. Mr. Abbott spoke of breaking arrows. It did not seem to him there was more danger of breaking arrows at 100 yards than at 40.

THE PRESIDENT. Mr. Abbott has reference to our ground. MR. ABBOTT. No sir, Beacon Park.

DR. DWIGHT. Beacon Park is all ready. I can announce that there are very few stones there.

MR. WORCESTER. Mr. President, I made a suggestion in my report, as corresponding secretary, that we shoot the York round. That was made as a result of my own experience, and on account of receiving numerous letters from members of the Association wishing to shoot the York round and also from outside clubs wanting to know if we would shoot the York round, and making that a condition of joining the Association. There are several clubs who had signified their intention of joining the



Association if we shoot the York round; and who said that if we continued the American round they would join the National Association. That was one of the reasons why I introduced the suggestion. Mr. Abbott says he prefers the American round. He says he was thirteenth from one end of the medal match; I was third from the other. Since then I have practised on the York round. Though making a score of only 148 at Beacon Park, I have since made a score of 450 at the double York round; only two of the National Association at Chicago last year made larger scores. I think that will show that any one, with two months' practice, can get up pretty good scores at the York round.

MR. ABBOTT said he understood Dr. Dwight to say that it didn't take any more muscle to shoot a long than it did a short distance. Now the muscular force, as he understood it, did not depend upon the pull of the arrow, but upon the position of the arm.

DR. DWIGHT said he was very shy of speaking as an expert; he could only give his own experience, which, he was sorry to say, was directly opposite to that of Mr. Abbott. It seemed to him that at forty yards the exertion to hold his bow straight was much greater than it was to hold it at the necessary elevation for the long range. The muscles of the shoulder were so very complicated it would require a much more skillful anatomist than he was to say just how the power could be used to the best advantage.

MR. ABBOTT moved that Mr. E. R. Dwight be admitted to the privilege of the floor.

MR. E. R. DWIGHT said he was sorry to see them advocating the York round. He had talked with Mr. Brownell some three weeks ago with reference to this matter. He advocated the York round, and that was the first that he (Mr. Dwight) had heard of it. He did not speak from any personal feeling, for he rather thought his chance of winning the medal would be better at the York round than at the American round. Many of those with whom he had talked were strongly against shooting the York round. One gentleman who was very nearly, if not quite, as skilful as any one in the room in the use of the bow, had said, to quote his own language: "I don't propose to go down there and make a holy show of myself by shooting the York round." Another said: "I am not going to make a fool of myself." They nearly all claimed that it would be very foolish. There would be only very few shoot at the York round, and he thought it would be a great damage to the Association if it was introduced this year. Dr. Dwight had said that it took no more muscle to pull a bow at 100 yards than at 40. He disagreed with him. He could not shoot 100 yards accurately with a 30-lb. bow, nor could any other man. It would require a 50-lb. bow at least.

DR. DWIGHT said that Mr. Thompson, who won the National championship, used a 46-lb. bow. Mr. Carver, he thought, used a bow of 30 lbs. with which he made scores at 100 yards that no man in the room could rival. Last summer a lady had shot with him at 100 yards with a 30-lb. bow, and beat him quite frequently.

MR. HOLBERTON said he knew of a large number of persons who had commenced to shoot the York round, and a 46-lb. bow was the heaviest bow that was used. He saw some very good shooting the other day with a 41-lb. bow. He didn't think it was at all necessary to use heavier bows. He thought heavy bows were going out. The 60-lb. bows pull people's shoulders out of joint. He had been shooting with a 40-lb. bow at 80 yards, and he believed he could shoot at 100 just as well; 45 lbs. was as heavy as was necessary. Now, if the Association wished to be regarded as a children's club, they had better shoot the American round; but if they wished to be looked up to, they must shoot the York round. Two or three clubs around New York would join the National Association, unless this Association shot the York round.

MR. HORSMAN said that the bows being used through the country were mostly from 40 to 45 pounds. He had had a very extensive correspondence throughout the country on the subject. A 40 or 45 lb. bow seemed now to be mostly in demand. Persons who were a little weak would perhaps use a 40-lb. bow, while a man who had more muscle would use a 45-

lb. The subject of distances had been discussed in the Brooklyn club, and had been decided at 60, 80, and 100 yards. The championship medal for the coming season should be shot for at the York round. There had been some talk about holding the meeting in July instead of August, which would still leave some time for practice, and he thought the result would be satisfactory to all. He thought there were very few people who cared for a bow more than 48 lbs., which was very heavy.

THE PRESIDENT. At the meeting last year the matter was discussed, and a doubt was raised as to the policy of some members of the Eastern Association to change for that year. As the Constitution now stands, some action must be taken in regard to shooting at the York round.

MR. MOWER. In conversing with those whom I know who have been practising, — I mean the long-rangers, — I find they are pleased with the shorter round; not that they get better scores. In regard to the muscular effort required to shoot an arrow 100 yards, I have not shot much, I confess; but in shooting a light bow of but 32 to 38 pounds I find no difficulty in getting an arrow 100 yards. The difficulty is to concentrate my aim, and I believe, with a good amount of practice, the aim will be as good as at 40 or 50 yards.

MR. ABBOTT. Mr. Ford, of England, I understand used a 65-lb. bow.

MR. HORSMAN. I would like to ask Mr. Abbott if that was the actual pull. The English custom is different from our own. I find, upon examining English bows, that 2 pounds are added to every 10. I think it is done with an idea of satisfying the archers. The heavier the bows are made the more likely they are to break. I had an instance lately where a gentleman insisted on having a 65-lb. bow. I made five, and in putting them to a thorough test we broke three. It only proves that the heavier the bow is made the more likely it is to break. When we read about bows pulling 70 and 75 lbs. I do not think such bows exist.

MR. NEWHALL called for the question, and the motion to amend was lost.

MR. ABBOTT. Then, as it now stands, we have no championship match.

THE PRESIDENT. There is no championship match provided for 1880; therefore it is necessary to vote a championship range.

DR. DWIGHT. I move that the championship be shot for at the double York round this year.

MR. MOWER. What would be done in the case of the medal won last year?—That has to be won two years in succession.

THE PRESIDENT. That is settled in the constitution and rules, as I should interpret them.

A vote was taken on Dr. Dwight's motion and it was carried; 7 in favor and 3 against.

ON MOTION it was voted to strike out the clause "winners of each days prizes," etc., by a vote of 8 to 3.

It was voted to amend Article 8, by striking out the words, "An arrow must remain in the target until the value of the hit is recorded, otherwise the hit shall not be counted," and substituting the words: An arrow striking the target, and rebounding or passing through the target, shall count one hit and one in value.

A lively and interesting discussion arose upon the subject of a proper target to adopt, as a result of which it was voted that a target be adopted which is substantially the same as provided by the National Association. The discussion may be reported in the next number of the BICYCLING WORLD.

It was voted to amend the constitution as follows: All members of teams taking part in the annual prize meeting must have been members of the club they represent at least thirty days prior thereto.

*Voted*, That all questions or disputes which may arise shall be referred to the Executive Committee for decision.

*Voted*, That the Grand Annual Meeting for 1880 be held at Beacon Park.

*Voted*, As an amendment to the constitution, that the tournament be held each year, at such time during the year as shall be decided at the previous annual business meeting.

*Voted*, That the tournament for 1880 be held the first week in September.



*Voted*, That the BICYCLING WORLD be recognized as the official organ of this Association, and that the communication from the Bicycling World Co. be referred to the Executive Committee.

The meeting then proceeded to the election of officers, as follows: President, A. S. Brownell; First Vice-President, Miss Josephine Wilson; Second Vice-President, Col. Frank Brandreth; Corresponding Secretary, John Worcester; Recording Secretary, N. D. Abbott; Treasurer, Miss Alma C. Walker; Executive Committee, George Smith, G. A. Mower, Dr. James Dwight, John B. Cotton, S. P. Abbott, E. R. Dwight. This is substantially a réélection of the old board of officers.

*Voted*, That the question of charging entrance fees be left with the Executive Committee, with full power.

After a few minor items of business were transacted, the meeting was adjourned.

There were in attendance several ladies and gentleman interested in archery, not delegates; and the meeting was a very enthusiastic and successful one, occupying four hours, and breaking up with much good feeling and social conference.

The silence of the ladies, during the frequent discussions, was eloquent in its way, but one could not help wishing to hear from them; and the poverty of this report is largely due to the fact that the reporter caught no sound of their speech.

#### BICYCLING IN NEW YORK.

NEW YORK, 24 April, 1880.

*Editor of the Bicycling World*:—I hear from good authority that the people of Newport have prepared a beautiful silver cup to be presented to that club showing the best "road drill" during the parade. Bicycling is meeting with wonderful success in this city. During the past week two *bona-fide* clubs have been formed. The Manhattan, with Philip Simpson as captain, and a roll of twenty members, and the Mercury, with W. Wright as captain, and eight members, who constitute the directors of the club. This latter club is, and probably always will be, known as the "Pot Luck," for, before they fixed upon a name, they announced that their motto was to be "Pot Luck," or "Take things as they come." This, as Wentworth Rollins, one of the members of the new club, explained, is not to be set forth in cold English, but in the more graceful language of the Franks, as soon as the "Board of Directors" can determine the French equivalent of "Pot Luck." The men of New York are becoming profoundly disgusted with the treatment they are receiving at the hands of the clerk of the weather, for, while their club meets are always called for Saturday afternoons, he has thus far managed to interfere so successfully that they have had but one run together this spring. They have added to their list of axioms, "A Saturday is a rainy day." During the last week the New York Club having procured letters from the Park Commissioners of Brooklyn and Philadelphia, setting forth the privileges granted to wheelmen in those cities, enclosed the same with petition to the New York Park Commissioners. This petition is very modest and simple, and only asks that "wheels" may be admitted to Central Park, between the hours of 6 a.m. and noon. No answer has as yet been received.

The Manhattan Club took its first run last Sunday, going to Coney Island, and having a glorious time. The members carried their wheels through the city to Wall-street ferry, on an elevated railroad train, by special permission. The Mannhattans have taken as their club-room a small room directly in the rear of that occupied by the New York Club, on Rollins place, corner Fifth avenue and 59th street.

Many a pleasant run is being taken these moonlit nights out to Jerome Park, over a capital road. The distance out and back is 13 miles. The capital dinners to be obtained at Judge Smith's, *en route*, heighten the pleasures of this run. Hoping soon to be able to introduce you to some of these roads, and to the hospitable inns that line them, I remain yours faithfully.

L'INCONNU.

ON THE FLYING WHEEL.—Last evening was set apart at the roller rink for something out of the usual order,—that is an exhibition of plain and fancy bicycling by the Providence Bicycle Club, both as a club and individually. The members have

had very little hall practice as a body; but still they did finely and received very hearty applause at each difficult motion. Starting at nine o'clock, under the lead of the captain, Mr. Wm. Richmond, eight members of the club, Messrs. Thurber, Sprague, Carpenter, Dyer, Ed. Thurber, Greene, Handy and Lippitt, rode out upon the surface, and after making the circuit of the hall twice dismounted in the centre, and the president, Mr. A. G. Carpenter, stepped forward and made a few remarks about the club, the methods of riding, both on the road and in the hall, and then told what the club would do, also explaining the slow race. He then stepped back into line, and at the signal, given by a whistle, the club mounted, and for fifteen minutes went through a series of finely conducted manœuvres, that, to judge by the approbation bestowed, proved very interesting to the large audience.

They rode single file, by twos and fours, wheeled, turned, rode in circles, curves, and executed everything that the size of the hall would allow. At the close of this the slow race was started. This race was made with a still start, and the distance was once the length of the hall, the man reaching there *last* to be the winner. The starters were Messrs. Churchill, Richmond, Thurber, Carpenter, Lippitt, and Ed. Thurber; the latter of whom proved the winner, handling his machine with the utmost care and skill, and displaying a command of the wheel that was almost marvellous. After the race Mr. Thurber gave a very pretty exhibition of fancy riding, including a mount by the pedal, a still mount, standing or stopping his machine, riding with both feet and then with one foot on the saddle, and various other movements. Mr. Lincoln Lippitt then took the floor. Mr. Lippitt is a daring and graceful rider, but had the misfortune to break his machine while on the road Wednesday, and had had no time to practice on the wheel that he was to ride; hence his exhibition was not a fair test of his skill. He executed some very difficult feats, however, and the entertainment closed with a dual exhibition by Mr. Lippitt and Mr. Thurber. The attendance was excellent, and a second evening's riding, which will be given soon, will undoubtedly fill the house.—*Providence (R. I.) Press*, 27 March, 1880.

#### A SIMPLE DUST-CAP.

Wheelmen whose machines have flat or nearly flat flanges outside the hub of the back wheel can make a simple and effective dust-cap, thus: take a strip of card-board just wide enough to fit snugly between the hub and the fork end, and long enough to go around the flange of the hub and lap a little. Wrap this strip in tin-foil; fold it around the flange, and tie it tightly on the flange with white silk. It will then revolve with the wheel and will close all the space between the hub and the fork, completely inclosing the bearing; it is frictionless, and will effectually keep out dust, if neatly fitted. After experimenting with various things, I found thin card the best, having no threads to be carried into the bearing and absorb the oil, the tin-foil protects the card from oil, and by its metallic appearance keeps the cap from being readily noticeable. Silk for tying is stronger than cotton, and the white color assists in hiding it.

WHELE.

After a few minutes spent in pleasant "wheel" talk, Captain Johnson gave the signal to mount, and, in double file, the run proper was commenced. A slight ascent soon hove in sight, and as its summit was passed, the order to ride at ease was given, and the hill taken "legs over the handles," "side saddle," or in any way that the fancy of the rider might suggest, and his skill allow. Crossing the horse-car tracks the cyclists sped on over the splendid roads of the Oranges, flying the down grades, and climbing the hills; the youngsters indulging, whenever the order to ride at ease was given, in scrub races and the older members jogging along discussing club and other matters, until the raising of the captain's right arm called a dismount at a suburban villa, where light refreshments were indulged in, and a few minutes' rest enjoyed. A kick and a jump and the riders were again en route. Main street was reached and traversed, and a bee line made for South Orange, but when Central avenue was reached the rain, which had been threatening for some time, began to fall and broke up one of the pleasantest runs of the season.—*Newark Daily Advertiser*, 4 March.



*Columbia* must be finished and burnished before the spokes are put in; and the mere burnishing of the rim and the preparation for the nickel-plating requires the labor of one man and his machinery for the whole of one day. Space forbids our going further into details, but enough has been said to show that the manufacture of bicycles in the United States, on a large scale, is well established; and that it has attained such headway, and has been attended with so much outlay of capital as will prevent any further occurrence of the impossibility of obtaining machines within a reasonable time, which has attended the opening of this spring season.

The Weed Sewing Machine Company is one of the largest and best-conducted establishments in this country. It does not fritter away its time or waste its capital upon uncertainties. The immense investments and activities of this Company, in connection with the Pope Manufacturing Company, in the manufacture of bicycles, furnish a strong proof and illustration of the firm and prominent business hold which bicycling has taken upon the American community.

#### BICYCLING SIGNALS.

We published, in a previous number, a code of bugle calls, with the musical notes, which has met with very favorable recognition, several of the clubs having already adopted them. The code was not prepared without considerable consideration, care, and consultation, and it will certainly be a step in the right direction if it should be adopted universally. It is true, however, that many of the clubs do not yet enjoy the assistance of a skilled bugler, and it will be some time, probably, before clubs find their captains sufficiently skilled in the use of the buglet, made expressly for bicycle use, to blow all the calls; and it will often happen that the bugler is absent. For such contingencies, as also for use on excursions, where the presence of a bugler is not always certain, it will be found equally desirable to have a well-understood code of whistle calls. During the excursions last fall, a very simple whistle code was used with good effect. The N.Y. Club, the Montreal, the Boston, and several others have adopted more or less such calls for ordinary club use; but on looking them over it will be found that they are either very meagre, or complicated, or too little distinguished. It will be equally desirable, with the universal adoption of one system of bugle calls, to have a uniform code of whistle signals also adopted; and with a view to aiding towards this end, a simple list has been prepared, which is in part like those in use by some clubs, and in part like those used in "A Wheel around the Hub," but sufficiently extended to answer most needs of a small touring party, or of an ordinary club run when no bugler is present. It is doubtless susceptible of improvement, and is put forward with the hope of eliciting comment. Probably in the event of a meeting of bicyclers at Newport, for the formation of a bicycle league, one of the advantages to be accomplished by such a league will be the special adoption of codes of signals; if that should be the case, this may be considered as a suggestion in advance. Our proposed code is as follows:—

- One long note, — fall in and mount.
- One short note, — single file.
- Two short notes, — two abreast.
- Three long notes, — slow up, ride with care.
- One short and one long note, repeated, — dismount.
- Two long notes, — ride at ease.
- Three short notes, — halt.
- Two short notes and one long, repeated, sounded from the front, — answer from the rear.
- Two short notes and one long, repeated from the rear, — all right, go ahead.
- One long and two short notes, repeated, from the rear, — slacken speed.
- Prolonged notes in succession, from the rear, — distress, halt, and wait.

Our ample Premium List, offering the best goods of Horsman, Bradford & Anthony, Pope Manufacturing Co., and others, to our subscribers for aid in procuring additional subscriptions, and our terms to clubs and agents, are crowded out this time but will appear in our next issue, and will be forwarded at any time on request.

## ARCHERS AND ARCHERY

### ANTIQUITY OF ARCHERY.

BY A. S. BROWNELL.

No authentic history or tradition gives us the date of the introduction of archery. Plato ascribes the invention of the bow to Apollo, by whom it was communicated to the Cretans.

The first mention which relates to archery is found about 1897 B.C., Genesis xxi., 16: "A good way off, as it were a *bowshot*," and of Ishmael, Genesis xxi., 20: "And he grew and dwelt in the wilderness, and became an archer." About 1760 B.C., Genesis xxvii., 3, Isaac bids Esau "Take thy weapons, thy quiver and thy bow, and go out to the field and take me some venison." Repeated allusions to these ancient weapons of the Jews, occur in the Old Testament.

Jonathan presents his bow to David, and a year later, 1602, B.C., says I. Samuel, xx., 20, "And I will shoot three arrows, as though I shot at a mark." Here we have the indication of a pastime and the three arrows, which now constitute the "end" adopted by the archers of the present day.

The gold target dates back to 992 B.C., I. Kings, x, 16: "And King Solomon made two hundred targets of beaten gold; six hundred shekels of gold went into one target." The constant appearance of the bow in the sculptures of Nineveh and of Egypt show that it was used by the oriental nations from the earliest times. These nations long preserved their superiority in its use.

The Greeks and Romans made little use of the bow, although many of the nobles and several of the Roman emperors practised it as an amusement.

Plutarch signalizes the defeat of the Romans by the Parthians, and ascribes it to the manner in which the latter galled the enemy with their arrows. In their wars with Eastern races the Romans found that bowmen formed the chief strength of their enemies, and they employed foreign archers as mercenaries.

Plato was a great advocate of archery, and desired that the government should appoint qualified persons to teach the youth of Athens the art, and mentions that the standing guard of the city numbered among its forces one thousand archers.

The Cretans excelled in the use of these weapons and the Persians, Parthians, and Numidians were among the best archers of antiquity.

In India and China the bow was the chief weapon. Confucius wrote a treatise on archery, and one of their proverbs says: "When a son is born in the family, hang the bow and quiver at the gate." All the Eastern nations seem to have used the bow as a weapon of warfare, and practised archery as an amusement in times of peace. The Arabs were skilful archers. In Persia equestrian archery was much practised; and in Chinese Tartary both sexes were equally expert in the use of the bow. There seems to have been no nation or country in which the bow has not at some time been the chief weapon, and it has only been given up where fire-arms have been introduced.

The great period of archery began with the Norman conquest of England. The long bow was used with such effect by the Normans that the Saxons found no weapon to successfully oppose it. Upon the amalgamation of the two tribes it became the English national weapon, and was rapidly made famous. The length of the bow was the height of the archer, and the arrow was half the length of the bow; from 60 to 90 lbs. was the weight of bows. Wonderful stories are told of their shooting; and, if full credit is to be given to these accounts, I doubt their ever again being equalled.

Nearly all the kings and queens of England down to the present time have encouraged or required the practice of archery. Edward IV. required every person strong and able of body to use his bow.



Henry VIII. was a great patron of archery, and enacted laws requiring all men, not having a lawful impediment, under sixty years of age, to practise archery, and to teach their children and servants.

Queen Elizabeth was a patroness of archery, and a skilful archeress besides. During her reign the use of the bow formed a part of the education of youth, notably at Harrow School; where the parents were required to allow each boy the necessary implements of archery. The prize, a silver arrow, was shot for annually, record being had of the winners at various times from 1727 to 1816.

During the reign of James II. archery was neglected, and afterward, under the accession of a new family, fell into disuse.

George IV., when Prince of Wales, by his influence and patronage made it fashionable, and thus reanimated it, since which time it has been the fashionable sport of the ladies and gentry of that country.

Coming down to the reign of the present queen of England, we find her name upon the archer rolls; and the fact is noted that in 1850 she added as a prize, to be competed for by ladies in archery, a handsome and valuable bracelet. Still later, during the past season, at the grand meeting in England, a viscountess is found among the leading lady archers.

#### RETROSPECTIVE.

Like an old soldier who, when his campaigns are over, forgetting the toil and danger, recounts nothing but the pleasures and glory of his warlike experiences, I look out on the brown and wintry landscape, and my mind pleasantly reverts to the balmy summer evenings when the fresh, green lawn was gay with the gilded targets, and animated with the members of our archery club; but dim grows the recollection of the efforts to inspire a few listless members of the gentler sex with a proper ambition to hit the target, and the subsequent weary search for their arrows in the grass, with the darkening twilight and the tiresome postures to add to the pressure on our patience. But no pleasure is unalloyed, and we will have to accept the bitter with the sweet. Yet, philosophy cannot prevent us from being annoyed with those people who will never be in earnest. In croquet, as spectators, they meddle with the game and players; put them in the game, and every time their turn comes they have to be sought, told their arch and ball, and so spoil the game. In dancing, they neglect their own quadrille to converse with a person in the next; put them in the next, and they act just as contrary. In archery, their perversity leads them to annoy the earnest members in numberless ways. We have one individual in our club who contrives to keep the members in a continual state of turmoil, by upsetting benches, juggling with the arrows, etc., but who never takes an interest in the score; and when he shoots, contrives to lose half the arrows, which the more staid members have to search for. Such a person is an unmitigated nuisance. A lack of ambition on a part of the club has compelled the earnest members to possess their own implements and hours of practice. As our grounds are not extensive enough for the York round, we have decided to shoot at the American round, using a 48-inch target. The best backstop for arrows, we find to be a mattress, and the next best, earth; we find stones the best for the arrow manufacturer. At the best it is distressing to break so many arrows. At first we thought 25c. arrows and a 30-inch target was a terrible extravagance, but have been educated up to \$1.00 arrows and a 48-inch target, and have learned to grin and bear it. We make a better score now at 180 feet than we did at 30.

Our city has the Nottingham, Edgewood, Hazlewood, Birnamwood clubs, and some others about organizing. We would like to have the names of all Western Pennsylvania archery clubs, for the purpose of forming an organization.

ARROWSMITH.

Pittsburg, March, 1880.

#### ARCHERY SCORING.

*Editor of the Bicycling World:*—I should like to give a few facts and figures in regard to the supposed accuracy of Mr. Brownell's new method of scoring. I allow at once, that the test of the best shooting is the smallest average distance from

the centre of the target; that the best figures to use are those which most accurately express this average. I give below 22 scores of 30 arrows at 40 yards, shot at Plimpton Hall this winter. I wish to call attention to the fact that the two methods give almost exactly the same proportional results. But when we take the average of the whole, we find his method gives a value of 3.43 to each hit; the real method giving 6.05 to each hit. His method would place each of the arrows 12.15 inches from the centre of the gold; the other would put them 11.90 inches, and the calculated string measurement 11.85 inches from the same place. Thus here, at least, the old method is the more accurate of the two. Mr. Brownell was shown some of these figures, and explained that his method was not meant for short-range shooting, where nearly all the arrows were in the inner rings. But one archer will make as many hits, and as good ones, at 100 yards, as another at 60 yards; one at 60 yards as another at 40. What is long range to one man is short to another. What we seem to need, if we follow Mr. Brownell, is a different system of scoring for each archer.

We are all ready to allow that the present system is not perfect; but it would be absurd to undergo all the confusion a change would cause, unless we are very sure that we have a better system ready. If I may say so without offence, it requires more than a year's practice to qualify any one to remodel Archery. JAMES DWIGHT.

The scores and comparison follow:—

Dist.	Hits.	Score.	New Method.
40 yards . . . . .	29	195	114
" . . . . .	29	191	110
" . . . . .	30	190	110
" . . . . .	30	184	107
" . . . . .	30	178	104
" . . . . .	30	178	104
" . . . . .	30	176	103
" . . . . .	28	176	103
" . . . . .	29	171	100
" . . . . .	30	170	100
" . . . . .	29	169	99
" . . . . .	28	168	98
" . . . . .	29	167	98
" . . . . .	29	167	98
" . . . . .	30	166	98
" . . . . .	29	165	97
" . . . . .	29	163	96
" . . . . .	30	162	96
" . . . . .	29	161	96
" . . . . .	29	161	95
" . . . . .	30	160	95
" . . . . .	30	160	95
Average . . . . .	29 2-22	176 6-22	100 7-22

THE ANNUAL business meeting of the West Newton Archery Club was held 16 April. The following officers were elected for the ensuing year: President, J. W. Rollins, Jr.; Vice-President, Miss Allen; Captain, E. E. Allen; Sub-captain, Miss Gates; Sec. and Treas., Geo. A. Mower, Ass. Sec. and Treas., Miss Plimpton.

ARCHERY TOURNAMENT.—The first "Annual Target Meeting" of the Michigan Archery Association will be held at Recreation Park, in Detroit, 23 and 24 June next. Medals will be contested for at the Double Columbia and Single York Rounds. Handicaps—Ladies, 30 yards; gentlemen, 40 yards. Team Shooting at the Columbia and American rounds. Matches not confined to Archers in the State, but open to all, will be shot at the English and York rounds. From pledges already made, the committee feel safe in saying that prizes to the amount of \$1000, and over, will be offered. Constitution and Rules furnished on application to the Cor. Secretary, De W. H. Dorrance, Jackson, Mich. The success of this meeting is a matter of importance to every one interested in this elegant and invigorating pastime, and clubs intending to participate should lose no time in joining the State Association. More than 100 prizes will be offered, and it has been the aim of the committee to arrange that they may be evenly distributed, and not all carried off by a few superior bowmen. The professional



element will, as it has in all other American sports, detract somewhat from the amusement as a pastime, and should not be encouraged. No archer need fear to compete; for all Michigan clubs are young, only two of them having ever taken part in a tournament. Persons wishing to perfect their shooting will find this meeting a good place to get points. Assurances have been received that Will. H. Thompson, and other prominent archers, will attend.

The Committee are desirous of putting programmes and other matter of interest into the hands of every club in the State, and to that end earnestly urge clubs not belonging to the Association to furnish their names and location at once, whether they intend to join the State Association or not. Address, E. T. CHURCH, Ch. Ex. Com., M.A.A., Charlotte, Mich.

A REPORT of the meeting of the Eastern Archery Association (and other interesting matter), appears in the SUPPLEMENT to this number of the WORLD.

### COMING EVENTS

[We shall be glad to announce briefly, under this head, all proposed bicycle races, and gentlemen arranging for them or receiving entries are invited to send us the particulars as early as possible. — ED.]

8 MAY, at 2.30 p.m. Games of Elizabeth Athletic Club, at Elizabeth, N. J. One-mile handicap amateur bicycle race; five-mile amateur bicycle race. Entries, to Robert Morrell, Lock Box 28, Elizabeth, N. J.; close 28 April.

22 MAY, at 2.30 p.m. Games of Manhattan Athletic Club, at Manhattan Grounds. Two-mile amateur bicycle race. Entries to Secretary Manhattan Athletic Club, 8th avenue and 56th street, New York City; close 15 May.

29 MAY, at 3 p.m. Games of Staten Island Athletic Club, at West New Brighton, N.Y. Two-mile amateur bicycle race. Entries, to the secretary, P.O. Box 169, New Brighton, Richmond Co., N.Y.; close 22 May.

29 MAY, at 2 p.m. Games of Rye Athletic Club, at Rye, Westchester Co., N.Y. Two-mile amateur bicycle race. Entries, to secretary, at above address, close 22 May.

31 MAY, at 2 p.m. Games of New York Athletic Club, at Mott Haven, N.Y. One-mile and five-mile amateur bicycle races. Entries, to C. E. Mahoney, Secretary, P.O. Box 3, 101 New York City; close 24 May.

25 SEPTEMBER. The National Association of Amateur Athletes of America. Annual Amateur Championship Meeting will be held on Saturday, 25 September, 1880, on the grounds of the New York Athletic Club at Mott Haven. Amongst other championship games will be a two-mile bicycle race. This championship was won by Mr. L. H. Johnson last year. He will have close competition to hold it again this year, no doubt.

### PERSONAL

THE Manhattan Bicycle Club appears to have started with great enthusiasm and a fine make-up. Among the names of members elsewhere reported will be those of some of the best athletes in New York city. Mr. Lafon, whose record on the track as a sprinter for 100 yards and  $\frac{1}{4}$  mile, was one of the first to ride the wheel. Mr. Ficken, the champion hurdle racer of America, has won some fifty medals here and in England, in the many athletic games in which he excels. Col. E. H. Sanford, for several years President of the Amateur Rifle Club, was also one of the rifle team that represented America at Dollymount in 1875. Mr. Phil Timpson has been for many years one of the most successful oarsmen in Columbia College, rowing bow oar in the victorious crew at Saratoga in 1874, in the inter-collegiate regatta, and winner of a score of races in the many regattas; he rode second to Johnston in the 50-mile championship bicycle race at the American Institute Building, 21 Feb., making the 50 miles in 3 hours, 10 minutes, 15 seconds; he also won the 5-mile amateur cup, 17 March, 1880, and he now occupies the position of captain. MM. Underhill, Sip, Graham, Brunner, and Miner, are enthusiasts in bicycling, and have made and done much in showing to their fellow-riders new roads about New York. The first meet of the club was held on Saturday, 17 April, from the club-rooms on 59th street and 5th

avenue to Coney Island and return. This club, which, from its promised management and enthusiasm, and unlimited amount of time which the members are able to devote to runs, meets, and tours, will, without doubt, be very successful.

ONE OF THE most tasteful and attractive club devices is the keystone in hollow outline with a "full-face" of a bicycle in the centre, which the Keystones have adopted.

Mr. W. O. AVES, 46 Barbican, London, E.C., places at the disposal of our proposing visitors to England any space that may be desired for storing their machines while in London, free of charge. His premises are in the heart of the city and closely adjoining the Aldersgate st. R.R. Station. This generous offer in advance will doubtless be remembered.

Mr. WILL R. PITMAN may be found with Baumann Brothers, 32 W. Fourteenth street, New York, whither he has taken the good wishes of many Boston friends.

Mr. ALFRED D. CHANDLER had the unique experience of a jolly 25-mile spin in a snow-storm on the 27 March. The light snow covering him with whiteness, gave him quite an angelic appearance, — so the ladies said who met him on the home stretch.

### INVENTION AND MANUFACTURE

#### STANDARD COLUMBIA.



The new spring styles of the Pope Manufacturing Company have been announced in their catalogues, and have become already well known in bicycling circles, much in advance of their actual appearance. The "Ordinary," or third grade, was described in this column in our last issue. The second grade is even more interesting than either of the others, although they are entirely new styles in general, and this one is an old style improved; but what makes it specially interesting is the opportunity to notice what makers consider necessary improvements in machines, apart from style, and within their means at the same price. The Standard, as will be seen from a glance at the cut, preserves much of the general appearance of the Columbia of last year. It has the open head constructed in one solid forging; it is half bright and painted; the spokes have nipples and lock nuts, pedals, steps, cone bearings, grip spoon-brake; these are all substantially the same. The first thing that attracts the eye of one acquainted with bicycles is the difference in the spring, which has a different curvature and the plain loop or "Stanley" clip, the lower end of the spring gliding freely in the loop. The spring is also made longer, and part of this added length is gained by carrying the fore end forward to the spindle instead of being bolted through the neck as before; this gain in length is a great improvement over last year. Another change is noticed in the cranks. Those of last year were fixed, and this year they are detachable, — an improvement now absolutely demanded in a respectable machine. There is also a change in the spindle in the head, this being made longer and with but one circular nut instead of two; the upper cone centre is adjustable by a threaded bolt through the upper bridge, and merely held by the lock-nut below, the principal gain being in greater strength given to the steering head. The wheels have a slight increase in number of spokes; they have rims, but the groove in the tire is made a little deeper. The same difference in the cementing of the tires is noticeable, which is explained by the manufacturers as the result of some experiments to prevent tires from coming off, and which they believe will be found perfectly satisfactory. There are some other improvements perhaps worthy of mention; one is in the construction of the back wheel and its bearings so as to be better dust-capped, and



removable from the back fork without springing the latter. The general finish and putting together of the machine is very neat and workmanlike; it is a large improvement over the machine of last year, which has come to be largely known as "The Columbia." The Columbia may be said to be a trinity now; but it will not take long to become familiar with the new nomenclature, and hereafter we shall hear the wheelman talk of his "Special" (this will be described in the next issue), his "Standard," or his "Ordinary," as he does now of his "Columbia,"—a name which has become almost a synonym of bicycle.

### LITERARY COMMENT

THE COMPLETE GUIDE TO BICYCLING, by Mr. Henry Sturme, editor of *The Cyclist*, and author of the "Indispensable Bicyclists' Handbook," is a handsome pamphlet of 85 pages, published at *The Cyclist* office, Coventry, England. It consists of sections 3, 4, and 5, of the "Handbook," separated from the rest, with revision and additions; it gives a brief discourse on the history of the bicycle, and many good suggestions for practical observation everywhere, in respect to selecting a machine, riding, touring, racing, training, etc. It is a strictly English book, written for the English, and gives in great detail and apparent accuracy English facts. For all outside of the United Kingdom it gives one page of comment, half of which concerns America. This would have been more accurate perhaps had the author either visited this country or read the bicycling literature it publishes. It is well worth the "shilling," and will doubtless find many readers this side the Atlantic.

HARPER'S YOUNG PEOPLE, in the first six months of its existence (by the way it's just OUR age), has become widely and fondly known as a delightfully illustrated and brilliantly edited weekly paper. In its pages high art and pure literature are waited upon by all the graces and freaks of modern methods and fancies; and the healthful freshness of the whole is well preserved. The editor, Mr. G. K. Munroe (N.Y. B. C.) is an accomplished wheelman, and if the contributors are not bicyclers or archers they find some way of preserving their youthfulness.

A CONTRIBUTOR calls our attention to the fact that the new edition of "Webster's Unabridged" gives the words, "Bicycle," "Bicycling," "Bicyclist," "Pedomotive," etc., but does not give "Bicycler." The latter is the correct word in every sense, and "Bicyclist" is a barbarism; notwithstanding it has acquired the sanction of large usage in English publications. In this country there is no doubt of the correctness of "bicycler;" but it is a recent word, as is the idea it represents, here, and the editor of that dictionary had probably done his work before the usage was fixed. It is to be regretted, as we shall probably have the barbarism used in the newspaper press until another edition of a good dictionary is out.

THE OLYMPIAN is a twelve-page monthly, devoted to sports, literature, and the arts, edited by Mr. J. Sanderson, and published in San Francisco, of which No. 9 has just reached us. The heading is of elegant ornamental design, and shows well, as do its able and interesting contents, for bicycling and archery. It is published at \$2.00 a year; and we wish it long life and many readers.

"Why Snodkin Sold His Bicycle," is the title of a cartoon in the *Harvard Lampoon* of 16, April representing Snod in the act of making a header through the covered end of a large butter wagon, which had suddenly stopped in front of him.

"An Exciting Ride" is the title of a six column love-story in the *Columbia College Spectator* of 9 April, detailing the vacation exploit of an undergraduate wheelman, who overtook a perplexed maiden, on her way to the train to elope with her lover, and pursued by a cruel parent with a fast horse. The gallant student promptly persuaded her to stand on the steps behind him, and in this fashion wheeled her up hill and down dale till the station was reached, while the panting steed of the parent arrived just too late for the train.

Acknowledgments:—

SCRIBNER'S MONTHLY Illustrated Magazine, Vol. xx., No. 1, May, 1880. New York: Scribner & Co.,—Received by A. Williams & Co., Boston.

THE ATLANTIC MONTHLY, Vol. XLV., No. 271, May, 1880. Boston: Houghton, Osgood & Co.

LIPPINCOTT'S MAGAZINE Illustrated, Vol. XXV., No. 149, May, 1880. Philadelphia: J. B. Lippincott & Co.

ST. NICHOLAS, Scribner's Illustrated Magazine for Boys and Girls, May, 1880, New York: Scribner & Co.—Received by A. Williams & Co.

THE MASSACHUSETTS B. C. took its first run of the season on Fast day, starting from "Trinity" at nine o'clock, a. m., under the lead of Capt. Pope. They took a circuitous route through Longwood, Brookline, and the Newtons, calling at the residence of their genial Secretary, who was detained at home by family cares (or family joys!) and coming back "before the wind," after a most enjoyable run. They appeared (most of them) in their rakish helmets and new uniforms, making a fine appearance. This club purposes having short runs every Saturday afternoon for the next twomonths. A. S. P.

Vol. I] THE BICYCLING WORLD [No. 12

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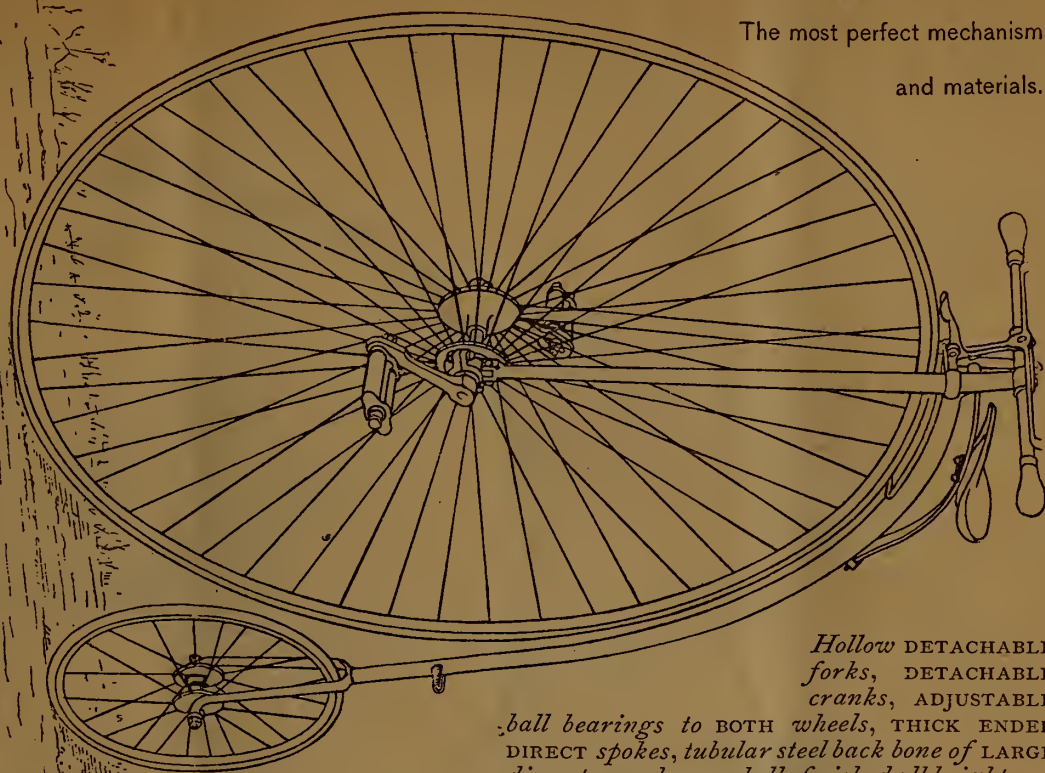


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