

THE Bicycling World

ARCHERY FIELD

\$3.00 a Year.
10 cents a copy.]

A WEEKLY JOURNAL OF POLITE ATHLETICS

[Volume II.
Number 14.

CHARLES E. PRATT, } Editors.
LOUIS HARRISON, }

BOSTON, 11 FEBRUARY, 1881.

Entered at the Post Office
as second-class mail matter.

VOL. II] CONTENTS [No. 14

Currente Calamo	209
Editorial—BICYCLING WORLD	211
The Expense of Bicycling	211
A Few Hints on Training. H. L. Cortis	211
Grenadine Speaks	212
Wheel Club Doings	213
Glances Abroad	215
The English Tourists	216
Editorial—Archery Field	217
The Lack of Genuine Enthusiasm among Archers	217
Skill or Chance	217
Rawhide Bows	218
The League Meet	218
The Bicycle Touring Club	219
Notes from Foreign Journals	220
Icycling in Wisconsin	220
Tricycling on Ice	220
A Tour in Devonshire	221

E. C. HODGES & CO., Publishers,
OFFICE, 40 WATER STREET . . . BOSTON, MASS.

ADVERTISEMENTS

THE BEST WAY TO KEEP YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

SPECIAL NOTICE.

THE COPARTNERSHIP heretofore existing under the firm name of GEO. R. BIDWELL & CO. is this day dissolved by mutual consent.

GEO. R. BIDWELL.

JAN. 21, 1881. C. A. SCHLADERMUNDT.

CURRENTE CALAMO

No.

It is not true.

It is a venomous, maleficent, uncompassionate, bowless slander.

JUVENIS has not eloped with Jennie.

ICYCLERS enjoy this weather. The ice is abundant and the cyclers more than ready to improve every opportunity to ride.

A HEADER on the ice ought to greatly enlarge a man's bump of benevolence; but strange to say, it tends rather to enlarge his vocabulary, and give his language terseness, forcible directness, and a wonderful strength of expression.

MR. THURBUR, of Providence, rode to Rocky Point, fifteen miles, on the ice, and found it exceptionally fine riding all the way. Mr. Jo. Dean, of Boston, took a spin out upon the ice, covering the south part of Boston harbor, and adds his approval of icycling to the "list."

MR. CHANDLER's interesting account of "A Bicycle Tour of England" will be concluded in our next issue, and will contain some unusually valuable and entertaining matter. The map illustrating the route of the tourists will be republished in conjunction with it.

THE BOSTON CLUB annual election of officers was held at Young's Hotel, after which the club sat down to a bountiful repast. It was the third annual dinner of the oldest and most honored bicycle club in America, but it was the first annual quenching of thirst for the reporter, after a full account need not be expected until he is thoroughly sobered.

WE reprint in this issue an article on training, by Mr. H. L. Cortis, recently published in *The Cyclist*. To those who contemplate making their debut upon the racing path this season, the suggestions offered by this veteran will be of considerable value. The article is characterized by moderation, good sense, and strict attention to the essential points in diet and muscular training. Coming as it does

from one whose deeds would support almost any assertion he chose to make, it is surprising that there is such an utter lack in it of pretension and authoritative tone. There is nothing in it that is not sanctioned by practical experience.

THE man who for three weeks has tipped along the street with downcast eyes, modestly searching for a bare spot on the pavement, or a friendly handful of ashes, now struts with proud forgetfulness of his former self, or stops at a street crossing, breathes a sigh of grateful relief, and then springs lightly upon a little compact island of trodden snow. His gratitude that the cold has gone and that spring will soon be here is sweet to contemplate just at that moment when the insidious island of trodden snow parts in the middle and lets him down into a foot and a half of slush and water.

PROVIDENCE seems to favor the city so named, as it not only has a magnificent roller-skating rink, but a bicycle rink as well. The latter has been established by Mr. Handy, at the corner of Broad and Eddy Streets, and here, gazed at by lovely girls in the gallery (there is a gallery) and undisturbed by posts, the bicyclers spin the happy hours away for the small sum of fifty cents a week.

A CORRESPONDENT in Germany says that the bicycle moves slowly in popular favor there. This may be accounted for by the small encouragement a bicyclist receives from the cobble-stone streets in the large cities, or by the proverbial Teutonic indisposition to adopt anything new of foreign origin. It is safe, however, to predict that the German fondness for athletic exercises will develop a liking for bicycle riding, and that the scientific construction of the "wheel" will appeal to the national taste for elegances in mechanical art.

WE are pleased to receive every sort of communication upon a topic of such widespread interest as the location of the League meet; but the mere expression of personal prejudice is not enough to make any article on the subject of general in-

terest. Correspondents should, as far as possible, take into consideration the interests of bicyclers in general, the convenience of the greatest number, and the influence of the meet in promoting the advancement of bicycling. Personal and local considerations should have as little weight with them as they will with the League directors.

THE publishers regret exceedingly that they are unable to supply promptly the demand for bound volumes of the BICYCLING WORLD AND ARCHERY FIELD, the "Complete Guide to Bicycling," by Henry Sturme, and the "Indispensable." We will soon have a limited number of bound copies of Vol II.; and as the importation orders have been doubled within a few days, we hope to respond more readily in the future.

So far as roads are concerned, France is certainly one of the leading nations in the world. Since 1868 we have spent 586,000,000 francs for repairs and construction. We have actually more than 400,000 kilometres of finished roads, and nearly 150,000 kilometres of lanes that it is deemed well to finish in order to have the system complete. One can get an idea of the importance of our road service when it is known that a regular army of 5,000 road surveyors—not counting the engineers—and 50,000 laborers is constantly employed. — *Le Sport Vétic-pédique*.

NOTICE TO CORRESPONDENTS.

ALL COMMUNICATIONS INTENDED TO REACH THE EDITOR'S ATTENTION SHOULD HEREAFTER BE ADDRESSED TO LOUIS HARRISON, EDITOR BICYCLING WORLD. BUSINESS LETTERS TO E. C. HODGES & CO.

THE BICYCLING WORLD AND ARCHERY FIELD MAY BE HAD OF:—

THE AMERICAN NEWS COMPANY,
39 Chambers street, New York,
THE NEW ENGLAND NEWS COMPANY,
Franklin street, Boston,

Will supply agents, newsdealers, and all others who desire the paper in quantities, at the regular trade rates.

It may also be found on sale at BRENTANO'S EMPORIUM,

39 Union square, New York;
WILLIAM M. WRIGHT,

160 Fulton street, New York;
WILLIAM M. WRIGHT,

791 Fifth avenue, New York;

E. J. WARING,
Fifth avenue and Smithfield street,
Pittsburg;

H. B. HART,
813 Arch street, Philadelphia;

THE POPE MANUFACTURING COMPANY,
597 Washington street, Boston;

C. R. PERCIVAL,

96 Worcester street, Boston;
CUNNINGHAM & CO.,

6 & 8 Berkeley street, Boston;

AND AT THE WORLD OFFICE,
40 Water street, Boston.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicyclist, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
MONTREAL.

I have a few of my very nice
Bicycles Bicycles
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.

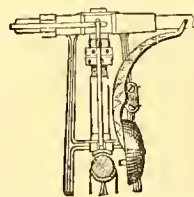
BY HORACE FORD.

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

PRICE - - - - \$1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

THE "AUTOMATIC" ALARM



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

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

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

EASILY ATTACHED TO ANY BICYCLE.

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

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

HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."

A few copies at BICYCLING WORLD office.

Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

TO BE HAD,

Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @ . . \$0.30
STURMEY'S "INDISPENSABLE," @ . . \$0.50
THE AMERICAN BICYCLER (2d edition), @ . . \$0.60
LYRA BICYCLICA, @ . . \$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @ \$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @ . . \$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @ \$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth . \$1.00

The Trade Supplied at Wholesale Rates.

Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE

ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 197 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.

E. C. HODGES & CO.,

40 Water Street, Boston, Mass

THE AMERICAN BICYCLING JOURNAL.

Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of Price, \$1.00 a Copy, postpaid.

E. C. HODGES & CO.,

40 Water St., Boston, Mass.

NEW MARLBORO'.

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

736 and 738 Washington St., Boston, Mass.

THE Bicycling World

ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 11 FEBRUARY, 1881.

THE EXPENSE OF BICYCLING, the topic most thought of and least talked of, is in reality the chiefest obstacle in the way of its rapid development in public favor. Non-riders are apt to look at the outlay of money for a bicycle as a total loss, as they fail to consider the compensation of pleasure, the economy of time and labor, and the compound interest of health. And they are apt to underestimate its pecuniary value because they cannot understand the difficulties of mechanical construction in the machine. Their estimate of its value depends in most cases upon some preconceived ideal,—anything from a horse to a wheelbarrow,—with which they compare it; and if it falls short in this test, they do not think it worthy of any other. Whenever a man can be led to comprehend that the worth of a bicycle depends not upon its practicability for road travel, its strengthening and invigorating qualities, or its inexhaustible fund of pleasure,—not upon any of these alone, but upon all of them,—that it combines within itself a variety and abundance of such resource nowhere else to be found, its true worth will dawn upon him.

The annual expense of bicycle clubs is hardly of sufficient magnitude to deserve

mention, and is amusingly small when contrasted with the anxiety concerning it shown by some of the unattached. Four dollars a year has been the annual assessment in three of the best known and best regulated clubs in the League, and this has been sufficient to meet all expenses and leave a handsome bonus in the treasuries.

There is no difficulty financially in maintaining a club, however small, as good organism and a companionable feeling are the prime essentials, and these draw less upon a man's purse than upon his good nature and good sense. Compared with the large annual outlay made by other forms of social clubs, the expense of bicycling organizations is at the bottom; and yet when the returns for the respective expenditures are compared, the bicyclers have the upper hand. As the needs of a club grow, as there is a growing demand for greater conveniences and better accommodations, the assessments will also grow; hence it will not be surprising if, before another year, some of the strong, well-established clubs raise considerably their initiatory and their annual fees.

A FEW HINTS ON TRAINING.

BY H. L. CORTIS.

AS I have frequently been asked to give a few hints on training, and as you, Mr. Editor, now repeat that request, I venture, in view of the approaching season, which, ere very many weeks have passed over our heads, we shall be able to call "the coming racing season," to offer a few remarks on the above subject. But first I must warn your readers that I do not propose to weary them with an elaborate dissertation on athletic training generally, introducing a carefully compiled diet table, with their solid food religiously weighed to a scruple, and their liquids ladled out grudgingly by the teaspoon, and their days mapped out precisely into separate portions which are, as it were, labelled,—Sleep, Business, Training, Grub, etc. All this has been carefully considered so many times in the various hand-books, that I could offer them nothing new, but rather should be boring them with worn-out details; and if they are desirous of learning these minutiae, I can only refer them to the very excellent articles on "Training," which appeared in the *Sportsman* early this year. What I propose to do is, as the heading of this article puts forth, rather to give them a few "hints," derived from my own personal experience, and from that of various authorities in the racing world.

In the first place, I would advise the would-be racer to make himself positively

certain, by consulting his medical man, that he is not physically unfit for severe and prolonged muscular exertion. Many a man, with some constitutional weakness of which he and all his friends are entirely ignorant, and which judicious exercise would tend to alleviate, if not altogether remove, may do himself a permanent injury by frequently undergoing severe physical strain, that a timely warning would have prevented. Again, I would most strongly deprecate the custom, which I am sorry to see is fast gaining ground, of youths of comparatively speaking tender age entering constantly for races. I feel perfectly convinced that no one under eighteen, at least, should think of doing so.

1st. As to a few things to be avoided.

One often meets riders who seem to have the impression that a man may have lived anyhow for most years of his life, only taking part in the usual outdoor exercises, and then if he wants to get into condition for racing, that all he has to do is to turn up every night at the running grounds for about three weeks, and then he imagines that he will be "perfectly fit." I have seen such a man go through the following performance: he will race madly round the course for a few laps until he is completely winded, and then he will, by dint of sheer gameness, struggle on for ten or fifteen or possibly more miles, till he is completely exhausted, and he goes back to the dressing-room looking more like a boiled owl than a rational human being. After having partially recovered, he consoles himself with the reflection, "Never mind, it's all good for training; of course I must feel done at first," and hobbles home, to come down a night or two after and repeat his heroic, though slightly insane performance. This goes on for about three weeks, and then comes the eventful race, generally a club one for the first time. Ten to one our earnest tyro has "finished his preparation" by a few extra miles on Friday, and wonders, when he wakes up Saturday morning, why he feels so jaded and out of sorts. However, he turns up at the meeting, manfully determined to do his best, and is horror-struck at being beaten easily by a man, whom, a week or two back, "he could have waltzed away from." In addition to this, he has possibly got some dear friends to admire his prowess from the pavilion, and the disappointment may perchance disgust him with racing forever, and even with riding at all for a time. This is not a highly colored, overdrawn picture, as many of your readers, racing men in particular, will be able to bear me out. In opposition to this youth, we have the example of one who really possesses a fine turn of speed, and who, finding to his great joy that he can beat a friend of his, a well-known racing man, in a sharp burst of two or three hundred yards, enters for a race. He repudiates any suggestion as to practising, with the utmost scorn; and having heartily enjoyed his dinner an hour or so

before the race, with an extra slice of pudding, appears on the track, somewhere near the limit, looking very jolly and confident. Bang goes the pistol, and away goes our friend, overhauling what few there may be in front of him in the first hundred yards, and looking for a short time as if he were about to overlap the scratch man. But suddenly, "a change comes o'er the spirit of his dream." Without any apparent cause our friend slows down to nothing in the next hundred yards, and is passed by everybody; then, utterly done up, he either tumbles off or just manages to scramble down gently and crawls off to the dressing-room; here he is either fortunate enough to be sick, or is attacked with a violent fit of coughing and retching that is infinitely worse. Having partially recovered in an hour or two, he goes home a sadder and disheartened, if not a wiser man. Here are the two extremes, representing men who, by the exercise of a little judicious forethought and properly regulated work, would have become ardent votaries and perchance first-rate representatives of the racing clique.

Of course the varying physique of each man must be taken into consideration; but speaking generally, I think the following will be found as good a plan as any for getting into thorough condition: I would commence as early in the year as possible—say the middle of March, if at all favorable weather—by taking frequent road rides, gradually increasing pace and distance, on a machine of the same make, and resembling as nearly as possible, in height and build, the one he intends racing on. *A most important point is to have the throw of the crank exactly the same on both roadster and racer*, as the feet are thereby accustomed to work in one circle, and follow round the treadle more accurately, and are much less likely to slip off the pedal when going at full speed. One word about the length of crank: every racing man has his peculiar notions, the general predilection being in favor of a short throw; but for myself, I prefer to have it as long as possible, without giving the feet any tendency to fly off the pedals and causing the wheel to wobble unduly when spurting at topmost speed. I don't think it should ever be less than 4 3/4 for a 56-inch machine, and a shade longer for anything higher. Most men are unable to get away much during the week; for them a fairly long ride on Saturday afternoon is advisable; they should manage it so as to arrive home pretty well tired, but by no means exhausted. Under the first circumstances, they will tumble into bed, and at once into a sound and refreshing sleep; whereas if they have unduly prolonged the spin so as to become worn out, they will seek their pillows only to toss about wearily, courting sleep in vain, or dozing off when nearly time to rise again. A short, sharp run, three or four evenings a week, can generally be managed by most men; and these, in conjunction with a long

ride on Saturday, and if not too scrupulous, on Sunday, are amply sufficient. It is not a bad plan to bang up a few hills as hard as possible, as it improves the muscles considerably. Six weeks of this preliminary training will bring our novice to somewhere about the month of May, with muscles hardened, and those specially used in cycling accustomed to the exercise. For the first spin or two on the track, our friend will probably feel rather disgusted at finding that he can hardly go a quarter of a mile at full speed, without being obliged to ease up, feeling very "done." This is owing to the fact of his lungs being, as it were, untrained, and unable to supply the requisite amount of *air*; for you must remember that all his preliminary work has been strengthening to one set of muscles, and he has hardly done anything calculated to "touch up his wind." He will find that this feeling of being "blown" is only temporary, and quickly wears off, and that every time he practises he can go farther than before, after his lungs become used to the strain put upon them. After a couple of weeks or so of work on the track, he will be able to arrive at some conclusion as to what time he can do a mile in (I select this distance as being the most usual one for racing). For convenience' sake, we will imagine that he can do it, with a flying start, in 3m. 8s., which is an average of 47s. for each quarter-mile; we will also suppose that he can do one single quarter in 44s. Now, he should not run his mile, as nine men out of ten do, somewhat after this style: first quarter, 45s.; second quarter, 46s.; third quarter, 48s., and then he is only just able to struggle home, the last in 49s., completely run out, and though he may have obtained a commanding lead, and look all over a winner, yet he will come back at a marvellous rate in the last quarter, and after being flattered with what seemed to be certain success, he will suffer the disappointment of being beaten on the post.

I often think of the words of a friend, whom I have to thank for many a useful hint on training, and than whom a better road rider never existed. I refer to the well-known "Harry," the whilom Surrey B. C. champion. We had been rushing up sundry hills, and though to this fact his words referred, yet the moral is even more applicable to racing. "Look here, Tortoise, you should always keep a little bit up your sleeve till you get near the top, and when you feel quite certain that you can stay all the way up, you should let that little bit out, but" (and here was the pith of his speech) "not before you are certain of being able to get *all* the way up." He certainly had the art of hill riding to perfection, and the tip he gave me on that occasion proved afterwards very useful. Deducing the moral from this, our friend should endeavor to run his mile somewhat after this fashion: first quarter, 49s.; second, 48s.; third, 47s.; and finish the last, with a rush, in 44s.

By saving himself in this manner, he will be able, if not to overhaul those in front, yet to make a gallant fight with, and possibly beat off any back-mark men who may have caught him up. Of course this is not a hard and fast rule to be blindly followed in every race, as the advantages of sticking to a man are well known to every racer; but it will be found a good plan to practise in training. As regards distance to be run each night, that must be left for every man to decide according to his own physique; but as a general rule, short bursts of a lap or two, in company with other, and when possible better men, is the best way to improve in speed for mile racing. For longer distances it is best to keep up a steady, regular pace, endeavoring to do each mile in as nearly as possible the same time. The main principles to bear in mind are:—

1. *Constant, well-regulated practice.*
2. *Frequent races.* The more races that a man runs (of course avoiding the opposite extreme of getting stale) the more experience does he gain; his powers are drawn out to the utmost, and his judgment of pace improved. How often do we see a well-known man, out of form at the beginning of the season, improving rapidly, and getting back his old speed in each fresh race that he enters for!
3. *Moderately careful diet.* The chief point being moderation in all things, taking care to eat and drink plenty, at the same time avoiding any excess. Odd liquors up, at various times of the day, should be religiously abstained from, and beer (if drunk at all) only at dinner time. As to quantity and kind of work to be done, take the advice of the ground men where you train, as from their extensive experience they are best able to judge whether you are overdoing it or not. With the hope that I have not worn out the patience of your readers, I must beg them to excuse any errors of judgment I may have made, and the egotistical character of this article, on the ground that I have simply advised them from personal experiences, and told them what proved most serviceable in my own case. I shall be fully content if any new additions to the racing path derive benefit from my somewhat too lengthy remarks.

GRENADINE SPEAKS.

*Dear Mr. Editor:—*At the risk of making a bad matter worse, I have resolved to submit my plea through your columns, believing that your well-known tender heart will not refuse me this favor. Owing to my tardiness in sending my subscription, I was not apprised of my calamity so early as I might have been. But I was not destined to remain in blissful ignorance many days, for numerous and cutting were the flings I suddenly became the object of.

No doubt it is still a matter of surprise to you that the true inwardness of Madeleine's story should have reached a "gos-

siping public" almost simultaneously with its publication, when the usual means of concealment were resorted to. And I feel sure that the lady herself had not the slightest fear of a *dénouement* so unfortunate. But in spite of ingenious alterations in names and places, the exposure was as prompt as it was complete.

Trust the — Club to ferret out a mystery concerning a fellow member, the more if a spice of scandal attaches to it! A few broad hints sent me to the office of my friend who has generously given me the use of his *WORLD*, and I soon found enough instructive information to occupy my mind for quite a period. I must declare that I never felt less like subscribing than at that moment.

No wonder I hesitate to say anything in a matter so deeply personal to myself, and implicating a brace of very estimable lady acquaintances. But I cannot resist the impulse to set myself right in the eyes of my numerous friends, whom I can observe sneering at my downfall under good-natured smiles. Such a descent as I experienced some months ago was a luxury in comparison with this. Then it was only a curbstone of moderately unyielding consistency that benumbed my faculties for a few minutes; but heaven preserve me from another header upon the stony heart of any child of Eve! The blinding crash, followed by mental gropings 'mid dark abysses of despair, still haunts my thoughts. But the reaction proved an eye-opener indeed; and now, with the added disgrace of the finger of scorn levelled at me, life is become a burden.

I have been trying to explain to myself what induced Miss M. to break out in this manner, and so nearly succeed in ruining a useful and noble life like mine. It is hardly reasonable to believe that malevolence is at the bottom of it, for although her own part in the history is calculated to present her skill and address to advantage, yet she cannot escape the certain notoriety that accompanies judicious advertising. Is she ambitious to excel in the *finesse* of a love drama, champion-like treading on the prostrate victim of her arts? Or does the

"Poor heart denied repose
From smart of conscious wrong
Unworthy deeds disclose,"

that she would fain hide from common gaze? I have almost convinced myself that the true solution of this unhappy mistake of hers is to be found in the inherent propensity of woman to "give herself away" unreservedly when acting under the strong influence of remorse or bitterness — or vain regret. I have been led to this conviction from a careful study of human nature in general, and notably through a critical review of the various occurrences of the past season, some of which have added materially to my experience.

Will the young lady deny — But I began with a resolution not to partic-

ularize, and will repress the impulse to lay before you facts that conclusively prove a deliberate scheme for my overthrow. A brief enumeration of these would acquit me before the world; but before resorting to mean retaliation, I can patiently submit to indignity. I honestly believe that no man was ever so consummately fooled as I have been, and it strikes me as a most unwarranted presumption to call the thing "justifiable." Justified by what? On what grounds does she defend such wanton disregard of a fellow-being's distress? Not, certainly, upon the little episode so feelingly narrated, where her friend denominated "Carrie" is presumably dying of a broken heart! That lady is at this writing engaged to marry the very man who was the immediate cause of those quarrels which separated us. "Carrie" countenanced his hostility to the bicycle, and even applauded his unfeeling jests at my expense. I only make this personal allusion to clear myself from a very unjust charge. It is obvious to you, Mr. Editor, that any serious project of a matrimonial character was out of the question. A future made wretched by the spectacle of a beloved bicycle, forlorn, neglected, and heaped with ignominy, is appalling. Can you wonder that all the lady's amiable and charming qualities were lost sight of beside this glaring defect?

Now, in forcible contrast, Miss Madeline's hearty interest appealed to my afflicted sensibilities. Her cordial manner, sensible deportment, and above all, her evident enthusiasm for bicycling, won my susceptible heart at once. Here was an affinity of natures, heaven-born to all appearance, and I lost no time in dutifully following up the intuition.

Never was mortal man so ignobly chastised! A thunderbolt from clear skies would be less startling to me than was the dispensation that has so darkened my lot. Then to add insult to injury by a detailed recital of the affair in a public journal!

Since the identity of the parties in the sketch is so generally known, I shall take the trouble to correct one of the numerous misstatements. I cannot let it go upon record that I *fell* off my wheel in dismounting. Seeing me stop suddenly (as I always make it a point to do in soft places), and throw myself over the handles while the machine gently fell over, she rashly concluded that the act was involuntary, my word to the contrary notwithstanding. I never fall, except in extreme cases. It was a characteristic thrust at a sensitive point of mine to disparage my *riding*, and I can more readily forgive all the rest than this enormity.

Mr. Editor, I have tried to confine my words to the bounds of calm reason, and think that I have disguised my indignation very well. I shall feel repaid for the pain I suffer in making this public if, besides vindicating myself, it affords a valuable lesson to unwary friends. Let me exhort every young bicyclist to shun as he would a sand-hole all gushing

young ladies who receive in "becoming *negligé*," and profess to admire the "little tin gods on wheels."

Thanking you in advance for your courtesy, believe me, sir,

Yours, faithfully,

A. GRENADINE.

WHEEL CLUB DOINGS

THE annual election of the Germantown Bi. Club was held on 21 January, resulting as follows: President, Dr. A. F. Mueller; vice-president, H. M. Sill; secretary and treasurer, D. Wistar; captain, W. H. Poley. Communications to this club hereafter will therefore be addressed to Dillwyn Wistar, Secretary Germantown Bi. Club, 233 North 10th street, Philadelphia, Pa.

AT the annual meeting of the Rochester Bicycle Club, held 2 February, 1881, the following officers were elected for six months:—

President, W. H. Reid; captain, W. R. Barnum; sub-captain, F. F. Chase; first guide, C. C. Zoller; second guide, W. Whittlesey; club committee, F. H. Wilkins, A. M. Bennett, C. F. Hovey, and F. B. Graves; secretary and treasurer, W. H. Learned, 147 State street, Rochester, N. Y.

THE following is the active membership of the Arlington Bicycle Club, of Washington, D. C.:—

E. B. Hay, president, 1343 F street, N. W.; Frank T. Rawlings, captain, 1525 Columbia street, N. W.; Howell Stewart, secretary and treasurer, 426 6th street, N. W.; Moore S. Fales, guide, 951 Massachusetts avenue, N. W.; Edward L. Dent, guide, Georgetown Heights, D. C.; M. C. Barnard, 503 D street, N. W.; J. B. Hotchkiss, Kendal Green, D. C.; H. C. McKenney, 229 E street, N. W.; Andrew C. Rawlings, 1533 6th street, N. W.; John T. Loomis, 125 East Capitol street; Philip E. Dodge, 111 1st street, N. E.; Edward L. Mellen, Georgetown College, D. C.; Robert F. Fleming, 1720 I street, N. W.; Frank Libbey, 1115 M street, N. W.; Walter D. Davidge, southeast cor. 17th and H streets, N. W.

WALTHAM BI. CLUB.—*Editor of the World*:—I see you have the logs of individual riders, so now let us hear from the clubs. Upon reading up the club "log-book" for last year, I find that we made a successful season for a new club. Early in the season runs were ordered for every Saturday evening, — weather permitting, — and were continued until late in the fall, with the following averages:—

Number of miles per run . . .	9.23
Attendance per run . . .	13.9
Longest run . . .	14 miles.
Shortest run . . .	4.5 miles.
Largest attendance . . .	24
Smallest attendance . . .	5

We were also represented in several races, and met with fair success, six of our men winning twelve prizes, — six first, five

second, and one third. The club has forty-two members, with a fair prospect of more in the spring. It has, I think, made a fair record during its one year of life, and hopes to do still better next year. Let us hear from the other clubs, and find out what club work was done last year. Yours very truly,

HENRY B. COLBY,
Secretary Waltham Bi. C.

WALTHAM, 1 January, 1881.

At a large meeting of the Crescent Bi. Club, held 1 February, it was unanimously voted that the club favor New York as the next place of meeting of the L. A. W., and that the League officers be asked to appoint that place of meeting. As it would require an extra day from business, school, or other duties at home, were the meeting held in Washington, their delegation would necessarily be small; but should a place nearer home be chosen, they would undoubtedly turn out not less than two thirds their members. This is probably the case with nearly all New England clubs; and as bicycling centres here, there seem to be too few riders in the South to warrant the appointment of a city so remote from that centre. FRED. B. COCHRAN, *Pres't.*

THE activity of the Milwaukee Club foreshadows, we hope, an activity in bicycling matters all over the West. It is astonishing that men so fond of athletic sports as are Western men should be so slow in this most delightful one, and should be so outdone in every form of bicycle riding by Eastern men. We clip the following from the Milwaukee *Sentinel*:—

The Milwaukee Bicycle Club is preparing actively for the coming season. There are now thirty-four members, and new ones are joining at every meeting. The subject of procuring new uniforms is being agitated, as well as the putting of the old Chamber of Commerce in shape for a riding school. The club is at this early day considering the feasibility of conducting a "run" in the spring, as soon as the roads will be in condition for bicycle riding. The majority propose to have this particular meet as interesting and enjoyable an affair as it will be possible to make it, and intend to have it extend through Waukesha County, and especially to follow the roads that border the beautiful lakes clustering around Pewaukee, Delafield, Oconomowoc, and Summit. It occurred to them that a run on Decoration day to the places mentioned would be especially good, and they propose to discuss the important questions that would arise in connection with such a meeting with other bicycle clubs. In all probability the start will be made on the afternoon of May 28, ride to Waukesha and remain there for the night. The next morning an early start will be made, run to Delafield, from there around Nemabin Lake to Summit, where luncheon will be served, after which they proceed to Oconomowoc in time for supper and spend the evening there. Monday morning, Decoration day, the course will be

shaped towards Pewaukee, and thence proceed to Milwaukee. A general invitation will be issued to prominent Eastern and Western clubs, at least one hundred riders being expected. The membership of the club now includes the following gentlemen: F. G. Stark, A. S. Hibbard, C. Brown, W. Hathaway, C. I. Brigham, A. A. Hathaway, H. D. Nichols, H. C. Reed, W. A. Hemphill, D. G. Rogers, A. Meinecke, A. B. Lynde, Chas. Ilsley, Sam'l Ilsley, H. Rogers, W. Mariner, W. S. Pirie, Fred. Pierce, A. J. Beaumont, H. C. Haskins, A. Lindsey, H. O. Frank, L. M. Richardson, W. A. Friese, D. G. Rogers, Jr., W. Miller, Fr. Keene, Lem Ellsworth, A. Zinn, W. Storey, Dixon, W. J. Burke, A. Young, Rob. Tweedy.

THE CRESCENT CLUB.

THE following, a brief history of the club, was recently handed us by one of the members:—

Editor Bicycling World:—In the fall of 1879, several of our South End riders, feeling there was room and material for another bicycle club, created that organization then christened and since known as the Crescent Bicycle Club. The objects of the club, as with most similar bodies, were the promotion of the cause of bicycling, and the mutual benefit and pleasure of the members, and it would seem that it has succeeded in both in a very marked degree.

The club numbers now twenty-one riders, and since the start but three have chosen to resign, either from force of other engagements or lack of interest.

The first appearance as a club was made Thanksgiving day, 27 November, 1879, with the Boston and Massachusetts, a ride memorable for the rough roads encountered, a generally jolly time, and keen appetites for dinner.

The season of 1880 commenced while we were yet rather unpractised, on Fast day, 8 April, when the club rode out to dine in Dedham, lunching at Jamaica Plain on the way out, and returning through West Roxbury. On 8 May, a happy delegation of five rode down to Providence, where they were entertained by the local club, and came home, having made excellent time, and with recollections not soon to be forgotten. A full account of this run was given in a former number of the *WORLD*.

The seashore excursion, on 14 August, by the kindly aid of our friends, the Massachusetts, Stars, of Lynn, and others, proved a great success. The start was made from the Lynn depot with twenty, and the route lay through Swampscott, Phillips Beach, Clifton, to Marblehead Neck, and back to dinner at the Ocean House, Swampscott. In the afternoon about one half of the party enjoyed a run through the most beautiful parts of Nahant.

On 11 October was held the first annual dinner at the Brunswick, when the following officers were chosen for the ensuing year: President, F. B. Cochran;

vice-president, Gardner E. Murphy; secretary, Herman H. Duker; treasurer, William C. Woodward; captain, A. B. Turner; lieutenants, F. B. Carpenter and W. W. Mandell; standing committee, F. B. Cochran, *ex officio*, Charles A. Harrington and G. W. Fuller.

Our last public appearance in 1880 was at the exhibition drill in the Technology Drill Hall, 26 November. The day was devoted by most of the members to the cause of bicycling and entertainment of the Providence Club, who sent a generous party to have a short spin with us and see our drill.

The roads were perfect, and the ride was much enjoyed by those who were fortunate enough to be free from business or other obligations.

The programme for the evening was as follows: Entrance of the club; drill by a squad of eight; fancy riding by members; and a slow race, for a medal, which was won by Mr. Harry Baldwin. The Germania Band furnished music, and at the close of the drill played some waltzes, which were much enjoyed by all, especially by those who found out the ease and freedom of dancing in bicycling costume.

A constant thoughtfulness for the best welfare of the club is shown by one and all, and our hope and aim is that it may grow in interest and members and well deserve the name of Crescent.

Officers.—Fred. B. Cochran, president; Gardner E. Murphy, vice-president; Herman H. Duker, secretary; William C. Woodward, treasurer; Albion B. Turner, captain; Fred. B. Carpenter, first lieutenant; William D. Mandell, second lieutenant; Harry W. Keyes, bugler.

Members.—A. H. Baldwin, G. P. Baldwin, George Blake, D. F. Boyden, F. B. Carpenter, F. B. Cochran, H. H. Duker, G. W. Fuller, R. C. Goodwin, C. A. Harrington, G. R. Howe, H. W. Keyes, P. T. Lowell, W. D. Mandell, G. E. Murphy, E. S. Robinson, H. P. Robinson, Frank Tenney, H. B. Torrey, A. B. Turner, W. C. Woodward.

MASSACHUSETTS BICYCLE CLUB.

THE annual dinner of the Massachusetts Bi. C. was held at the "Massachusetts" headquarters on Tuesday evening, 1 February. A large number of the club members were present, and Messrs. Hodges, Weston, and Dean, the members of the Boston Club House committee, were present as guests.

The committee who had charge of the affair, Messrs. A. F. Webster, C. F. Joy, and William V. Burt, deserve considerable praise for the very creditable manner in which they executed the work assigned them to do; and the interest manifested by all in the proceedings at table indicated that their efforts were fully appreciated.

The hour before dinner was devoted to business. The annual election of officers was held, and the following officers were elected:—

President, A. S. Parsons; secretary, George Pope; treasurer, C. F. Joy; captain, E. W. Pope; first lieutenant, C. P. Shillaber; second lieutenant, W. S. Slocum; bugler, J. T. Dyer; executive committee, A. S. Parsons, George Pope, and E. W. Pope, by virtue of office, and Louis Harrison and G. E. Alden by ballot; club-house committee, C. P. Shillaber, Dr. H. A. Baker, and William V. Burt.

After the balloting for officers, the ever-interesting subject of uniform was discussed. This question was mostly settled at a previous meeting, but the matter of head-gear was still open to discussion; and after a few moments' consideration, a vote was called to see if the club would adopt a cap or helmet,—samples of each being exhibited,—and the house was found to be evenly divided. The vote of the president decided the matter in favor of the helmet. During the evening President Parsons read some "Massachusetts" statistics that were very instructive and amusing.

PRESIDENT PARSONS, having sent out blanks to each member, gave the club the result of his investigations as follows:—

"The Massachusetts Bicycle Club started in February, 1879, with thirteen members, of whom ten are with us still, and it has now thirty-eight active, and one honorary and honored member. Of these, eighteen are married and twenty single; but judging from information confidentially imparted, some of the latter are *contemplating matrimony*. For instance, one member, answering "No" to my inquiry, "Are you married?" fills out the blank to query, "Any girls?"—"Yes, *one*, but she is n't *my daughter!*" I hope, young men, that you can all say that you have one girl—and no more.

The Massachusetts Bi. Club is 1,100 years old. That is, the ages of its members amount to that. The average age is 29,—probably older than that of any other bicycle club in the United States. The oldest man is 39, the youngest 18. There are very nearly 6,000 pounds, or three tons, of Massachusetts Bi. Club. This, be it understood, *was* your aggregate weight before this supper; I have been in consultation with the caterer, and estimate the *present* weight of the club as considerably higher. The average M. B. C. man weighed, *before the supper*, 149 pounds; the heaviest, 200 pounds; the lightest, 125 pounds. The club is 227 feet high; the average Massachusetts Bi. Clubber measures five feet eight, the tallest is six feet, the shortest five feet three inches.

The club has fourteen children; five of these will ride bicycles, nine tricycles. Permit me to suggest that to make the club self-supporting, a larger proportion of boys *must be raised*. Ten of our members are fathers; but seven of these show traces of their old weakness,—fondness for girls,—and but three have had the future of the club sufficiently at heart to be the fathers of boys.

It is worthy of note, that the only

presidents which the club has elected are each father of two boys, and those ambitious of this high honor must govern themselves accordingly.

The Massachusetts Bi. Club has ridden 19,475 miles in 1880, in the persons of the twenty-five members who report their miles run during the year, an average of 779 miles.

Sixteen of the club ride Columbias, twenty Harvards; but the Columbia (either Special or Standard) is the favorite machine of eleven, and the Harvard is the favorite of seven. The average-sized bicycle ridden would be 50½ inches. The highest is 56 inches (ridden by three members), the lowest 46.

Three members first rode in 1877; six in 1878; thirteen in 1879; and six in 1880.

We have three merchants, three manufacturers, three teachers, and three students. We haven't a physician (bicyclers don't need any—*professionally*), but have a dentist, a pharmacist, an editor, two lawyers, and a photographer, *all "of the best"* in their respective professions.

Those who think that bicycles are for *boys* simply, should know that over half of our members are, either professionally or in business, their own masters.

No club in the country surpasses us as to the high character of its members. No black sheep has been found in this flock; no man has left us that we were not sorry to have go; no man has been admitted whom we would not regret to lose. With envy for no other club, with good feeling for all, the Massachusetts has grown and prospered. May it continue to do so. Let us maintain this high standard of *character*, admitting no man whom we shall not always be glad *anywhere* to meet.

GLANCES ABROAD

THE *Wheelman's Year Book* has this to say upon the management of clubs: "Care should especially be taken that a club is not formed, as many are, simply to gratify the ambition of one or two individuals, who desire to hold office. Such an institution at the best can seldom be more than a small clique, and can never be expected to occupy a high position in the bicycling world.

"Important though it is that a club should be formed upon a sound basis, yet the good management thereof, when formed, is perhaps not less necessary, and this must rest upon the officers and committee. In order that they may do their duty to the satisfaction of the members and for the well-being of the club, they should, as far as possible, at general meetings as well as in other ways, consult the feelings and views of the whole body of members. The work and intentions of the committee should not always be kept entirely to themselves, as a discussion, when occasion offers, on any particular subject, may often tend to assist in

coming to a satisfactory decision. The committee should meet at least once a month, and oftener when important matters have to be arranged, such as a race meeting, a large meet, etc. Too much consideration cannot be paid to details in arranging or carrying out any special matter connected with the club; and although this may oftentimes in a great measure rest with the honorable secretary, yet the committee are, of course, responsible. The subject of club runs is one to which a committee must devote their most careful attention. It is in many instances looked upon as a matter of course, and a list of fixtures for the whole season is hurriedly put together. The runs should, if possible, be arranged one month only, or at most two months in advance; and then, in case of a run for any reason not being carried out, it can be easily included in a future list of fixtures. Again, the runs should be fixed so far as practicable, both as to time of starting, district, distance, etc., to suit all members; not the majority only, but the minority also, so that every one may have an opportunity of being present at some of them. The receipt of a list of fixtures by a member every month or two months tends to keep up his interest in club matters."

PRO INSTRUCTIONE PUBLICO.—A true lover of riding does not mean one who tears over the roads at full pace, regardless of every one's safety and convenience but his own; no, that is a very poor idea. He unites exercise with a love for the country and admiration of nature.

If riding with friends he goes easily and quietly along, talking and looking about him, not merely possessed with the object of getting over so much ground for the simple pleasure of getting over that ground, but with the aim of enjoying a day away from his desk among the quiet roads and lanes of the country, with his companions and kindred spirits.

If alone, and perhaps of an artistic turn of mind, he takes his sketch book; and as here and there on the way he comes upon something more striking than usual,—a solitary ivy-clad ruin, a noble tree, a quiet glade, a leaping mountain torrent, a striking landscape,—he dismounts and proceeds to work at his ease; or he may take his book, and coming to a nice quiet spot where solitude lends the greatest enchantment, stretches himself by the side of a quiet stream, or under the foliage of a spreading tree, or 'neath some moss-covered rock, and having lighted the inevitable pipe, proceeds to read or muse at his leisure. Or if he be a botanist, what could be more convenient for his pursuit than a bicycle? The same for the geologist: his working gear is easily carried, his bicycle left by the side of the road, and he himself, free as air, is at liberty to pursue nature where and how he likes.

Not only, however, is the bicycle a means of pleasure; by how many is it

not used as a substitute for the train? I myself am in the habit of riding to and from my office for some part of the year; and I can scarcely think of these quiet rides in the early morning and the cool of the evening, along a road bounded on one side by the sea and on the other by woods and sweet hedgerows, with the sea breeze and often a bathe to freshen me after seven or eight hours' work, without feeling a desire to be again at the same old game.—*Cycling*.

A YOUNG lady, the other day, expressed the opinion to me that bicyclists should wear colors in their races, by which they might be distinguished. She herself always failed to know which rider was which, through the uniform appearance of many, and she felt sure the same confusion was experienced by other ladies. Then, she maintained, the effect would be charming, and certainly a greater amount of fair patronage might be relied on. I think the suggestion a good one, and hasten to lay it before wheelmen. Besides, what a becoming opportunity it would give to feminine toilettes! and wheelmen, on great occasions, might have pretty blue, pink, green, or yellow relatives, as the case might be.

ANOTHER and more quaint feminine suggestion, which might recommend itself to manufacturers, is that some one should invent a species of omnicycle, composed of two bicycles in front and a "lounging tricycle" behind, wherein a lady might be seated devouring the last new novel, whilst her two brothers or cousins (or rival sweethearts, if you like) propelled her through choice bits of English scenery, whereat she could occasionally glance. And then, you know, she could add her little assistance up the hills, which would serve to keep her toes warm; though in summer, I suppose, they would not be cold. But I think the idea a remorseless one. Its originator would seem to be quite satisfied with the backs of wheelmen, for it would be very hard to hold a conversation with the fair innocent in such positions. I think my fair cousin had something to do with it; the result, perhaps, of a frantic mental effort to provide amusement for that "monstrosity of hers."—*Bicycling News*.

THE GROWTH OF BICYCLING, 1880.

ITS growth needs little to be commented on; it speaks for itself. Some five years back it was but in its infancy: riders were regarded by the public as great nuisances, "risking their lives and necks on those dangerous 'things'" (it is needless to say that they were quite aware of its proper name), stones were continually being thrown at them, and they were often being either driven down or into; and all this was nothing more than the fruits of prejudice. It was hoped by these and many other annoyances our amusement would be put down; but such measures as these, as is often the case, did not succeed, but tended rather to make the enthusiastic few all the more determined to maintain their new and pleasant sport,

which in spite of their numerous opponents, counting from the magistrate down to the street urchin, they would not forsake. The sport consequently grew, and as it did so, opposition began to dwindle down, and each year showed a considerable difference in this respect, up to the present time, when we may fairly say we are firmly founded on such ground that few, if any, will be able, in spite of their prejudice, to upset us.

Bicycling has its own laws and rights on the road, its own tariff, its own makers, and, in fact, it is in every way entirely independent of any other sport. There is no other pastime in any way similar to it: cricket, football, and rowing are all very enjoyable and excellent pastimes, but they are of an entirely different character to bicycling; they may be termed stationary pastimes (with the exception of rowing), while bicycling may be called both locomotive and stationary, in so much that you can travel some fifty or more miles a day, and at the same time combine frequent stoppages for the admiration of nature's beauties or any other object of interest.

A few statistics may be interesting to show the growth of bicycling since the commencement of 1878 to the end of 1880.

1878.	1880.	
Provincial Clubs.	Provincial Clubs.	Increase.
124	364	240
Metropolitan Clubs.	Metropolitan Clubs.	Increase.
64	185	120

In 1878 the Bicycle Touring Club was founded with a handful of members, while at the present time the number of members is near upon 3,500, being a wonderful specimen of three years' growth. In 1878 there were two weekly newspapers and one monthly entirely devoted to bicycling, while at the present time there are no less than three weeklies and two monthlies entirely devoted to the sport.—*Bicycling Times*.

THE ENGLISH TOURISTS.

THE report is in circulation that a number of English bicycle riders are coming to the United States to make a tour on their bicycles, and that they are coming soon. English riders will of course receive a welcome here: but they should know that our season for riding does not open till later than theirs, and that the frost, the spring rains, and the spring repairs of roads are all detrimental to comfortable riding; in short, that bicycle touring in this country is altogether another matter from that in England. In some parts of our country touring a little way may be pleasant; but touring here at large on the bicycle is hardly worth the effort. In the vicinity of Boston there are as fine roads as anywhere in England, but beyond a radius of about twenty miles good roads are very hard to find. So in many other parts of the country there are good roads, at the proper season, for a few miles, but they do not extend very far;

and when you pass beyond these small areas of good roads, the highways are too rough, or too sandy, or too muddy to permit of such a tour of the country at large as can be made in England. Of course one may, if strong and persistent enough, start with his bicycle from Boston or New York, and ride it, push it, and drag it all the way to New Orleans, or San Francisco, or Mexico. For my part, I should regard such a feat as sensible as Dr. Tanner's fast of forty days. It *can* be done, but what is the advantage to the individual or the public?

How often it is said that bicycle riding over the great plains of the West must be delightful! Two trips by different routes across the plains as far as the Rocky Mountains, made within six months, and an examination of the roads at the most favorable season of the year, have satisfied me that one could hardly select a more stupid and unsatisfactory country for a long run than our Western plains.

The more one uses a bicycle, the more likely, as a rule, he is to confine himself to the best attainable roads, to moderate runs, and to such touring only as will bring pleasure and instruction, rather than discomfort and mere physical exertion.

If our English friends are coming here to make a bicycle tour of "America," as they call the United States, they had better be warned in time that they are undertaking a task almost certain to prove a failure, because of the great distances here, and of the uncertainty—especially in the spring—of finding good roads, as well as the absence of such public-houses and inns in the rural districts as they are accustomed to at home.

No personal reflection is intended, but it is only too notorious that foreigners of the highest position and education are often lamentably and even ludicrously unacquainted with the geography and physical condition of countries other than their own, but especially of America. One of the leading map dealers in London told me that he had found it necessary to prepare for his countrymen a series of maps, showing the relative proportion of England and other countries of the world, for it was only by such ocular demonstration that he could best acquaint them with a correct notion of England's area as compared with other countries. On coming up New York harbor, an Englishman, pointing to New Jersey, asked me what shore that was; he was told that it was part of New Jersey. His next question, in perfect good faith, actually was: "*Is that in the United States?*" But such instances are told by the score.

English bicycle tourists coming here may keep in mind that a single State—Iowa, for example—is as large as all England; and when they contemplate a tour of the vast empires, as it were, which stretch here from ocean to ocean, their better course will be to adopt the ordinary modes of conveyance, and leave their bicycles for short runs in chosen portions of the land. A. D. C.



Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 11 FEBRUARY, 1881.

THE LACK OF GENUINE ENTHUSIASM among archers is not easy to account for, but it certainly exists. The leading clubs, like the leading archers, have an impression that their active interest echoes the general interest; that the contagion of their example is felt all over the country: but those who are with the *vulgus* realize into what a lethargic state archery matters are sinking. The meagreness of contributions to archery literature during the past two years is in itself significant, as the field is rich in romantic and legendary, as well as practical suggestion, and is inviting to any writer who is attracted by the art itself.

The mild insensibility of archers is in striking contrast with the enthusiasm and devotion of bicyclers, who, without the poetic, historical, and legendary lore of ages to draw upon, are daily influencing hundreds, through the medium of pen and personal influence, and who bid fair to soon have a literature of their own.

The fault lies largely with archery clubs, which, whenever they have succeeded in securing a paper devoted to their interests, are content to let the responsibility of its attractiveness rest with the editor, just as they rest content with the exclusive pleasures of their club,

making no endeavor to create a general fondness for the sport. A few gentlemen give the matter a very able support and the stimulus of personal enthusiasm, but they cannot carry the world on their shoulders. If archers generally desire to see their favorite sport receive the development it deserves, they must contribute to this development either through the agency of the press or by example. There are thousands of readers of this paper who are fond of every kind of open-air sport, but who know little of the pleasures of this particular one, and still less of its science. There is a golden opportunity to give new life to the fading interest in addressing the class of readers reached by this paper.

SKILL OR CHANCE?

The American system of scoring. — *Olympian*.

A local question. — *Hancock*.

Proximity to the centre — *Brownell*.

I thank thee, Jew, for teaching me that word.

— *Shakespeare*.

IN the course of the discussion of target valuations, which has been going on for a couple of years, I am not aware that publication has been made of the manner in which are reckoned the valuations, gold 9, red 7, blue 5, black 3, white 1.

I venture to submit this manner of valuation; and if, in so doing, I exceed the limits of logic or mathematics, or do some incidental chatting by the way, I can but ask the indulgence of editor and reader.

It is meet that I should let Mr. Brownell himself define his position as champion of the method for muffs, lest my playful figures prejudice him in the mind of some innocent reader of the FIELD.

The following nosegays are culled from the ARCHERY FIELD (21 January, 1881): —

"Something over a year ago, we asked the question, Do the numerals 1, 3, 5, 7, and 9 represent the proper proportional value of the several portions of a target? I thought they did not, and offered the suggestion that the values 1, 2, 3, 4, and 5 would be more equitable, and give to the scores with a larger number of hits and small values, a higher rank than they received by the 1 to 9 values, and a rank to which they were justly entitled.

"The discussion of the question and the experience of another year have, I think, confirmed that opinion and proved the injustice of the 1 to 9 valuation."

Again: —

"Further evidence of the error of the 1 to 9 values has been given by the proofs which have been submitted previously, showing that the several portions of the target should be valued in proportion to the distance from the centre, and not by area."

Again: —

"We think it has been previously de-

monstrated that the values of the several portions of a target should be based upon string measurement; that is, in proportion to their distance from the centre. This proportion is exactly represented by the values 1, 2, 3, 4, and 5, or by 2, 4, 6, 8, and 10, or any other such proportion. We take the 1 to 5 as the most simple and convenient. The accuracy of these values has been proved by their comparison with very many scores computed by measurement."

And here is a bouquet, gathered from the *Forest and Stream* (4 March, 1880), in the midst of which towers and looms the giant-of-battles, in proximity to which are many rare flowers of logic and mathematics: —

"The opinion which I first expressed in this question of the relative valuation for the several rings of the target was that the gold and red received too large a per cent of the total value, and at the expense of the white and black. This, I thought could be remedied by valuing the several rings from one to five, which would transfer 2 2-8 per cent of the total value of the target from the gold to the white, and 1 1-8 per cent from red to black; and it should be remembered that I referred particularly to the York Round in considering the question, where, as I have before shown, the majority of hits are in black and white."

Further on: —

"Two archers shoot an arrow each at a target. What is the criterion of merit? Proximity to the centre. Shooting two or more arrows, the merit must be in their aggregate nearness to the centre. How is this to be determined? By measuring the distance from the centre to the point hit by each arrow, the total of these distances giving the aggregate, and the less this distance, the better the shooting."

Further on: —

"We have a target of a certain size, with the distance from the centre to the outside divided into five rings of equal diameter, and desire to retain its size and divisions.

"To rate these several rings by their distance from the the centre, we find that the ratio is exactly 1, 2, 3, 4, 5; that is to say, the second ring extends twice, the third three, the fourth four, and the fifth five times the distance of the first from the centre. These values would contemplate the smaller scores being the best; and to make the larger scores the best, we must invert the order of values. This is supported by measuring from the outside toward the centre, and we find that the second ring is twice, the third three times, the fourth four, and the fifth five times the distance of the first ring nearer the centre, and should increase in value in that proportion. And I arrive at the following conclusion: —

"There is but one accurate method of comparing scores in shooting, and that is, to measure the distance from the centre to each point hit, and divide the aggregate by the number of arrows shot, giving you

the average distance from the centre for the whole number of shots.

"This would necessitate a target large enough to take in all arrows shot, and is of course impracticable for general use; but in this way we can figure out the difference between scores, and compare it with the difference in the same scores, figured by one or another valuation of the rings of the target. In this computation, I average the hits in each color as being midway between the inner and outer edge of that color, and multiply the distance from the centre of the target to the centre of the color by the number of hits in that color. For golds, I take one half the distance from the centre to the outer edge (2.4 in.) as being the average of the hits for golds.

"The misses I average as hitting the centre of an imaginary ring outside the white, and of the same breadth, or 26.4 from the centre."

Further on:—

"It is only in the comparison of a score of many hits and small values with the score of few hits and larger values, that the relative positions are changed; and I ask, is it anything but justice to the many hits in the outer colors to give them their just proportions of the total value of the target?"

So much in justice to Mr. Brownell. Here are some

VALUATIONS.

No. 1. *Mr. Brownell's Method* (possibly).

From outside edge of colors to centre of target.	Proportional values.
White, 24 inches	5
Black, 19.2 "	4
Blue, 14.4 "	3
Red, 9.6 "	2
Gold, 4.8 "	1

Does this give proximity to the centre by string measurement? Then here the average gold is 4.8 inches from the centre of the target! Therefore the gold is 19.2 inches in diameter, and the white, with its grass-stained petticoat, flutters to the breeze!

"Yet, freedom! yet thy banner, torn, but flying,
Streams like a thunder-cloud against the wind."

No. 2. *Mr. Brownell's Method* (possibly).

From a point in the surrounding atmosphere 2.4 inches from the white, to a point 2.4 inches from the centre of the target.	Proportional values.
Atmosphere, 24 inches	5
White, 19.2 "	4
Black, 14.4 "	3
Blue, 9.6 "	2
Red, 4.8 "	1

Here Mr. Brownell must be presumed to puncture the surrounding atmosphere often enough to compensate for the lack of an occasional gold! No flying banner of a petticoat is here to fasten its rescuing folds on the random arrow, which is now constrained to trace its glorious one fifth of a gold on the depths of the broad blue sky!

Does this give proximity to the centre by string measurement? His third pos-

sible method would carry him still farther into the air.

No. 3. *British and American Method.*

From centre of each color to centre of each target.	Proportional values.
White, 21.6 inches	9
Black, 16.8 "	7
Blue, 12. "	5
Red, 7.2 "	3
Gold, 2.4 "	1

Proximity to the centre of the target is obtained by averaging the hits in the gold as being midway between its outside edge and its imaginary inside edge, which is the centre of the target. The average gold is 2.4 inches from the centre of target; the average red is 7.2 inches from the same centre, or just three times as far from the centre as the average gold is, etc., as the above figures show.

Does not this at least approximate proximity to the centre?

The gold is not the centre of anything.

The centre of the gold is the centre of the whole target, and every ring thereof.

It is at the centre that we shoot.

I take the answer to this to be, that inasmuch as the area of the target is divided into five rings of equal width and given values, the gold for all the practical purposes of scoring is the centre of the target, etc., etc.

My main purpose has been to offer the reader a basis upon which to argue or found a judgment, trusting that he might be more competent than I am to argue or pass judgment.

The comparative results of the two methods of scoring are obvious.

My opinion in the matter is of no moment; but I may say that the archers of America, by adopting the 48-inch target,—with its five rings of equal width, valued respectively 9, 7, 5, 3, and 1,—have followed the greater bowmen of Great Britain in making every iota of concession to mediocrity and muffdom that ill-disguised charity might rationally be presumed to have the audacity to beg for in behalf of unlucky incompetence.

Let my levity in this paper be misinterpreted, I cannot lay aside my pen in peace of spirit without making acknowledgment of my admiration for the modest spirit of fairness in which Mr. Brownell has given to archers his views of a just system of scoring.

FRANK H. WALWORTH.

26 JANUARY, 1881.

RAWHIDE BOWS.

I WANT to have my little say about bows,—“Captain Jack’s” rawhide Express-Taffy bows. Now, it is all right if one likes to make fun of the rawhide bows; but no one who has ever watched the shooting qualities of these bows, the low flight of the arrow, the almost lightning speed with which the shaft leaves the string, will question that in these two good qualities at least no other bow equals the rawhide. I do not believe “Captain Jack” ever tried a rawhide; and while I do not shoot with one, preferring

a self-lance, yet I have a rawhide in my ascham and occasionally use it. Half the people who cry out against the rawhide never saw one, much less used one. One thing is certain, the manufacturers believe in them and warrant them. No other manufacturer of bows dares to warrant his work against legitimate usage. Let any one who tries a rawhide get one about three pounds lighter than he has been accustomed to use of other makes, and I warrant that the user will not feel so much recoil as he will from a self-snake of the same weight. All sharp-shooting bows have a recoil; but the recoil of the rawhide is not more than others. You will find rawhide bows in use all over the land; and next year, if the present appearances are not deceptive, you will see still more, and you will find them, not way down in the list of those whose shooting takes the lowest prizes, but on the contrary, near the head. While my own preferences are for the “H,” partly on account of personal friendship, and partly because one’s sympathies run towards the manufacturer of their favorite bow, yet archers should not condemn unheard, neither should they allow prejudices to run away with their judgment.

DARK-BLUE.

THE LEAGUE MEET.

Editor of the Bicycling World:—The selection of a proper place in which to hold the next annual meeting of the League of American Wheelmen is of pre-eminent importance, and demands the most careful consideration by all interested in the success of that organization.

It seems to me that the propositions of “London W.” and others, that the meet should take place in New York or in some New England city, have been not only ill-advised, but are calculated to do positive harm. Instead of giving the meeting a national character, the adoption of these propositions would make it a local event,—interesting, of course, to the large number of Eastern wheelmen, but at which it would be impossible to secure anything like a full representation from the West and South.

In asserting that Washington, D. C., combines the necessary qualities of accessibility and fitness, I also call your attention to the fact that the committee on meetings, L. A. W., has presented a unanimous report recommending this city as the place for holding the next annual meeting; a report to which, of course, the board of officers will attach great weight. This statement, however, is not intended especially for the board of officers, but to aid in procuring an expression of individual and club sentiment on this important question.

Washington is six and a half hours from New York by rail; sixteen hours by through train from Boston; and only twenty-six hours from Chicago. Through trains run here from St. Louis, Cincinnati, Wheeling, Pittsburg, and Chicago, and it is easy of access from Cleveland,

Detroit, Louisville, Buffalo, and other large cities. The city contains 170,000 inhabitants, and is exceptionally well provided with hotels, owing to the large transient population for which it is necessary to provide during the sessions of Congress. The district authorities not only lay no restrictions upon the use of the bicycle, but have expressed themselves heartily in its favor. But the streets are the great attraction, — forty-five miles being paved with asphaltum, ranging from eighty to one hundred and sixty feet in width.

Wheelmen who have visited Washington can testify to the pleasure and fascination experienced to a hitherto unknown degree in riding over these magnificent thoroughfares. A circle paved with asphaltum gives a fine four-lap track, having a width of twenty feet outside the quarter-mile line.

Of course, if an overwhelming public sentiment favors any other city, we in this district will bow to the will of the majority; but from actual experience of all the large cities of the East, I have no hesitation in asserting that, for all those qualities that make a desirable meeting place for a large body of wheelmen, Washington stands pre-eminent.

In respect to New York City, I can only say, that if there is a more inaccessible place (from the South and West) to a person having a bicycle in charge, I should be happy to hear of it. Personal experience during the past summer convinced me that for causing a wheelman inconvenience, trouble, and expense, the transfer of a bicycle from Jersey City to the upper end of New York and back again is absolutely unapproachable.

Very respectfully,

L. W. SEELY.

WASHINGTON, D. C., 22 January, 1881.

BICYCLING TOURING CLUB.

THE organization and working of this truly great institution having been fully described in a previous number of the *BICYCLING WORLD*, it will only be necessary here to review the progress made by the club during the past year.

The most remarkable feature of the club's progress is the immense increase of its membership. During the months of March, April, May, June, and July, a monthly average of 361 wheelmen were admitted to membership. In April, no less than 409 candidates were admitted. So great was the pressure on Secretary Welford, that he was compelled to enlist the services of three or four clerks to attend to the large amount of secretarial work, inseparable from the election of so great a number of candidates. The total membership December, 1880, was 3,356.

The chief consuls seem to have kept pace with the increasing membership, if one may judge from the complete consular representation the club now has. Some 500 gentlemen, practical road riders, represent the club in the capacity of consul, in the various towns and cities throughout the country.

Great strides have also been made during the past year in the way of providing for comfort of its members when touring, about 800 first-class hotels throughout the kingdom having accepted the club's tariff of charges. The following is the tariff which has been accepted by the different hotels, and which may prove interesting: —

BREAKFAST.		s. d.
With eggs; tea, coffee, chocolate or, cocoa	1 6 =	50 36
With ham and eggs, chops, steak, cold joint, or fish; tea, coffee, chocolate, or cocoa	1 9 =	0 42
LUNCHEON.		
With cold meat and salad	2 0 =	0 48
DINNER.		
From bill of fare (sweets included)	2 6 =	0 66
TEA.		
With eggs; tea, coffee, chocolate, or cocoa	1 6 =	0 36
With ham and eggs, chops, steak, cold joint, or fish; tea, coffee, chocolate, or cocoa	1 9 =	0 42
SUPPER.		
Cold meat and salad	1 9 =	0 42
BED.		
Single-bedded room (one member)	2 0 =	0 48
Double-bedded room (two members)	3 6 =	0 84
ATTENDANCE — CHAMBERMAID'S FEE PER NIGHT.		
Each member	6 =	0 12
BOOTS'S FEE PER NIGHT.		
Each member	3 =	0 06
WAITER'S FEE PER MEAL.		
Each member	3 =	0 06

The second annual meeting of the club took place at Harrogate, Yorkshire, in August last, at which the following officers were elected, to hold office for the ensuing year: —

T. H. Holding, president; W. Cross, J. B. Tiernay, C. B. Wilson, W. H. Smith, J. L. Varley, A. B. Perkins, C. J. Fox, Prof. Everett, T. Young, C. W. Fagan, H. H. Law, S. J. A. Cottrell, vice-presidents; and S. H. Ineson, honorary treasurer. The chief consuls were all re-elected, M. F. W. Weston, 178 Devonshire street, Boston, being the chief consul for the United States.

A new set of rules were put forward at this meeting, but time preventing a thorough debate, they were, after some discussion, provisionally adopted.

The results of this meeting seemed to have given a number of the members strong cause for complaint, judging from the long series of letters which appeared in the English bicycling press, during the past few months, criticising the executive of the club.

These adverse criticisms appear to have borne good results, inasmuch as they have been the means of some striking changes in the constitution of the club being proposed by the council.

At the December meeting of the council a scheme was introduced having for its primary object the affording a more direct representation of the members on the council.

This scheme has been submitted to the members, coupled with a request that each submit his opinion or any suggestions.

The following are the principal changes proposed: —

"The council to consist of president, vice-president, honorary treasurer, chief consuls, and representative councillors, who shall each hold one office only."

The president, vice-president, and hon-

orary treasurer to be elected annually by ballot, at the annual general meeting.

The chief consuls to be appointed annually by the council, at their first meeting after the annual general meeting.

Each district to have one representative councillor, and also an additional representative councillor for every complete hundred members, over and above the first hundred.

The members of each district to elect annually their own representative councillor or councillors only, and by ballot, in manner hereafter provided. Every representative councillor to reside in and be a member of the district he represents, save and except the foreign district.

The present year of the club to expire on 31 May, 1881, and in future the club-year to expire on 31 March, at the same period as the subscriptions. In the monthly circular for March, 1881, and in future years, in the circular for January, the number of representative councillors to which each district is entitled to be stated, and members willing to accept the posts of representative councillors for their own respective districts for the then next ensuing year, to be invited to send in their full names, addresses, and descriptions to the secretary before the 15th of the month, to be accompanied with written statements that they are prepared to undertake the duties if elected.

With the monthly circular for May, 1881, and in future years with the circular for March, a separate ballot paper for each district to be sent to the members thereof, containing a list of the candidates seeking election as representative councillors in such district. The number of representative councillors to be elected for the district to be stated on such ballot paper, and each member thereof to have the same number of votes as there are representative councillors to be elected for such district. No cumulative voting. In case two or more representative councillors in a district shall obtain the like number of votes, and thereby prevent the complete election of any one or more by such ballot, the council at their first meeting to decide by ballot as to the election of any such representative councillors.

The subscription to be increased from 2s. 6d. (60 cents) to 3s. 6d. (84 cents) per annum.

A special general meeting of the club to be held at Birmingham, in February, 1881, to consider, and if thought advisable, to sanction the necessary steps to be taken to carry out this scheme or any amendments thereof.

Some twenty wheelmen in the United States are members of the club, including the chief consul located in Boston, and a consular representative in Detroit and New York. In concluding, I would strongly advise all wheelmen to join the organization, not only to gain its advantages when touring in England, but to lend their help to still further weld the good fellowship existing between the two countries.

CONSUL.

NOTES FROM FOREIGN JOURNALS.

BY C.

THE advertising columns of English bicycling journals contain a great deal of interesting and novel matter.

Every paper has prominent notice of the cradle spring. It seems to be a success financially, as it deserves to be.

In re springs, vague mention is made of a new spring of positive merit by the makers of the Premier. Good for the Premier. There is field for improvement yet, both in saddles and springs.

Every paper, too, has its advertisement of Bown's *ÆOLUS* ball bearings, — good bearings with an odd name.

Wood's rear-wheel springs are now attracting much attention. The rear fork terminates in scroll springs, which allow the rider to rise and fall easily, removing all shock, on rough roads, coming from the rear wheel. It seems as though the wheel must at times be twisted over to one side so as to come in contact with the fork, but these springs are said by club men to work well and to be a great success.

Lamps are improved notably. Alas! we have to put up with very inferior truck in this line in the United States. One lamp, Dearlove's, No. 400, has a nice-looking shade to cast the light down upon the ground, being a head lamp.

The King of the Road is another famous one, for the hub, with great illuminating power.

Lee's paraffine lamp has a light-giving capacity beyond any other.

And last, though not least, of those I will mention, comes Cooper's No. 2, costing 15 shillings. This is made with double wick and side springs, and is a combination of good points. It is proof against jolting on rough roads, and is thoroughly safe.

Messieurs Importers, please bring us over some of these excellent lamps, and spare us from the little tin abortions we have thrust upon us now.

One correspondent of the *Wheel World* asks for advice as to a good enamel for his bone-shaker. The editor suggests coal tar, especially on the saddle. That editor is a bad man.

One writer in the *W. W.* calls our forage or polo cap a pill-box. He is another bad man.

Etherington's Encyclopædia is soon to be issued monthly, to be completed in twelve to eighteen parts. It will contain notes of all towns of England over 5,000 in population, with historical sketches, fares, hotels, bicycle clubs, etc.

Descriptions of all bicycles now made.

All makers' addresses.

Descriptions of all bicycle parts and accessories.

History of all clubs.

Notes upon all bicycle publications.

EVERYTHING, in fact, pertaining to bicycles and tricycles. Price, one shilling monthly.

Hancock's non-shipping tires are advertised absolutely more desirable than

other tires, and safe on greasy roads. They look like a first-rate thing.

The rat-trap pedal slipper is another good thing. Our dealers ought to advertise and sell it in this country.

The Pope Manufacturing Company advertise in the *Bicycling Times*, desiring to establish agencies in England. This is carrying the war into Africa with a vengeance. The P. M. Co. will have to come down in prices, sure.

There is an excellent article in the *Times* ancient club badges, with illustrations. Clubs "should aim at having as plain a badge as circumstances permit." There are two illustrations of hieroglyphic badges, which no fellow can find out, just such as we always use in the United States, and two others with names clearly visible. The latter have much in their favor.

By the way, what a festive creation the L. A. W. badge is. A friend, posted in heraldry, thus unravels it: —

"An old-fashioned wagon neck-yoke, with cart-wheel pendant; a ham rampant superimposed, with motto, etc."

The *Times* says that in the beginning of 1878 there were 188 clubs in England. In 1880 the number rose to 549. The Bicycle Touring Club now has nearly 3,500 members.

Alack! alas! It was not the *Times* man. — he only copied from an irreverent American journal, when he called the polo a pill-box; and that American paper was — well, it was the B. W.

ICYCLING IN WISCONSIN.

NEW-YEAR'S morning dawned a clear, bright, and beautiful day, so fine I could not stay at home, therefore I took my wheel for a spin on the ice of Lake Winnebago. On account of snow and seams the ice was not favorable for fast time. The wind had blown what little snow there was into miniature drifts or seeming snow waves from one to four inches deep, leaving the remaining surface bare and smooth, where I could get up speed enough to easily take me through the drifts, so got along finely. After a run of several miles, I found the ride so enjoyable I decided to push on to Oshkosh (our rival city), a distance of twenty miles. Having accomplished twelve miles of the distance, I had to cross two or three bad seams, which I think are peculiar to this lake, never having seen them elsewhere. I do not know that I can describe them. Imagine ice over sixteen inches thick, splitting zigzag across the lake in different directions, often separating to the distance of six or seven feet, then coming together with power sufficient to force up large blocks of ice three to twelve feet square, piling them up promiscuously at the edge of the seam as though there had been an earthquake, many times leaving an open space of water. Scarcely a winter passes without one or more teams getting into these seams — often drowning — from attempting to drive across the lake after dark. Again, as the seams run in towards the

shore, finally bringing up against some extending point of land, the huge blocks of ice piled up in every imaginable shape, to the height of ten feet, making a fine stereoscopic ice view for some enterprising photographer.

The seams made me considerable delay in hunting for places safe to cross. I was once forced to take my wheel on shore, over a ploughed field and over two rail fences, across the point to where I could get the other side of the seam.

While riding at a fast pace over a beautiful stretch of ice, there was a sudden report, like a loud clap of thunder or roar of heavy artillery, coming without any warning and seeming right under me. I think I must have been somewhat startled; for an instant there was at least two inches between the saddle and myself. Riding a few rods farther on, I found the occasion of it all, — a new crack open about an inch. I soon arrived, without further incidents, at the river and harbor of Oshkosh. The ice there was so beautifully smooth and lightly covered with snow, I could not avoid the opportunity of trying a spurt against some skaters, and had the satisfaction of beating them badly. Not feeling in the least tired, I circled about here and there, riding with the wind as fast as I could and keep feet on the pedals. Realizing that I was about half starved, I reluctantly left the ice and rode up to the hotel in time for a midday dinner, eating almost everything that was set before me. During the afternoon I made a few New-Year's calls, substituting my wheel for a "coach and four." It being too late to reach home before dark by wheel, I telegraphed for my overcoat, and returned by evening train, arriving home about midnight, feeling highly elated that my trip had been a success, as well as the occasion of many novel experiences: a "Happy New Year" I shall always remember with pleasure.

C. J. C.

FOND DU LAC, WIS., 3 January, 1881.

TRICYCLING ON ICE.

To the Editor of the *Bicycling World*: — In the *WORLD* of 7 January, ambitious tricyclers are cautioned against fast riding upon the ice, without any reason being given, but with the decided inference that it is unsafe. Now, this was rather a puzzler to me; for having tried the two-wheeler with great success on the ponds, only getting one or two tumbles, the result of glassy ice and reckless steering, I could not see why the three-wheeler should not run as easily without the danger of throwing the rider. The other night I took the opportunity of trying it. The machine was a Special Centaur, 48-inch driver, chair gearing, front steering, and fitted with ball bearings. The pond was oval, seven laps to the mile; ice somewhat cut from skating and a little snowy. I had never ridden the machine before, but found that it worked beautifully, obeying the slightest turn of the steering handle, and having very lit-

the tendency to slip; though of course, by a sudden pressure, the driver could be turned without much advance. After riding around and getting the "hang of the thing," a friend timed me for a mile around the pond. I made it, sharp curves and all, in 4-30, and not a wheel came off the ice, nor did the machine "slue" to any perceptible extent. Now I think, after that, that the tricycle is not only safe, but great fun on ice, and I seriously contemplate a ride of 40 miles or so on one of our now solid (on top) rivers. If it does n't thaw before I can get at it, and the machine does n't drop into an air-hole, you shall hear from me on this subject again. Yours, IXION.

NEW YORK, 2 February, 1881.

A TOUR THROUGH DEVONSHIRE.

To the Editor of the *Bicycling World and Archery Field*:—I am a reader of your paper, and as I see by it that you give some very graphic descriptions of bicycle tours in England, the following account may be of some interest to your readers:—

Starting with our machines, mine a 55-inch Timberlake, and my brother's a 55 D. H. T., by Hillman, Herbert & Co., on the morning of Saturday, 7 August, last year, we left London by the 11.45 train for Exeter. The next day being Sunday, we religiously observed the same by visiting a very fine cathedral that this city boasts, and we would ask all American 'cyclists visiting this country to pay this handsome structure a visit, as they will be amply repaid for the trouble taken.

Monday morning we again resumed our saddles, making for a pretty seaside resort of some twelve miles' distance, called Dawlish. The journey to this place was such a one that any bicyclist not caring for hill climbing had better not attempt it. Passing through a small village called Exminster, we arrived by the sea-side at Starcross, and were here induced by some Devonshire damsels to dismount to be the recipients of some beautiful flowers which these maidens carried, and of which no county can boast such quality as those Devonshire produces, my brother being rather a lady's man and I being partial to flowers. You will please note, dear readers, that the flowers were *my* attraction; not so my brother, who made himself quite at home with these damsels, and promised to visit them on our return journey. Having obtained some flowers, we bade farewell, with great regret, to the ladies, and pursued our journey, arriving at Dawlish at about an hour and a half from starting.

It would be impossible to give one a proper idea on paper of the beauty of this place, as it is really essential that it should be seen to be realized. As you enter the town, on the left lies the sea; on your right a very pretty green square, through which trickles a small stream; and in front of you tower some majestic cliffs. To say that we liked the place would be but vaguely expressing our feelings of approbation; we *loved* it, and this

I think will be shown by the fact that we again visited it three times during our short vacation.

We started for home at 8 o'clock P. M., and after partaking of refreshment with our friends of the outward journey, which greatly refreshed us, we arrived home at 10 o'clock, having spent a good day.

Tuesday, my fellow 'cyclist not feeling in the humor for riding (I have since ascertained that he was not a hundred miles from the Starcross damsels on that day), I was asked to go to Honiton, the famous lace town, some sixteen miles from Exeter, our posting place, with some friends, in a wagonette. I agreed to go with them, or rather meet them there, I preferring to go by machine.

Giving them a start of thirty-five minutes, I picked them up about half-way; and this will be accounted for by the fact of the roads being in splendid condition for bicycling.

This ride I should have greatly enjoyed but for the fact of my handle bar working loose; but I am pleased to say that this is the only unfavorable thing I could say about my Timberlake during my tour. Honiton I thought quite worthy of a visit, but preferring nautical scenes to country ones, I must confess that the second day's pleasure was not so great as the first.

Arrived home at 10 o'clock, and startled some of the country folk in the following manner: prior to starting home, I deposited my tunic with my wagonette friends; and as I had underneath a white flannel cricketing jersey, and also on my legs white serge "knicks," I was mistaken, in sundry villages through which I passed, for a "ghost," and I am convinced that more than one "Devonian" thought I was something supernatural.

The next two or three days were divided between Starcross and Exeter, and our machines were consequently given a rest. It would be needless to add that our enjoyment was superb, as with the combination of fine weather, nice ladies, and good company, what more need was there? Short trips were indulged in, in the course of the next week, and I think I have only one more event that will be of any interest to record.

Saturday, 21st, we took a spin to Tiverton, about eighteen miles from our posting place, and having put our machines in the charge of a groom, partook of an enjoyable meal at the Angel Hotel.

After dinner I indulged in a slight "nap," and on awaking, discovered that my brother had gone. Being unacquainted with the grounds that this hotel is connected with, I strolled leisurely around, and soon found myself by the bank of a river, the Exe, and on looking up stream found that my brother, with his usual partiality for ladies, was in the stern of a small boat, being pulled along by two young ladies, quite adepts at the art of rowing. They put back for me, and showed us several places of interest, and we started for home at about 5 P. M., my fellow 'cyclist promising to

again visit them. I was sorry that I could not accompany him, as I had to make for London next day.

All went well until about five miles from Exeter, when a severe cropper necessitated my getting into a cart to be taken home.

The "spill" was occasioned in this manner. During the wet weather some heavy traffic had passed this way, leaving a great rut; this rut had been filled by dust in the fine weather, and the consequence was I went into it, and my wheel skidded.

Bicyclists going to Devonshire *must* enjoy themselves, as everything necessary for a wheelman's enjoyment is to be found, in the shape of splendid scenery, good roads, nice, entertaining company, and last, but not least, *thorough* ladies; but those who are not partial, or at least cannot do their share of hill climbing, I will advise to surmount that difficulty first.

CHARLES LOCKYER.

LONDON, 13 January, 1881.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc.—*Cont.*

CUNNINGHAM & CO.

Importing Manufacturers of

BICYCLES

AND

TRICYCLES,

Trumont Street, cor. Berkeley Street,
BOSTON, MASS.,

Would inform their Agents and the Public that their former Riding-School Manager,

MR. CHAS. R. PERCIVAL,

Is no longer in their employ, nor connected with their House, either as Selling Agent nor in any other capacity whatever.

DIRECTORY

OF
BICYCLE MAKERS, DEALERS, AGENTS,
RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR \$5.00
PER YEAR.

CALIFORNIA.

SAN FRANCISCO.

OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.

BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.

AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.

JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.

CUNNINGHAM & CO.
6 and 8 Berkeley Street.

C. R. PERCIVAL,
96 Worcester Street.

THE POPE M'FG. CO.
597 Washington Street.

MONTANA.

HELENA.

W. E. NORRIS.

NEW YORK.

NEW YORK.

WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.

GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.

H. B. HART,
813 Arch Street.

PITTSBURG.

COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,
Cheapest and Best in the market. All crates free. Lists
for 1881 now ready.

C. GORTON,

TALEOT WORKS . . . WOLVERHAMPTON, ENG.

GOY, UNIVERSAL BICYCLE & TRICYCLE AGENT & ATHLETIC OUTFITTER,

Begs to notify that he has taken and fitted up the new
LARGE PREMISES adjoining his own, viz.:-

22 LEADENHALL STREET

BICYCLE,

TRICYCLE,

AND ATHLETIC

SHOW ROOMS,

WHICH ARE

—NOW OPEN.—

HIS PREMISES

21 & 22 Leadenhall St., 54 Lime St.,

With the New Addition, will now form the

LARGEST BICYCLE AND TRICYCLE

SHOW ROOMS IN LONDON,

And are the only ones where EVERY MAKE of Bicy-
cle and Tricycle can be tried and compared and pur-
chased

ON GOY'S NEW PLAN.

EUROPEAN AGENT FOR

The Bicycling World and Archery Field.

LYRA BICYCLICA:
Forty Poets on the Wheel.

By J. G. DALTON.

Sent by mail, postpaid, for 60 cents.

Address,

J. G. DALTON,

15 Edinboro Street - - - Boston, Mass.

All Bicyclers should read
THE 'CYCLIST,

Which is not only the cheapest, but
the largest and best got-up bicy-
cling newspaper in Europe.

Everything of importance or of interest to
bicyclers fully reported, attention being given
to matters of general and universal interest
rather than to local and comparatively unin-
teresting news. The only English bicycling
paper giving attention to AMERICAN WHEEL
MATTERS.

EDITED BY

HENRY STURMEY, | AND C. W. NAIRN,
Author of | Author of
The "Indispensable," | The "Bicycle Annual."

Published every Wednesday. Price, One
Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office,
Coventry, England. Subscriptions to both
the BICYCLING WORLD and the 'CYCLIST
only \$4.25, from

E. C. HODGES & CO.,

40 Water St., Boston, Mass.

The "Indispensable"
BICYCLIST'S HANDBOOK for 1880.
By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail.
postpaid, 50 cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine,
clear, large; they show the greatest
number of bicyclers ever together in this
country, including many clubs and represent-
ative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, ac-
cording to size and style, \$2.50, \$2.00, \$1.00.
Address

E. C. HODGES & CO.,

40 Water Street, Boston.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et
de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE
MONGE, PARIS.

Subscription price for America, \$1.75 a
year, including cost of P. O. order and post-
age, may be forwarded to, or left at, the BICY-
CLING WORLD Office.

Brentano's Monthly.

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publica-
tion, devoted to a full and reliable record of
Athletics, Rifle, Archery, Turf, Yachting, Row-
ing, Canoeing, Base-Ball, Cricket, Polo, La-
crosse, Bicycling, Billiards, Fishing, Coaching,
Hunting, Kennel, and all health-giving pas-
times by field and water. Its corps of contribu-
tors enjoy a fairly won distinction for their
ability; among them, Col. Stuart M. Taylor,
Prof. William Wood, Capt. Luce, U. S. N.,
D. S. Sargent, M. D., Stephen Fiske, etc.; and
among its noms-de-plume of literary repute
are Corinthian, Nautia, Cuttyhunk, Windward,
Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate
the pastimes to which its pages are exclusively
devoted.

As the only publication of its kind in this
country, it relies with confidence on, and claims
the support of, all organizations devoted to
out-door sports.

A beautiful full-page illustration each
month; also additional minor illustrations of
the more important events.

A Billiard Department, an elaborate "Chess
Department," illustrated each month with
problems by the best amateurs and profes-
sionals in America.

Terms: 35 Cents a Single Number. \$4.00
per annum.

Booksellers and Stationers may retain 20
per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World,
together, — \$6.00 a year.

WILLIAM M. WRIGHT,

P. O. BOX 1327.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.

BICYCLES

American Bicycles and English Bicycles.
 Bicycles Exchanged and Bicycles Repaired
 Bicycles Nickeled and Bicycles Stored.
 Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. Second-hand Bicycles for Sale.
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price \$1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price \$1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a **SAFE, LIGHT and SWIFT METHOD** for **LOCOMOTION.**

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM RIDING SCHOOL

1783-S5-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.

CHARLES R. PERCIVAL,

—|| IMPORTER ||—

Bicycle and Tricycle Agent for all Makes of English and American Machines.

The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

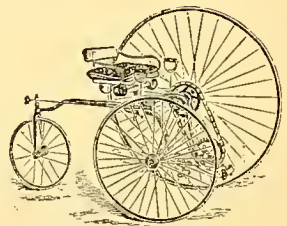
Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

— AND —

TYLER'S PAT. RUBBER HANDLES.



COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., \$105.00, to \$122.50 for 60 in., half bright. All bright, \$10.00 extra; full nickel, \$15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., \$80.00, up to \$100.00 for 58 in. Full nickel, \$22.50 extra.

We will furnish the Standard with our most approved ball bearings for \$10.00 extra. Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., \$50.00, to \$65.00 for 46 in. Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street,

BOSTON, MASS.

NOW READY!

Handsome and Convenient

FILES,

BICYCLING WORLD AND ARCHERY FIELD,

PRICE, ONE DOLLAR.

BOUND VOLUMES FOR 1879-80

NOW ON HAND.

PRICE - THREE DOLLARS.

E. C. HODGES & CO. - - 40 Water Street, Boston.