

The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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CURRENTE CALAMO

Forty-odd bicyclers are shown up, in various lights and attitudes, in February *Scribner*.

There is boundless fun for our boys in snow-ball warfare at this season of the year; and right healthful and pluck-developing exercise, too.

Our archery readers may see how their bicycling cousins enjoy themselves, and how they look and behave on an "over-night" excursion, by glancing at the thirty or more illustrations in the *Midwinter Scribner*.

Not every class of people in distress finds an advocate of the rank, wealth, position, and abilities of Mr. Parnell. In this respect, at least, the poor Irish tenants are fortunate.

It is not a matter for pride, but it should be a cause of honest, thankful satisfaction, that the oppressed and the wretched of every country lift up their voice for aid first from our favored land, and never appeal in vain.

When a man or a people is starving it is no time to discuss or to criticise. The humane way is, first to relieve present suffering, and then bestow any needed advice.

An Elgin club, like an Elgin watch, may be very small, and yet very effective. It isn't the number of wheels that gives either its value, or the balance to its credit that makes it go.

The town-fathers of Hempstead, Long Island, are the latest discovery in fossil remains heard from. They have passed ordinances forbidding bicycling within the village limits. We offer to head a subscription for sending them a daily paper, and to furnish one of a course

of free lectures there on modern advances in locomotory arts.

A valued contributor makes this suggestion:—"This month is a fit time for walking-men, whose other balances are satisfactory, to turn over a new wheel, and make good revolutions. Now that iron has gone up so, the timid may find bicycles even higher ere long."

The same philosopher observes:—"Bicycle and mirth are an inseparable pair, and *Ride si sapiis* is their double motto."

Puck is one of the keenest exposers of folly and sham. Its two-page cartoon of "Monarchical Devotion," in Number 148, is the best exposure of the anti-Christianity of our so-called "Christian civilization," and of the wicked European sacrifices to the god of war, to be found. If the tribute paid by the British government to the gun-king of Essen, and squandered upon other costly affairs of destruction, were devoted to the peaceful arts, there were no need of the strikes, and distress, and Parnell missions, which make even American hearts ache, three thousand miles away.

A friend, who makes his excursions on a good saddle-horse, once related to us an anecdote which is *apropos* of frightening horses. He was riding through Worcester County, the other summer, and on one of the country roads met five or six teams in succession. Every horse of them was more or less frightened; and, as he passed the last one, he heard the man who was driving exclaim:—"I snum, I b'lieve I never see a man ride a-horseback before!" Probably the horse hadn't, either; but the right of the colonel to ride "a-horseback" would hardly be disputed, even in that town.

If Beaconsfield would direct as much of his ineffable wisdom to the welfare of the Irish as he does to the destruction of the Afghans, might he not entitle himself more to the grateful memory of mankind than he is likely to otherwise? Or if he had taken as much care to make Victoria a good Queen of Ireland as he did to gain her the name of pompous Empress of India, would he not have been equally loyal to the crown and benefactor of his countrymen?

We were among the forty-seven or eight immortals who participated in "A Wheel Around the Hub," and wouldn't mind telling a few things about it that *Scribner* has left out. The illustrations are credited to Redwood, Hopkins, Lathrop, Taber, and Church; but we happen to know that much of their spirit and variety of design are due to the quick perception and ingenious suggestions of Mr. A. W. Drake, the "Apollo" of the article, whose artistic accomplishments, and tireless industry at the head of the art department, have done so much to make *Scribner's Monthly* the success that it is.

THE CLUBS REVIEWED

VIII. THE PHILADELPHIA BICYCLE CLUB.

In the summer of 1878 three of our suburban citizens who had been riding boneshakers around the country for a year, and had spent the evenings of the previous winter on a bridge over the P. W. & B. R.R., mastering the stubbornness of the old-time wheels, sent to England for three special challenges, which gave many an hour's pleasure that fall and winter. A meeting was called at the said bridge to organize the Gephurian Bicycle Club in October of that year, but the project was abandoned, and it was not until the 22d of May, 1879, that the Philadelphia Bicycle Club, with an original membership of eight, held its first meeting at 717 Walnut street. The rooms of the Drug Exchange were soon placed at our disposal for business meetings, and Horticultural Hall, which was opened as a bicycle riding-school, was proffered us for any gatherings of a practical nature. The residences of our members are so scattered that we have had few club-runs; but every Saturday afternoon several of the shining wheels might be seen rushing along the smooth, level roads to Penrose Ferry Bridge, and every public holiday was duly appropriated and appreciated. Fairmount Park, with its miles of smooth macadam, has been our *ultima thule*, and for its benefit we have eagerly and diligently striven, at first almost hopelessly, but after great efforts obtaining permission to ride there, first from midnight to 8 a.m.; then from daybreak to noon in certain portions; and now we are allowed the asphaltum walks in the West Park all the day.

Our streets being generally paved with cobbles (excepting three or four, which give a rather smoother surface of Belgian blocks) are not comfortably traversed by the bicyclist's steed, but we have a number of roads in the outskirts of the city which afford us fine vantage grounds; and Suffolk Park and Point Breeze race-courses give us very fair tracks on which to take a mile run "on time." The Jersey turnpikes, too, are easily accessible; and our excursion over in Spain, on election day, was one of our most enjoyable. Although our numbers are increasing but slowly, yet the interest in our swiftly moving vehicle has been greatly increased, and popular prejudice is being fast overcome. The newspapers are very generally on our side, and the articles in our favor have been quite numerous. Below are our officers and members with their addresses.

MERCURY.

OFFICERS, 1879-80.

<i>President</i>	THOS. K. LONGSTRETH.
<i>Secretary and Treasurer</i>	HORACE A. BLAKISTON.
<i>Captain</i>	HENRY LONGSTRETH.
<i>Sub-Captain</i>	JOHN FERGUSSON.

MEMBERS, DECEMBER, 1879.

Ashburner, Charles	9 Woodland Terrace.
Bartol, Geo. E.	109 S. Front street.
Blair, Henry C.	800 Walnut street.
Blakiston, H. A.	3905 Chestnut street.
Briggs, Alfred J.	831 Market street.
Collier, Charles	913 Walnut street.
Ferguson, John	102 Chestnut street.
Eppelsheimer, I. P.	2000 Park avenue.
Gibson, John	133 S. 4th street.
Griscom, Jos. W.	528 Arch street.
Hart, H. B.	813 Arch street.
Hudders, Charles M.	231 Chestnut street.

Longstreth, Henry	409 Chestnut street.
Longstreth, Thos. K.	717 Walnut street.
Miller, J. L.	1301 Walnut street.
Osborne, Gus. N.	1811 Walnut street.
Quirk, Jno. B.	945 Ridge avenue.
Read, J. L.	4007 Pine street.
Shillingford, James T.	204 N. 35th street.
Tingley, Monroe W.	307 Walnut street.
Watson, Thomas	157 N. Front street.
Wilson, Wm. K.	1618 Wallace street.

HINTS ON CARE AND REPAIR.

It is a fact to be deplored that, among our riders, so many are found who know nothing about the mechanism of the bicycle. Every bicyclist should understand perfectly about the structure of his particular machine; should be able to take it apart, and put it together again, and to adjust the parts, so that it will run perfectly, without rattle or shake. He should also know how to take a "buckle" out of his wheel, and straighten backbone, cranks, and handle-bar, should they become bent on the road.

Should any part, not adjustable, work loose, *have it repaired at once*, or it will be very apt to make serious trouble when least expected. Always take repairs to an experienced bicycle repairer, and trust them in no other hands, as a machine is very easily ruined. I should advise all to take a few lessons in mechanism of the bicycle, from some experienced and reliable authority. A thorough wheelman should take entire charge and care of his steed; should clean, oil, and adjust it himself, and allow no other to alter or ride it. When riding on the road be very careful not to strain your bicycle by trying to ride up very steep hills, charging through deep sand, or over very rough places. Avoid such whenever possible, as they are alike injurious to the machine. A good first-class wheel is worthy of the best care and will repay the rider tenfold. By a little knowledge, easily obtained, a bicyclist may be able to extract himself from dilemmas which would otherwise spoil his sport, and perhaps leave him stranded, many miles from home. — PRACTICAL.

CORRESPONDENCE

SOUTH SALEM, MASS., 3 January, 1880.

Editor Bicycling World :—

DEAR SIR:—Our club numbers some eighteen members, with the prospect of several more at our next meeting; and as spring opens we expect to count some twenty-five or thirty. We have some good riders here, and many that are improving. Amongst others who are doing all they can to promote the cause are our worthy secretary, A. J. Philbrick, Captain Paine, and your humble servant. Having ridden over 1,800 miles in this vicinity, I can be reckoned with the pioneers of this place. We have some good roads here, and some not so good; but generally good. During the spring and summer months many bicyclists pass through Salem, *en route* for Portland and other points east; and for their benefit let me suggest the best road through this vicinity. In leaving Lynn, take Ocean street, past the fish-houses, through Swampscott; leave Atlantic avenue on the right; pass over the Marblehead railroad; turn first road to left; after riding over a good road a half-mile, bear to the left, and pass straight down

into Salem; leave Salem by Bridge street, pass over Essex bridge to Beverly, turn into Rantoul street, and thence for four miles you have splendid sidewalk-riding into Wenham.

In your last number I noticed an article entitled "Practical Bicycling," and now let me tell what the bicycle has done in my case. I have ridden my bicycle constantly to my place of business and return from South Salem to Salem proper, over 1,200 trips, within fifteen months, and made a saving of 180 hours' time, to say nothing of the exquisite pleasure of riding the bicycle four times a day. My health also was never better than now; and, although over 42 years of age, as the time approaches to leave my work and mount my steed, I feel more like a school-boy than a man of mature years. And this is not all. My bill for shoes before riding the bicycle averaged some \$18 a year; now my expenses for shoes the last fifteen months have been but \$4.50. All this for the bicycle. And let me add that I would not exchange my iron steed, could I not get another, for the best horse that stands on four legs.

Yours truly,

L. B. PACKARD.

ELGIN, ILLINOIS, 3 January, 1880.

Editor *Bicycling World*:—

DEAR SIR:—The new year ushers *one more* "Bi. C." into existence. Now I suppose *everybody* has heard of Elgin, Illinois,—at least, every well-informed American citizen has. Elgin is not a very large town, but it's *all alive*. It makes watches for the million; furnishes the Chicago market with its best milk, butter, and cheese, and the world in general with condensed milk, and lots of other things, of minor importance, which are too numerous to be mentioned in a letter like this. Talk about modern improvements,—they are all here, or have sent word that they are on the way. The "Bicycle Club" has just arrived. On, Jan. 1 1880, the bicyclers of Elgin, *four in number*, being determined to form a nucleus for a permanent club, met (it was on a street corner) and organized. After electing E. N. Bowen, captain, and the writer, secretary, and determining upon scarlet and pink as the club colors, it was unanimously voted that the club spend the afternoon of the day in making New Year's calls upon the ladies,—using, as a means of conveyance, the bicycle, of course. I enclose our card.

1880.

E. Bi. C.

1880.

E. N. Bowen, Capt.

Ed. J. Ide, Sec.

A. J. Westlake.

Wm. H. Pearce.

A HAPPY NEW YEAR.

about housing the bicycle during the winter months; but we can't let a holiday like the 1st of Jan. slip away unimproved, when the sky is clear and the streets passable, even if it is winter. We spent the morning riding around town, getting "limbered up." The streets had a little ice and snow on them, well trodden down.

Captain Bowen, who is somewhat of an athlete in the amateur line, bids fair to make a fine rider. He and Mr. W. H. Pearce (formerly of the Worcester Bicycle Club, and well known to most Eastern bicyclers,) caused considerable amusement around town, by drawing, Mr. B., his little girl, and Mr. P., a little boy friend, on sleds attached to their respective machines. Although the streets were in poor condition for sleighing, the young master and miss were made happy, and won't forget their New Year's sled ride in a long time.

At 2 p.m. the Club assembled, and at the captain's call, with colors flying, proceeded to make their New Year's calls. And what a breeze we raised! "Exclamations of surprise and delight greet us everywhere we go." We called at the Mayor's, the Insane Asylum (as we left the latter place some of the patients raised a window, and, hailing us, desired us to *wait for them*, evidently thinking we *were escaping*), and at some of the most prominent houses in town; and ended by calling at the house of our genial captain, where we were very agreeably entertained for a half hour. Although the club is small now, we expect large additions in the spring.

Possibly your Boston riders will be some surprised to know that a little one-horse town like Elgin should get away with the "Hub," so severely, in being the *first* to inaugurate the novelty of New Year's calling on the bicycle; but we are few and inexperienced, and perhaps had better not do too much bragging, as it's barely possible we might not be able to "back it up." With the exception of Mr. Pearce we have all learned to ride since last September.

We are much pleased with our "Automatic" alarms, of the Hill & Tolman pattern, which two of us have recently added. They serve the good purpose of bringing the bicycle to public notice. Although a little late the Elgin Bicycle Club sends its New Year's greeting to THE BICYCLING WORLD and the thirty-four other Bi. Clubs.

Respectfully yours, E. T. I.

JACK EASY'S LETTER

No. 4. *Frightening Horses.*—*An Incident.*—*Its Lessons.*—*Riders should be courteous and considerate.*—*The paramount wheel.*—*Some of its influences.*—*Its value as an incentive.*—*Its danger as a topic.*—*An example of the latter.*—*What it may lead to.*—*Bicycle earache.*—*The Electric light.*—*An ideal evening bicycle race.*—*The light of the future to make evening out-door athletics possible.*—*And fashionable.*—*The Boston's Annual Dinner.*

Riding out the other day with two young and inexperienced friends (I can't help it, gentlemen, you will read this I know, but it's true!) we came upon a buggy going in the same direction. The road was smooth and there was plenty of room, but my friends at once raised a most horrible din, the one with his bell and the other with his whistle, intending no doubt to intimate to the

We have read in your valuable journal something

driver that he need not be alarmed, but that we were coming. The effect of this was to make the horse first swerve to the right, and then bolt, and although when we took the next fork of the road to the left I could see that the driver had regained control of his steed, I felt that it was not any fault of my friends that an accident had not happened. The remarks I made to my friends I will epitomize thus:—

First.—Bells and whistles, though useful when used judiciously, may easily become nuisances, and dangerous ones at that. *Second.*—It is the duty of every bicycle rider to comport himself with proper regard to the fact that other vehicles have equal rights with his own to the public highway. *Third, and finally*—(*verbatim et literatim*). “If I was that driver I would intercept you at the cross-roads we are approaching and—” perhaps it is not worth while to recapitulate the precise nature of the punishment I hinted at, but when we reached the cross-roads my young friends seemed much relieved to find that no one was awaiting them, and to-day two more courteous and considerate riders it would be hard to meet upon the road. In all my experience as a bicycle rider,—and I was one of the first half dozen in this country,—I have never, when alone, frightened a single horse, although when riding in company I have “assisted” in several cases like the one just described. Accidents cannot always be avoided, but I feel sure that the majority of accidents of this kind can be prevented by the exercise of a little forethought and consideration.

I think that, of the many unique features connected with bicycling as a sport, not the least peculiar is the irresistible manner in which it subordinates to itself each and every other pursuit in life. Business and leisure, work and relaxation, each and all soon become, with the true bicyclist, connected in some mysterious way with the pleasures and problems of the wheel. To those of us—and we are numerous—with whom the item of cost is a serious one, business, as such, does not seem so much of an altogether to-be-regretted necessity when it brings us the wherewithal for the coveted purchase; and when our hours of leisure are devoted in part to the healthful enjoyments which that purchase affords, our work, whatever it may be, surely does not suffer in quality or quantity, either from the greater energy with which it is pursued, or from the pleasant memories and anticipations which are on either side of it. Nevertheless, the happy wheelman is apt, unless he watches himself carefully, to become, to some extent, and in some respects, slightly a nuisance. In conversation his friends are very likely to abet this, by greeting him—especially just now when snow and slush are supreme—with “Well, and how’s bicycling?” If they avoid this as a commencement, some remark in the conversation is as sure to lead to bicycling as the dawn is to the day, and with nine-tenths of us the trouble is, that once mount us on our hobby, and we don’t know when to stop. For my own part, I feel that I am as bad as the worst, for I know, beyond doubt, that in my ten minutes of railroad to and from the city each day during the past two years, not more than five per cent. of the whole number of journeys have been free from “bicycle” as a topic, and of that percentage probably not less than half has been because I did not happen to have any one to talk to. To make matters worse, I cannot call to mind any of my riding friends who are

not more or less afflicted with the same failing. It is really serious, and if we do not check it in time, non-riders may eventually, in self-defence, be compelled to decline social invitations, unless to such are appended an assurance that no bicyclers will be present, and railroads and steamships will find the public demanding special cars and cabins, each to be labelled in large and forbidding letters, “For bicyclers only.”

Fellow-riders, let us be warned while there is yet time, and avoid if possible the introduction of a new complaint—the bicycle earache.

In common with the general public, I have been watching with interest, exceeding interest, the development—or rather non-development—of the Edison electric light, and hoping in the face of the evidence, or rather want of evidence, for its ultimate success. Now that the latter is again indefinitely postponed, I am chagrined and annoyed. But why? Is it because my lucubrations for the WORLD must still be written by the mild light of the midnight kerosene? Is it that I am the owner of indefinite stocks in the Electric Light Co., par value 100, last quotation 3,000(?) and *can't sell*? or is it that with the intense yearning of the free-born American bicyclist, I long to emerge from the thralldom of the gas-metre fiend, that veritable old man of the sea (cellar I mean), whose clarion battle cry, “*The less you burn, the more you pay.*” is forever ringing in my ears? No! Not at all! Not a bit of it! Personal convenience, public benefit, pecuniary advantage, are small and insignificant items in the sum total of the disappointment I feel when I think how long it may be before I realize my pet ideal of an evening bicycle race, in the open air, on a three-lap track (Granite Bridge for instance), with the excited spectators, the eager riders, the glittering wheels, and the smooth path, all illuminated by the mellow moon-like rays of the electric light.

But I do not despair yet. If Edison can't, some one else can; that I firmly believe; and when the electric light becomes practically perfected, wheelmen are not the only athletes who will join in the rejoicing. Possibly it may not have occurred to some of your readers how immensely the field of athletics would become enlarged thereby. The contests and sports which are now held in the day time, and are therefore too often thinly attended, both as to spectators and competitors, would then be practicable after the business of the day had been disposed of. And many a hard-working clerk, to whom business means bread and butter, and to whom, therefore, arenic honors would involve loss of time too valuable for such pursuits, might, under electric possibilities, develop into an athlete of the first water, to the infinite advantage both of himself and those who employed him; for I hold that physical superiority is, to say the least, not less valuable in the daily business walks of life, than in the special purposes—whatever they be—for which it is cultivated. As to the spectator. Well, first let evening athletics become *fashionable*—and the electric light would assuredly make them so—and the rest will follow. Then, just imagine an archery contest some fine evening after the new order of things has been perfected. Miss? is essaying her fifth arrow. Just watch that poise! See how the lithe figure, standing in the mellow light—but the picture is quite too altogether entrancing. Let us pray for the light of the future, and, as the show-man says, “Pass

on." Another page in the annals of American bicycling will be turned on the 2d of February next, when the Boston Club will sit down to its second annual dinner, and with appropriate ceremonies, usher in the third year of its existence. To those unhappy wheelmen who will not be present, I offer my sincere sympathy.

JACK EASY.

RACES

THE FIRST TOURNAMENT at the American Institute Building, New York, came off on Saturday evening, the 17th inst. At least 1,200 tickets were sold, and the number of spectators was very large. The handicapping is reported to have been rather extreme, allowing the scratch men little chance. The track is $8\frac{1}{2}$ laps and not specially well constructed.

In the 25-MILE professional race, Belard won in 1 hour 27 minutes; D. Stanton second, by about 200 yards.

The 5-MILE amateur race was won by Mr. Otis (who had 330 yards start), owing probably to the "circuit" which Wright, Johnson, and Ralfe had on one of the corners.

The 2-MILE race was won by Mr. Clark (who had 350 yards start), in 6.21. In this race Mr. L. H. Johnson, from scratch, came in second in 6.44; the best on record in America yet by a quarter of a minute. A fuller account will be given in next issue, probably, present information being very meagre and late.

TWENTY-THIRD REGIMENT STAG RACKET, the evening of 31 December, 1879, at the Armory on Clermont avenue, New York. — One of the events was a THREE-MILE bicycle race, won by R. A. Maxwell (Brooklyn, A. C.) in 13.47; J. W. Daniels, second.

COLUMBIA COLLEGE BOAT CLUB Games, at the second annual Winter Athletic Games, on 2 and 3 January, instant, at Madison Square Garden. — Among other events were a TWO-MILE bicycle race, open to all amateurs, and also a TWO-MILE race limited to the college students. In the former, results were as follows: *First heat*, J. Faley (G. P. A. C.), first in 8.19 $\frac{1}{2}$; W. M. Wright, second. *Second heat*, L. H. Johnson (Essex B. C.) first in 8.39 $\frac{1}{2}$; J. Ralfe (Nephr C.), second. *Third heat*, Johnson declined to ride, and Ralfe was allowed to compete to make a race, the latter coming in second, and Faley winner in 9.15.

In the second race, W. K. Otis (Col. Coll.), walked over in 10.20 3-5.

SOME AUTUMN RACES.

WOODSTOWN, New Jersey, 11 September, 1879. — The West Jersey Agricultural Association gave prizes in this race valued at \$50.00.

1st, Ice Pitcher, two Goblets and Waiter, value, \$25.00 2d, Ice Pitcher and Goblet, value, \$15.00. 3d, Ice Pitcher, value, \$10.00.

There were eight entries, viz.: — H. B. Hart, John Gibson, Harry Longstreth, Chas. Collier, Geo. E. Bartol, Frank E. Siddall, and J. Dyson, of Phila.; J. Holman, of Cleveland, O. They were divided into two heats; the first and second in each heat to run for the final.

First heat: Dyson, Gibson, Collier, Bartol; won by Dyson and Gibson. *Second heat*: Hart-Siddall, Longstreth, and Holman; won by Longstreth and Holman.

Final heat: Dyson, Gibson, Longstreth, and Holman. A good start was effected, Holman taking the lead and retaining it to the finish, making the mile in 3.58 $\frac{1}{2}$; Longstreth second, and Gibson third.

The track was an ordinary trotting-track, and better than the usual trotting-track, for bicycling. Prof. Rollinson, of Philadelphia, was the manager of the races, after which the contestants became the guests of the Association, and where regaled right regally.

[A report of this race in No. 77 of the *American Bicycling Journal*, has the number of spectators at over seven thousand persons.]

AMBLER PARK, New Jersey, 25 September, 1879. — The Association(?) awarded \$100.00 in prizes, medals, or plate,

choice of winners, and valued, respectively, at \$40.00, \$30.00, \$20.00, and \$10.00, four prizes. The race was mile heats, best 2 in 3. There were ten entries, viz.: J. Dyson, J. Gibson, C. Collier, A. Kerr, A. J. Briggs, J. Millets, H. King, E. Siddall, H. B. Hart, all of Phila., and J. Holman, of Cleveland, O., who at the tap of the bell came promptly up in line, and got away well together at the report of the pistol, fired by the able hand of Prof. Rollinson. Briggs at once assumed the lead, followed closely by Holman, King, and Gibson, Briggs maintaining his lead to the last few yards, when Holman suddenly spurred, coming in side by side with Briggs and making a dead heat.

The second heat was a more spirited contest, Briggs leading as before, Holman, King, and Gibson following in the order named. At the first half, Holman made a good spurt, and succeeded in passing Briggs, but was again passed by the latter on the upper stretch. On the home stretch Holman made another effort, and passed under the wire a few feet ahead of Briggs, making the mile in 3.56 $\frac{1}{2}$; Briggs second, King and Gibson in the order named. The third heat resulted in a victory for Holman, winning a handsome Gold Medal, made by Caldwell & Co., of Phila., and valued at \$40.00; Briggs, second, Gold Medal, value, \$30.00; King third, Gold Pin, \$20.00; Gibson, fourth, Gold Locket, \$10.00.

PITTSBURG, Penn., 7 and 8 October, 1879. — These were five races, arranged as follows: —

Race No. 1. A mile race to be run in heats, best two in three. The prizes were, 1st, A Gold Medal, value, \$30.00 2d, a Gold Medal, value, \$20.00. *Race No. 2.* A boy's race, distance one-half mile. Prizes, 1st, Lamp. 2d, Alarm Bell. *Race No. 3.* A three-mile dash. Prizes, 1st, a Gold Medal, value, \$30.00. 2d, a Gold Medal, value, \$20.00. *Race No. 4.* A half-mile race, best two in three. 1st prize, Medal or Plate, value, \$25.00. 2d, Medal or Plate, value, \$10.00. *Race No. 5.* A slow race, distance one quarter mile. Prize, a Silver Medal, value, \$15.00.

Prof. H. B. Thompson, the manager, had arranged these races (in a manner that prevented the best man carrying off all the first prizes), viz.: — The winner of Race No. 1 barred from taking first prize in Race No. 3. The winner of Races No. 1 or 3 barred from taking any prize in Race No. 4.

The track was built of cinders, very hard, but not so smooth as a bicyclist could wish.

The first race was called at 4 30 P.M., on the 7th. In this race there were four entries, viz.: Horace Keneagy, Chicago; Geo. Belty, Pittsburg; Louis Meyers, Pittsburg; and Jabez Holman, Cleveland. At the word "Go," Meyers at once spurred to the front, and assumed the lead, and kept it to the finish, making the mile in 3.51 $\frac{1}{2}$; Holman, second, with Belty and Keneagy, in the order named. The second heat was more interesting than the first, as Holman pressed Meyers more closely than before; and at the last quarter it was an even bet on the twain, but the Pittsburg boy proved his superiority by winning the heat and race in 3.47 $\frac{1}{2}$; Holman, 2d, in 3.49. The two other starters, Belty and Keneagy, were left hopelessly in the rear.

Race No. 2 was a boys' race, $\frac{1}{2}$ mile. Masters Waring and Cote responded to the call, and proved to be worthy of each other's steel, riding almost neck and neck, causing the spectators to go almost wild with excitement. At the close of the heat a hundred voices cried, "A dead heat!" but after a consultation of the judges, little Dick Waring was awarded the heat, beating Cote by six inches. Time, 2.10. In the second heat Waring came in five yards ahead of Cote, in 2.10, winning the race and lamp; Cote, 2d, to whom the Bell was awarded.

This finished the races on that day.

Wednesday, 8th October. The first race for this day was a three-mile dash, with three entries, Meyers, Belty, and Holman. At the word "Go," Meyers flew to the front, followed closely by Holman, and from the first it was plainly to be seen that the race was between these two. At every circuit of the upper turn Meyers would gain perceptibly on Holman, owing to his being thoroughly used to the track; but on the straight path Holman would regain his lost ground, thereby keeping an almost equal distance from his competitor, till the 9th lap, when coming down the "home stretch," and by fairly standing on his pedals, Holman passed Meyers. At this juncture the excitement was terrific, the multitude vociferously admonishing its man to "go it." At the upper turn Meyers again passed Holman, but was again overhauled by the latter on the back stretch.

The excitement now was at a fever-heat, as the two con-

testants passed and repassed each other, till finally Holman retained his lead to the finish, beating Meyers $\frac{1}{4}$ of a mile, and winning the race in 12.38. In this race the odds were greatly in favor of Meyers, owing to his success the day previous, and his greater weight; Holman weighing but 115 lbs., and Meyers' avoidupois balancing 147 lbs. At the conclusion of this race the winner, Mr. Holman, was presented with a gigantic popcorn-ball, — Mr. Baker's award.

Race No. 5. A slow race, $\frac{1}{4}$ mile. In this race there were 4 entries, Messrs. Myers, Cote, Belty, and Holman. The contestants got a fair start, to the great amusement of the spectators, who smiled audibly as Belty, Cote, and Meyers, in quick succession, slid gracefully from their saddles. Holman being the only competitor retaining his balance, he made the quarter in about 65 seconds (rather quick time for as low race). This finished the Pittsburg races, which, in every way, was a success, — thanks to the indefatigable effort and good management of H. B. Thompson.

[These races were also briefly reported in No. 17 of *The American Bicycling Journal*.]

MOUNT HOLLY, New Jersey, 10 Oct., 1879. At this event there were some 15,000 spectators present, who looked forward (a two mile race), with great expectations to this race, as it was rumored that the Champion was to compete.

Six contestants responded to the order to mount, viz.: L. H. Johnson, Orange, N. J.; Chas. Collier, Phila.; John Gibson, Phila.; J. Y. Clark, Trenton, N. J.; H. Rogers, Burlington, N. J.; J. Holman, Cleveland, O. \$150 was awarded by the society, winner's choice, Medal or Plate, and divided respectively into \$75, \$50, and \$25. The word Go was given, Johnson at once taking the lead, and sustaining it to the finish, winning the heat in 7-58; Holman, 2d; Collier, 3d. In the second heat Holman captured the lead, and held it for one mile, when at the third lap Johnson asserted his right of way, almost distancing Holman, who was second, and beating Collier about a quarter of a mile. Time, 7-56 $\frac{1}{4}$. The prizes were awarded to Johnson, first, Holman, second, Collier, third. In this race Mr. J. Y. Clark made a splendid showing, although it was his maiden race, and it behoves all amateurs to look out for Mr. Clark in the future, as he intends to chase the boys next season.

BELMONT PARK, Philadelphia, 14 Oct., 1879. On the 14th Oct., last, the Belmont Park Association offered two valuable prizes in Plate for the Championship of Phila., which at once aroused the boys of the old Quaker City to come out and do their level best, bringing out the best riders in the city, viz., W. A. Whiting, Harry Longstreth, John Gibson, Chas. Collier, G. B. Owen, J. Dyson, A. J. Briggs, H. B. Hart, E. R. Fell, and W. Stokes, all of Phila. Belmont Park is a beautiful mile track, almost level as a die. After the "scraper" had been run over the track once it made an almost perfect bicycle track.

It was decided to make the race a one-mile dash, as the horse-racing had caused considerable delay. At the order to mount, ten loving brethren responded, and as they came up in line, painfully complete, a prettier sight could hardly be imagined. The word Go was given, the brothers were away, all bunched together, with Briggs and Whiting fraternally riding abreast. Collier here attempted to pass Gibson, and in doing so took the pole too soon; result, a nasty cropper for Bro. Gibson. A prettier race was never run; Briggs forging ahead now, Longstreth passing Whiting, the rest straggling along indiscriminately. Briggs now laid down to his work, coming in first in beautiful style, Longstreth second, Whiting third. A closer race could not be run; a blanket would have covered the three leading men. Previous to the race Mr. Briggs received a nasty fall while spurling with Holman, bending his crank, but Bro. H. B., with his usual kindly fraternal feeling, soon found ways and means of putting Briggs again on his pedals. Thus Mr. Briggs won the proud distinction of Champion of Phila., Longstreth, second; time, 3-47.

STENTON, Penn., 25 October, 1879. — Saturday, 25 October last, brought about the fall game of the University of Penn. Athletic Association at the Young America Cricket Grounds, Stenton, near Germantown. The track was originally built for running and walking, and is of cinders, smooth and hard, about 15 feet at its widest part, and 12 feet at the narrowest, and one of the best bicycle tracks in the country.

The day was cool and windy, only 4 of the 9 entries appearing as starters, viz., J. J. Fox, N. A. Stockton, Chas. Collier, and Jabez Holman. After the boys had taken a few preliminary

turns around the track they came up to the scratch in fine order. The usual word was given, Collier pushing his wheel to the front, getting a fine start, holding his lead to the third lap, Holman then passing Collier, who again passed the former, keeping his position till the last quarter, when Holman put on a tremendous spurt, winning the two-mile dash; Collier, second; the others, Fox and Stockton, were distanced. The time of this race was 6.52 $\frac{1}{4}$; but on investigation it was discovered that the track was short, the timekeepers being at fault in calling time before the competitors had gone the necessary distance.

In these events I give you a correct and unbiased account of all that actually happened worthy of note. You asked me in your letter to give you an account of all the races I had been in this season; and I have given you a faithful one. Do with them as you will.

I have won in these contests, five Gold Medals, two Silver Medals, a fine Water Set, a Gold Watch, a Gold Ring, and a Silver Cup.

SPOKESMAN.

PERSONAL

THE PRIZES for the five-mile amateur handicap race, in the tent on Huntington avenue, Boston, reported in our Number 2, were withheld, pending a hearing and decision of the judges, upon the protest of Mr. Allen. Since our last issue, however, they have been at last awarded, the first prize to Mr. W. M. Stall, the second to Mr. W. S. Tufts, — Mr. Allen's protest having been overruled. The prizes were handsome medals in gold and silver.

DAVID STANTON, the English bicyclist, must have a "double." The London sporting newspapers announce his safe arrival in England by steamer "Wisconsin," 2 Jan., and we have ocular proof that he was in New York City on that day, and is still here. — *Spirit of the Times*.

CLUB DOINGS

THE BOSTON BICYCLE CLUB held its twentieth meeting on the 5th inst. President Pratt in the chair. After the regular routine business had been disposed of, it was unanimously determined that the second annual dinner of the club should be held at Vossler's, on the 2d of February next, and a committee, consisting of MM. Woodward, Dean, and Weston, was appointed by the chair to perfect the details of the same.

A committee consisting of MM. Woodman, Mann, and Dalton, was appointed to prepare a list of officers for the ensuing year, and to submit the same at next club meeting.

The meeting was then addressed at length, by Mr. W. R. Pitman, who reviewed his career as a bicyclist, and the action of the various clubs in relegating him to the professional ranks. In the course of his speech Mr. Pitman declared his intention of declining to consider himself a professional, and appealed to the club for their support.

The club then after some discussion in review of Mr. Pitman's remarks, adjourned. The President stated to the committee that he should decline a renomination to the office on account of his other cares in the interest of bicycling, and his suggestion of the name of the present able Secretary for that place, is likely to be unanimously adopted.

CLEVELAND BI. C. — The first semi-annual meeting of the Cleveland Bicycle Club, was held on Wednesday evening, 7th instant, at the Weddell House, when the election of officers for the ensuing six months took place, resulting as follows: President, T. B. Stevens; Captain, J. H. Wade, Jr.; Sub-Captain, William Leland; Secretary and Treasurer, A. Ely, Jr.; Directors, E. A. Norton, H. Glidden, C. Hopper, S. H. Beckwith. This was a reflection of the former board, with the exception of the sub-captain.

DETROIT BI. C. — This club held its semi-annual meeting for election of officers on the 5th instant, and made choice, as follows: President, Louis J. Bates; Secretary and Treasurer, A. F. Merrell; Captain, A. B. Conger; Lieutenant, W. J. Howard; Club Committee, J. C. McCaul, G. L. Dunning, A. M. Low. An amendment to the constitution changing the

entrance fee from two to five dollars, was unanimously adopted. Three new members were admitted at this meeting.

ELGIN BI. C. — This New Year's addition to our list of clubs was made in Elgin, Illinois, on the first instant. Though the least of all clubs in numbers at the beginning, it starts with a nest that will doubtless earn it large additions. Officers: Captain, E. N. Bowen; Secretary and Treasurer, Ed. T. Ide. Colors, scarlet and pink.

YONKERS BI. C. — This club has a valuable gold medal, presented by Mr. H. F. Von Storch, to offer for a five-mile race, to be competed for by members of the club, and to be held by the winner of it three times. The club now numbers thirteen members, several of whom took a run to Tuckaheo, nine miles and back, on New Year's day.

GLANCES ABROAD

AUSTRALIA. *The Cyclist* looks over a letter from Adelaide, South Australia, and finds that the roads there are splendid, and the climate admits of riding all the year round. Path riding is allowed, and this seems to be a bicyclist's paradise. And *The Bicycling Times* publishes a full letter from Mr. Arthur L. Raston, Secretary of the Adelaide Bi. C. at that place, which says that the club has been in existence about eleven months, and turns out twelve members or so to an afternoon spin; that there are thirty unattached riders there; that one bicyclist was taken into court for riding on a path, and acquitted; that a riding-school has been open there for some time, and bicycling is on the increase.

INDIA. Mr. Walter Davies, now in Calcutta, wrote home to England of a meet and run of half a dozen bicyclists in that city on a Saturday in November, and that runs every Saturday were projected.

RUSSIA. A correspondent in the *Bicycling News* gives some account of a successful fortnight's tour of himself and a friend in Russia, in the fall of 1878; the route being from Odessa to Carnarvon.

SIX DAYS' CONTEST AT HULL, ENGLAND. A competition, covering six days of fourteen hours each, was begun at Hull on the 22d December last, ending on the 27th, which proved to be one of great interest. The track of 16 laps was laid in a large hall erected on the Rifle Barracks Ground; and these six professionals competed: G. W. Waller, W. Phillips, J. C. Mercer, J. Nicholls, Bradley Keen, and R. Patrick. At the end of the first hour, Waller had accomplished 16 miles, 2 laps; and his first 20 miles were made in 1, 13, 46½. The first 100 miles were covered in the remarkable time of 6, 26, 43 for Phillips, and 6, 26, 44 for Waller, the former gaining thereby the fastest record time for that distance.

When time was called on Saturday, the scores stood as follows:—

Waller . . .	950 miles.	Nicholls . . .	622 miles.
Phillips . . .	789 "	Mercer . . .	459 "
Patrick . . .	775 "	B. Keen . . .	315 "

UNATTACHED. *The Cyclist* says: We know of our own knowledge, members of the peerage, officers of the guards, and other high officers of the state, who ride bicycles; but they could hardly be expected to join clubs and go for Saturday runs, though their sons might with equal propriety. The same with professional men, stock-brokers, and others in business for themselves.

MR. STANLEY J. A. COTTERELL, late Secretary and now President of the Bicycling Touring Club, was feted at the Royal Turf Hotel, Newcastle-on-Tyne, on the evening of the 30th December last, and presented with a "testimonial" contributed by over two hundred members of the club. This testimonial consisted of an illuminated address, very happily worded, and adorned with photographs of Mr. Cotterell as founder, Mr. Holding as originator, Mr. Iveson as treasurer, and Mr. Welford as secretary of the club; and an elegantly bound book containing seventy letters from officers and members. The occasion was a very enjoyable and appropriate one in every respect.

OUR COLUMNS get liberally reprinted in the English papers. *The Athletic and Bicycling World* has Mr. Johnson's letter and comments:— "This is indeed rough on Harry, but the management of the English team having been so suspicious-looking, such outspoken language is perfectly just." *The Bicycling News* quotes the "Sad fate of Jonathan Juggs," the court case of "McFarland vs. Brown," "A grand meet in Philadelphia," and much more; and *The Bicycling Times* takes our "Interview with John Keen." We mention this merely to show that our English cousins are taking an interest in what we are doing over here; and we are glad that our contemporaries find something of interest in the BICYCLING WORLD so that the "credits" may not be all on one side. It may be added that *Cycling* and *The Cyclist* also find paragraphs of interest to quote.

CLUB DIRECTORY

- BOSTON BI. C. — Secretary, F. W. Weston, 178 Devonshire street, Boston, Mass.
 BROCKTON BI. C. — Secretary, F. B. Howard, Brockton, Mass.
 BROOKLYN BI. C. — Secretary, T. H. Muir, 30 Broadway, New York, N. Y.
 BUFFALO BI. C. — Secretary, J. T. Gard, 276 Main street, Buffalo, N. Y.
 CAPITAL BI. C. — Secretary, F. G. Collins, Loan Division, Treasury Dept., Washington, D. C.
 CHALLENGE BI. C. — Secretary, J. L. Cote, 284 Penn avenue, Pittsburg, Pa.
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 CHICAGO BI. C. — Secretary, Geo. D. Hoffman, 248 State street, Chicago, Ill.
 CLEVELAND BI. C. — Secretary, Alfred Ely, jr., 393 Prospect street, Cleveland, O.
 COLUMBIA COLLEGE BI. C. — Secretary, W. K. Otis, 108 W. Thirty-fourth street, New York, N. Y.
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 DETROIT BI. C. — Secretary, A. F. Merrell, Detroit, Mich.
 ELGIN BI. C. — Secretary, Ed. T. Ide, Elgin, Illinois.
 ESSEX BI. C. — Secretary, Edmund R. Bellman, 584 High street, Newark, N. J.
 FITCHBURG BI. C. — Secretary, George A. Wilson, Fitchburg, Mass.
 GERMANTOWN BI. C. — Secretary, J. Pennell, Armat street, Germantown, Pa.
 HARTFORD BI. C. — Secretary, Wm. L. Howard, 687 Asylum street Hartford, Conn.
 HARVARD BI. C. — Secretary, J. H. Storer, Harvard College, Cambridge, Mass.
 LYNN BI. C. — Sec'y, Henry H. Fuller, Box 216, Lynn, Mass.
 MASSACHUSETTS BI. C. — Secretary, H. E. Parkhurst, 17 Wellington street, Boston, Mass.
 MIDDLESEX BI. C. — Malden, Mass.
 MONTREAL BI. C. — Secretary, H. S. Tibbs, Box 1733, Montreal, Canada.
 NEW YORK BI. C. — Secretary, Kingman N. Putnam, 54 Wall street, New York, N. Y.
 PHILADELPHIA BI. C. — Secretary, H. A. Blakiston, 3905 Chestnut street, Philadelphia, Pa.
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 SALEM BI. C. — Secretary, Dr. C. A. Buxton, 246½ Essex street, Salem, Mass.
 SAN FRANCISCO BI. C. — Secretary, C. L. Barrett, 106 Sansome street, San Francisco, Cal.
 SUFFOLK BI. C. — Secretary, F. E. Cabot, 42 Thayer, Harvard College, Cambridge, Mass.
 TIVOLI BI. C. — Secretary, O. D. Wilkinson, Trinity Military Institute, Tivoli, N. Y.
 WALTHAM BI. C. — Secretary, Fred E. Draper, Box 232, Waltham, Mass.
 WANDERERS BI. C. — Secretary, Boston, Mass.
 WANDERERS BI. C. — Secretary, New York, N. Y.
 WORCESTER BI. C. — Secretary, W. R. Lovell, P. & W. Freight Office, Worcester, Mass.
 YONKERS BI. C. — Secretary, E. Dwight, Yonkers, N. Y.

Vol. I.]

THE BICYCLING WORLD

[No. 6]

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

BOSTON, 24 JANUARY, 1880

OPEN COLUMNS.—We deem it a requisite of a good journal that its columns, or some of them, be open to the free expression of individual opinions, comment, and criticism, within reasonable limits. It is a part of our boasted freedom of the press in this country that not only editors and publishers may print and circulate their own opinions, but also that every one who has, or thinks he has a word to say, that is important or interesting, may have a chance to be heard through the same medium. The policy of this paper is to furnish a medium for such expression to its patrons. Liberty of discussion will be allowed as far as consistent with courtesy and the limits of our space. We endeavor to be careful as to the accuracy of what we publish as facts, and to be sound and conservative in the opinions we express editorially. But we desire it to be distinctly understood that we endorse nothing we print, excepting what appears distinctly as editorial or is explicitly approved. Our readers will observe, too, that whatever is contributed or taken from other sources is credited, by signature or otherwise, as not our own. Although our managing editor writes much of the matter appearing elsewhere, it is only in these editorial columns that the BICYCLING WORLD endorses anything, unless, as stated above, the endorsement is expressed.

SUBSCRIBERS TO THE AMERICAN BICYCLING JOURNAL.—We beg the attention of these to the fact that with two more issues we shall have filled out the number of copies for which the patrons of our predecessor subscribed, as we undertook to do when we purchased that journal. We have given them a more expensive paper, more matter to an issue, and a prompt and regular publication. Excellent as that pioneer paper was, we are induced to believe, from the cordial and appreciative expressions we have received on every hand, that our BICYCLING WORLD has not failed to fill its place. We are constantly enlarging our means of making the latter better and better, and we trust that those who favored the former have by this time learned such confidence in us and our work that they will continue their encouragement and assistance. Some of them have already sent in their subscriptions, and help to swell our new list. May we not expect like promptness of favor from the others, so that before the end of February every name on the old list will have been transferred to the new.

NOT BOYS.

Whenever a selfish and incompetent driver of a horse takes occasion to complain, through the press or elsewhere, about bicycles in the roads or parks, he is sure to speak of their riders as "reckless boys," or to seek by some contemptuous reference to convey the impression that bicyclers have no rights which men or magistrates are bound to respect, because they are irresponsible young fellows.

The well-disposed man of mature years and responsibilities is sometimes heard to say, though not so often now as a year ago, that he means to get a bicycle for his son, and would like to use one himself *if he were younger*.

Now, boys ride bicycles, it is true; and it will be well for the boys and for the next generation if a still greater number of boys can ride them and thus not only develop their physical health and strength, but be kept by this harmless diversion from questionable resorts and enervating temptations.

But the mistake of those who do not know much about it lies in supposing that all or most bicyclers are boys. The fact is that a large majority of those who ride bicycles are men, are those whose years, whose pursuits, and whose influence and responsibilities entitle them to consideration and respect.

Let us cite a few facts tending to prove this. The presidents of some half-dozen of our clubs are lawyers in full practice; about as many of our secretaries are physicians; and the membership lists include many more of the same professions as well as of clergymen. We happen to know personally of seven clergymen who are constant riders on wheel. Of journalists there is a much larger number, and the schoolmaster is abroad on

his bicycle as frequently. Treasurers and superintendents of corporations, merchants, registers in bankruptcy, professors in colleges, architects, artists, conveyancers, heads of business firms, printers, stenographers, surveyors, carriage-makers, and capitalists and gentlemen of leisure are all votaries of the swift, inspiring wheel. The nine members who composed the board of officers and committee of one club were reported to us as consisting of two manufacturers, two school-teachers, two lawyers, one professor of music, one dentist, and one student. Another club, in one of our principal cities, reported but two members under six feet in stature. Take the Boston and the Massachusetts clubs, for instance; in either of these the *average* age is more than thirty years. Or, to take a younger and smaller example, the Yonker's Club numbers now thirteen members; all are over twenty-one years old, and most of them are married men. And outside the clubs, the proportion of older men is much greater. One of our most constant riders is upwards of fifty years of age; we know of three or four others who are over sixty. A correspondent in another column owns up an age of forty-two years, and a log in fifteen months of eighteen hundred miles, mostly about his business. On the two notable "overnight" excursions in Massachusetts last fall, it was found that the majority of the forty or fifty excursioners on either trip were married men and fathers of families. We will venture the opinion, based upon such direct and indirect knowledge as we have, that the average age of the three thousand or so active bicyclers in the United States at present is something more than twenty-five years; that is, they average old enough to be Members of Congress.

No, gentlemen; bicyclers are not all boys. To be young is not ignominious, and with them their "youth is renewed" in a manner not undesirable nor undignified. But they are old enough to be courteous and to expect courtesies, to demand rights when these are not accorded; they have years enough before them and pluck enough in them to ride on all the highways in this country, and to teach the churlish New York *Journal of Commerce* man (and others like him) to gather up the reins of their horses and their selfishness, and so take only such fair and reasonable share of the enjoyment of public thoroughfares as belongs to them.

THE VELOCITY is the new name adopted by R. H. Hodgson, bicycle-maker, of Newton Upper Falls, Mass., for his improved bicycles. No. 1 commends itself as his first-class machine, and No. 2 is substantially the same as the "Newton Challenge" heretofore made by him.

VOSSLER, 19 and 21 Hawley street, Boston, provides as a new feature of his well-known catering, a *table d'hôte* dinner at 60 cents. This was the bill of fare for the 15th inst.: Mock turtle soup, salmon croquettes, lobster sauce; plain boiled potatoes, haricot of mutton, à la Bourgeoise; stewed tomatoes; roast capon, giblet sauce; salad; savarian of rum; *café noir*.

THE SECOND annual meeting of the Boston Bi. C., at Vossler's, on Monday, 2 February, at 7 P.M., and dinner at 8 P.M.

HEADERS

The ladies in Rome have taken to bicycle racing, and it has become with them a fashionable outdoor amusement. — *Boston Home Journal*. We should like to Coliseum.

What did the tar-get anyway? Why, he got piles of things, and n-arrow-ly escaped a nock by seeing the point.

"An' can yez tell me," says Murphy, "why the small scythe I bought fer me little Teddy to cut grass fer the cow wid is loike these two-wheeled carts which the young fellers is all a ridin' around? Give it up, eh? Why, jist becase it's a byes-sickle; d'ye see?" — *Evening Telegram*.

Who did the air row with? A bows'n, perhaps; and with a feather stroke.

This is tiresome and original: A peculiar feature of the bicycle is, that when it is thoroughly tired it is ready for work.

Bicycles also resemble bank accounts: those who have them try to keep a proper balance.

The last two are not Hart-less jokes. But we win the rubber by taking the last trick.

A LENDER'S LAMENTATION.

Mem.: Never borrow or lend a bicycle. — The American Bicycler.

He borrowed my bicycle — yes, he did.
He smiled like an auctioneer coaxing a bid;
His that he'd ordered hadn't yet come —
No, not an expert; but he'd tried some, —
Used to the saddle since was a lad.
Doctor said, ride — digestion was bad.
Wanted it only just a few days;
Neighborly kindness, quite beyond praise.
Take the best care of it; have it back, sure,
Before I would want it. Who could endure
A torrent of reasons? though I'd but one:
(I didn't want to) pop! it was done.

There came a day I wanted it, bad!
I had to go after it; yes, I had.
Dusty and sticky. Rusty; oil dried;
Saddle askew, and scratched through the hide;
Joints shaky; spokes loose; both pedals bent;
Head like a tent-pole after the tent
Has gone with the winds . . . thunder and fire!
Ghost of J. Cæsar! — was *that* — my — tire?

I sent to Athens by the next mail —
Bought me a bicycle. Thus ends my tale.

WHELE.

ARCHERS AND ARCHERY

YANKEE IMPROVEMENTS.

We Americans are so egotistical that we cannot let anything stand as we import it; but think that every change we can make will be an improvement. There are some cases where the changes have been improvements, and also where they have been decidedly the reverse. When we took up rowing, we improved the coxswain out of the boat; but have had to confess our mistake and take him in again. The much-lauded "Harvard stroke" has also been replaced by the "English." In base ball we have taken the old English "rounders" and nearly improved it out of existence. Now this improving mania is attacking archery; our manufacturers, instead of following the English models, glue shoe-strings on the backs and fish poles on the front of their bows; they wind the handles with cane instead of braid and use metal instead of horn for tips. Some of these changes may be improvements, but they have not stood the test of time, and it is too early to crow over

them. Let us improve everything that we can, by all means; but do not let us consider mere changes to be improvements.

Mr. Brownell wants us to change the old style of scoring for what, he thinks, is an improved system. Before we do so, let us see if it is really an improvement. In the present system, we count the white one and the gold nine. In Mr. Brownell's method the white counts one and the gold five. On the regulation target the area of the white ring is 651.44 square inches, and the gold 72.38 inches, or a little less than one-ninth of the white; therefore by mathematical reasoning the present value of these two colors is correct. But Mr. Brownell argues that, while skill enables us to hit the target, chance may make a gold. If chance hits the gold, does it not also hit the target, and would we not eliminate it still more if we count the grass one-half? If, by counting the gold nine times the value of the white, we give a premium to chance; we certainly give a greater premium by counting the white an infinite number of times the value of the grass.

But what right have we to let chance enter into our shooting? It is true that, at short ranges, a wavering arrow may occasionally hit the gold, and I have seen an arrow ricochet from the ground and hit the black. But Mr. Brownell expressly says that he "referred to long-range shooting." At long range no wavering arrow will ever reach the target, and the only forces to alter the flight are wind and gravity. To allow from these is the archer's duty, and he tries to hit the gold by his own skill, and does not think of chance as affecting the arrow.

It is true that the values of the colors are not in strict mathematical proportion; but the white and gold are. The true values for the other colors are as follows: gold 9, red 3, blue 1.8, black 1.3, white 1. But to use these values, would introduce fractions into our scoring and make the scorers' duty more of a nuisance than it is now. As long as the two extremes are right, let us keep to the old system and follow the old maxim, which seems so objectionable to the Yankee mind, "Let well enough alone."

CAPT. JACK.

BOSTON, 19 January, 1880.

Editor Bicycling World:—

During the past week there has been considerable shooting at the indoor range, and some quite good scores have been made. Some little glimpse of our doings may be given thus:—

Monday evening quite a number of the members were present, and two or three interesting matches were shot, the ladies shooting at thirty (30) yds., and the gentlemen at forty (40) yds., thirty arrows each. The best scores were: ladies, 142, 152; gentlemen, 194, 198, 200, 204.

Wednesday there was another shoot, the scores being 127, 138, 142, for ladies, and 178, 179, 202, 204, 208, for gentlemen.

Thursday, one of the ladies scored 109, 111, 126, with 20 arrows, at 40 yds., and one of the gentlemen, 244 with the same number of arrows at 30 yds., making 20 Golds, 7 Reds, 3 Blues.

Saturday, the best scores were 190, 196, for gentlemen, and 141 at 40 yds. by one of the ladies.

In the evening one of the ladies scored 174 at 30 yds., and one of the gentlemen 214 at 40 yds.

Some of the ladies, and one or two of the gentlemen are sensitive about having their names and early scores in print, and so "reporters are not allowed"—that is, not often, to give names. A match between the Pequosettes and the Hawthorns will be shot on Saturday afternoon the 24th instant, at the same range.

Yours,

LANCE WOOD.

NATIONAL ARCHERY ASSOCIATION.—The regular annual business meeting of the National Archery Association of the United States will be held at the office of Henry C. Carver, Esq., Corresponding Secretary, No. 25 Wabash avenue, Chicago, Illinois, on the 28th day of January, 1880. Besides the regular election of officers for the ensuing year, much business of importance will come before the Association, and it is desirable that every society which is a member of the association be duly represented by its proper delegate.

HENRY C. CARVER,
Corresponding Secretary.

MAURICE THOMPSON,
President.

CHRISTMAS SCORE.—Chicago, Dec. 25th, 1879.—The team of the Northside Archers shot three scores of 30 arrows each at 40 yards:—

	1st 30.	2d 30.	3d 30.	Total.
Mr. Hope . . .	30 168	30 198	29 191	89 557
Mr. G. Conkin . .	20 159	27 145	28 160	84 464
Mr. J. Wilkison .	30 168	24 136	27 155	81 459
Mr. W. Conklin .	24 128	23 115	25 127	72 370

CHICAGO.—The following scores were made at the Exposition Building, Jan. 1st; 30 arrows; 60 yards:—

	Hits Score		Hits Score.
H. C. Carver . .	{ 29 147 29 159 30 174	S. E. Eagan . .	{ 22 101 20 107 26 127

THE ADVANCEMENT which archers make in their second season's practice is much greater than they will ever make in any one year after. Last year only three members of our club scored over 100 with 30 arrows at 60 yards. Two made 102 and one made as high as 147. This year the following scores have been made:—

W. B. D. Gray . .	29—165	E. B. Weston . .	28—160
Ford P. Hall . .	28—164	H. C. Carver . .	29—159
O. W. Kyle . . .	28—162	E. H. Beebe . .	28—152

Since the commencement of winter the following scores have been made—the 60-yard shooting this week with snow covering the ground and the mercury below freezing:—

AMERICAN ROUND.

	—40 Yds.—	—50 Yds.—	—60 Yds.—	—Total.—
Dr. Weston . .	30 174	28 148	28 150	86 472
Mr. Gray . .	30 190	29 151	26 122	85 463

144 arrows at 60 yards:—

	1st 24.	2d 24.	3d 24.	4th 24.	5th 24.	6th 24.
Dr. Weston . .	23 109	22 130	19 85	22 102	19 95	20 80
Mr. Gray . .	19 93	20 84	23 103	21 87	22 100	20 90

Who will join the Winter Practice Club?

Already we begin to think of the next grand annual meeting of the National Association. We believe it is the wish of every member of our club to shoot no more "American Rounds" at the grand annual meetings. By all means continue the team shoot, but let it be at sixty yards, or at 60 and 80.

We understand there is to be a meeting of the National Association in Chicago on the 28th inst., and we urge all clubs to send representatives. The place and time of holding the next grand annual meeting are to be decided, and other arrangements made.—N. K. D., in *Forest and Stream*.

THE FIVE JOLLY ARCHERS, Rochester, N. Y.—Four members of this club had a practice shoot on the afternoon of January 9th, for the first time since November 1st. Only 25 arrows were shot, owing to darkness coming on; 30 yards; 27-inch target; with the following result:—

	Hits. Score.		Hits. Score.
Mrs. W. R. Lansing .	25 140	Forbes Potter .	23 150
Clarence Williams .	24 178	W. H. Reid . .	24 136

This is the first season of the club's existence, although some of the members have had some previous practice.

NAMES FOR ARCHERY CLUBS.

NEW YORK, 14 January, 1880.

Editor Bicycling World:—

In regard to selecting names for archery clubs, I would say that our own club, the "Oritani Archers," was, I believe, the first to take an Indian name. Oritani was the name of a celebrated chief who once lived in our valley of the Hackensack, N. J. I agree with your suggestion in your last issue, and think that Indian names are most appropriate for our archery clubs.

Respectfully,

W. HOLBERTON,
Pres't Oritani Archers.

NEW YORK ARCHERY CLUB. — This club occupies at present Excelsior Hall, corner Ninth avenue and Twenty-seventh street, where on Tuesday, Thursday, and Saturday afternoons all are welcome to see its members shoot. A team from this club visited the Ascham Archers at their hall, corner Division avenue and Clymer street, on the evening of 30 December last, and after 8 p.m. the following scores were made by these amateurs at their first public appearance:—

NEW YORK ARCHERY CLUB TEAM.

	Arrows.	Hits.	Scored.	Total.
Mrs. De Luna	30	24	106	
Miss E. T. Morton	30	20	100—	206
	30	21	98	
John W. Sutton	30	26	114—	203
	30	30	152	
George D. Pond	30	30	150—	302
	30	23	105	
Dr. A. B. De Luna	30	23	117—	222
	30	23	91	
James W. Auten, Jr.	30	25	99—	190
	30	29	151	
	30	28	116—	267
Grand total			1,390	

ASCHAM ARCHERY CLUB TEAM.

	Arrows.	Hits.	Scored.	Total.
Mrs. A. Geyer	30	19	81	
	30	25	91—	172
Miss Von der Luke	30	18	54	
	30	18	84—	148
Mr. J. L. Chapman	30	28	170	
	30	28	154—	324
Mr. A. Geyer	30	24	110	
	34	26	136—	246
Mr. Joseph Marsh	30	26	116	
	30	30	130—	246
Mr. W. H. Robinson	32	18	98	
	30	23	87—	185
Grand total			1,321	

NEW YEAR'S SCORE. — Wabash Merry Bowmen — York Round:—

	100 Yds.	80 Yds.	60 Yds.	Total.
Will H. Thompson,	31 117	38 178	20 94	8, 389
Maurice Thompson,	36 102	34 174	20 86	80 362
Theo. Mechan	19 83	24 88	21 83	64 254
John A. Booe	13 51	29 119	19 79	61 249
W. E. Brewer	22 90	18 56	20 94	60 240
M. C. Klein	9 33	13 45	17 75	39 153

During the shooting at the 80-yards range Maurice Thompson got a score of 50 with six successive arrows—four golds and two reds. The day was very fine for the season.

NOTES by *Chicago Field*. — A Pacific coast archery association is being discussed. Such an organization would be beneficial to the advancement of the interests of the sport, as the National Association is looked upon by the California archery clubs as rather foreign to their local interests.—It is possible that the June meeting at Buffalo will be attended by visiting archers from abroad.—The ladies will be sure to improve their scores in 1880, because, you know, it will be leap year, and they can select their own bows.—Ladies when practising sometimes complain of Mr. —, who toxophilately of their skill.—In archery you can have many strings to your beau. Ladies use but one at a time, but prefer many times.—The Indians are to be civilized; they must have sport; and while they shoot beside the white man, after having so long shot at him, probably not one among them could be found to equal any one of a dozen white men we could name.

QUERIES AND ANSWERS

SECRETARY, Cleveland. A. Receipt acknowledged.

JACK. Q. A bets B ten dollars that he can ride to the town of R— on his bicycle, in a certain number of hours, B takes the bet. A rides and wins. Now, C bets D that A, in winning the money, forfeits his position as an amateur; D says that he does not, and takes the bet. Please decide who wins.

A. A did not, on the facts stated, forfeit his amateurship under any athletic rules we know of. He backed his judgment with his money, just as C and D apparently do, and as many

gentlemen and amateurs do, in a friendly way. He did not "compete for a stake," in the technical sense of the rules, by riding the distance to show his friend that he could. So we decide that D is right in his opinion; and of course if he bet on that opinion, and by agreement our answer decides the bet, D wins. Now we must add that we do not approve of betting on bicycling matters, and hope that every good bicyclist will discourage the practice in every way, so that our noble pastime may be kept free in this country from all evil suspicions.

LITERARY COMMENT

THE POPULAR SCIENCE MONTHLY, half through its sixteenth volume, presents in its February number one hundred and forty-five pages of remarkable freshness and excellence. The first paper in interest to us is a scholarly one on "Maps and Map-making before Mercator," by Charles P. Daly, L.L.D., containing the results of much interesting research, and rare maps from that of Hectæus in B.C. 500 to the first one of Gerard Krehmer (Mercator) in 1538, and shows the claim of this scientist to be considered the "father of modern cartography." In this number is an excellent portrait of Benjamin Silliman, engraved by Weber; a suggestive paper on the "Origin of Criminal Law;" an illustrated review of Saporta's "World of Plants before the appearance of Man," from the French; and other papers on "Hanoverian Village Life," "Ancient Methods of Filtration," "Imperfections of Modern Harmony," "Artesian Wells in the Great Sahara," "The Origin of the Gypsies," "Hygiene in the Higher Education of Women," and much more of practical interest and value. D. Appleton & Co., 549 Broadway, N.Y., publishers.

OUR MONTHLY GOSSIP is the first thing one turns to in *Lippincott's Magazine*, and that of the February number, just received, is unusually varied and interesting; the first part is long, feeling, and discriminating conversation upon "William Hunt's Pictures," and, moreover, upon the "lovable" artist himself. No one who has ever been in his studio or met him at a club or off duty (and how many of us enjoyed that privilege!), can ever forget him; and those who knew him not living may well make themselves nobler and wiser by making such acquaintance with his character and work as they may through such papers as these and all available sources. "Summerland Sketches" and "Old and New Rouen" and "A Day with the Ottawa Chautiermen," are finely illustrated; "A Future Capital of the United States" is a curious piece of speculation as to the future place of the seat of our government, favoring Kansas City as a choice; chapters 4, 5, and 6 of "Adam and Eve," by the author of "Dorothy Fox," with "Little Angel," and "His Wife's Nearest Relation," the latter by Margaret B. Wright, are entertaining stories; and there are articles on "The Bonapartes in Exile," by Arthur Venner; "The Peasant Land of Lorne," by E. N. Lamont; "Decorative Art and its Dogmas," by M. G. Van Rensselaer; "Wildwood Studies," by Maria P. Woodbridge, etc. Received of the publishers, J. B. Lippincott & Co., Philadelphia.

BRENTANO'S MONTHLY for February is even more varied and attractive in its contents than ever before, devoted as it is "to the interests of all pastimes by field and water." Its pages on skating are seasonable and interesting; and one on the "School of Modern Billiards," by M. Theron, is particularly valuable, and accompanied with very intelligible diagrams illustrating the different positions and strokes. This number also contains a full-page portrait cut of Capt. A. H. Bogardus, and a smaller one of his son Eugene. There is a short paper on Bicycling by Wentworth Rollins, many pages on Yachting and the projected American Yachting Association, a story, an account of "The Crusoe of the Indian Ocean," and many other things of current athletic interest.

Brentano's is brim full of chatty, sparkling, and pertinent personal items, discussions, suggestions, and humors, relating to all the healthful and gentlemanly pastimes and recreations; and is edited with exceptional skill and taste. This is its sixth year of publication, and it deserves a wide circulation and a long life and prosperity.

THE COLUMBIA SPECTATOR (Columbia College, New York), is one of the most elegant of college papers we have seen, not only in its typographical appearance, but in the style and quality of its literary contents. Those Columbia fellows are not only brilliant but discriminating, for they are according to the bicycle something of that portion of their out-door time which it deserves.

THE INDEX deals with the more momentous themes of philosophical religion and scientific morals, and is especially devoted to the organization of the Liberals of the country into a "party of freedom." It is chaste and tasteful in its tone, vigorous in its treatment of men and things, and strong and manly in the positions it takes. Its editor, Mr. Francis E. Abbot, is one of the purest, truest, and sincerest men we have ever known, and his paper, founded by him ten years ago, reflects much of his character. Published weekly, 12 large pages, \$3 a year, at 231 Washington street, Boston.

THE RAILROAD ADVERTISER tells you when the train starts for everywhere, and then keeps you laughing at the funnies until you miss it; then it entertains you while you wait for the next train. That's the kind of paper Mr. Geo. W. Hills manages at 8 Summer street, Boston.

THE CHRISTMAS NUMBER of *The Bicycling Times* is at hand with double contents, and poems, stories, and illustrations. It was a happy thought of Mr. Fox to give his readers so excellent an extra, and it is in keeping with the general enterprise and ability shown in the editorial management of that excellent paper.

OUR EXCHANGES

BICYCLING IS ATTAINING tremendous popularity, and Boston is the true Hub of the wheel. They have a paper, those Boston bicyclers, all to themselves — the BICYCLING WORLD. Mr. Charles E. Pratt is its able editor. The sport already owes much to Mr. Pratt's energetic literary work. He is an enthusiast, and seems to have communicated his spirit to a large constituency of readers and riders. May the BICYCLING WORLD move noiselessly on. — *Forest and Stream*.

THE BICYCLING WORLD, by Charles E. Pratt, editor and manager for the Bicycling World Company, Boston, Mass., is the new name of the American Bicycling Journal. It is a compendium of all the news, American and foreign, of interest to bicyclers in this country, and should be taken for \$2.50 a year by every man in America who owns a wheel. — *Chicago Field*.

THAT BRANCH of athletic sport known as "Hare and Hounds," is just now rapidly gaining ground, and almost every week is marked by the formation of some new club. In this game two athletes, called hares, take a few minutes' start from the remainder of the party, known as hounds, and the chase continues over ten, twenty, or even thirty miles of as rough country and devious ways as can be found by the ingenious hares. This sport requires no technical education or special teaching. All can play at it, and its lessons are likely to prove valuable in many exigencies of after life. — *Spirit of the Times*.

AMATEUR ATHLETIC SPORTS have developed almost beyond belief. The regularly organized associations and clubs of today outnumber the individual athletes of a few years ago. In New York City and immediate vicinity there are about 100 clubs; and the season for outdoor sports is prolonged at each end, until every Saturday, from Washington's Birth-day to Thanksgiving Day, has one or more open amateur gatherings, and on holidays ten or a dozen meetings are frequently arranged for one afternoon. Performances have improved with wonderful rapidity, and the tables of best records need alteration every week. In several games we equal or surpass the best English performances; and at the meeting of the New York Athletic Club, Sept. 20, a slim, weak-looking novice ran a quarter-mile in 49.1-5s., beating all previous records in any country, and making this time under such circumstances and in spite of such hindrances as prove him the fastest amateur that ever wore a shoe. The wide spread of these sports, and the great number of clubs, rendered necessary some central governing body to make and enforce laws for the protection and encouragement of true amateurs. This want has been supplied by the National Association of Amateur Athletes, which in-

cludes the best clubs in the country, and whose authority is acknowledged by all. If the roll of amateur athletes lengthen as rapidly in the future as in the past, we shall soon have all the young men of the country as performers, and no one but old men and maidens will be left for spectators. — *Spirit of the Times*.

THE AMERICAN BICYCLING JOURNAL has given its last farewell kick. Whilst it existed it did good service for "our sport," its only fault being a somewhat original irregularity and erratic mode of publication. In its general excellence, however, this little failing can well be overlooked. Although the *A. B. J.* is dead, another paper, by name the BICYCLING WORLD, has taken its place. The first number has already reached the mother country, and, if one may judge by appearances, it bids fair to be a lively addition. — *The (London) Athletic and Bicycling World*.

Vol. I.] THE BICYCLING WORLD [No. 6

RATES AND TERMS.

THE BICYCLING WORLD is established on a sufficient cash capital to insure the fulfilment of all its promises. It is published regularly on alternate Saturday mornings, in issues of not less than three thousand copies, and it goes, to the extent of two thousand five hundred copies and upwards, to the hands and eyes of a young, active, and enterprising constituency, by which it is read, passed around, preserved, and made permanent for reference. We mean to make these columns a live, choice, and profitable medium of advertising for our patrons. Our charges, until further notice, are at the following low rates:—

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THE MID-WINTER NUMBER OF SCRIBNER'S MONTHLY.

READY JANUARY 24.

EDITION, 125,000.



In the Midwinter SCRIBNER will appear an article on Bicycling, brilliantly illustrated with more than thirty unique sketches by REDWOOD, HOPKINS, LATHROP, TABER, and CHURCH. In September last, a jolly party of forty bicyclers, representing a number of Eastern clubs, made a two days' run of 100 miles, full of incident, from Boston, through Dedham, Braintree, Cohasset and other towns, visiting the old Curtis homestead, Brook Farm, — the scene of socialistic experiments, — and many other interesting localities. CHAS. E. PRATT was captain of the run, and by him the exploits of the party and the scenes through which they rode will be described. SCRIBNER has already identified itself with the general introduction of archery into this country, and it is thought that this article will be found to awaken new interest in this growing sport, as well as to reflect its spirit. The Midwinter SCRIBNER has a cover design by GEORGE INNESS, JR., a frontispiece portrait of PETER THE GREAT, with his flag, and begins the series of illustrated historical papers by EUGENE SCHUYLER, so long in preparation, on

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which, it is believed, will equal in popular interest the greatest works of fiction. In this series valuable historical paintings and original sketches by Russian and French artists will be produced.

A NEW NOVEL BY MRS. BURNETT,

the author of "That Lass o' Lowrie's" and "Haworth's," entitled "Louisiana," begins in this number, which, with the serial story of Creole life by GEORGE W. CABLE,

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prepared under Mr. Edison's personal supervision, and certified by a fac-simile reproduction of his own letter in relation to it, is in this number, besides other articles of great importance; "The Political Outlook," by a well-known political writer, "Present Phases of Sunday-school Work," by Rev. Edward Eggleston, a biographical sketch of John Bright, and a short story of Norway and Chicago by H. H. Boyesen, etc., etc. This issue, in brilliancy, as in number of copies printed, is beyond doubt

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The success of the Scribner Magazines (SCRIBNER'S MONTHLY and ST. NICHOLAS) during the present season is without precedent in the history of periodicals. A fourth edition of the Christmas ST. NICHOLAS, the demand for which still continues, has been issued, and the entire sales will fall little, if any, short of 100,000 copies. The February ST. NICHOLAS contains two poems contributed by Tennyson.

SCRIBNER & CO., New York.

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The rapid development of Amateur Athletics in this country has brought about a universal demand for increased facilities for athletic pursuits, and for the convenience and enjoyment of the spectators. In every case where the attempt to supply the demand has been properly made it has proven exceedingly profitable. Such an attempt is now about to be made in this city. Few cities of any importance in the Old World are without their suburban Athletic Grounds, and the need for such in this country is already being felt and supplied. In this city the Bicycling fraternity (which is likely to soon outnumber the votaries of any other special branch of athletics) has especial need of a properly laid out and constructed track for exercise and race meetings. It is not desirable that such a track or its surroundings should be in any way connected with horse-trotting or kindred sports, but they should be confined as exclusively as practicable to the purposes of Amateur Athletics, and specially adapted to such pursuits.

A piece of land of about twenty acres' area, in every way desirable and suitable for the purpose, can now be obtained at Granite Bridge, Dorchester, in the city of Boston. The approaches from every direction, whether for bicycle or other vehicle, are excellent, and two lines of railroad—the station of one of them being upon the road forming one of the boundaries of the estate, and immediately opposite thereto—offer speedy transit to and from the city. A bicycle track, of three laps to the mile, and of the proper width of thirty-three feet; an ample additional space and facilities for Archery, Lacrosse, Cricket, Base Ball, Lawn Tennis, Quoits, etc., as well as opportunities for Canoeing, Boating, Swimming, etc., afforded by the Neponset river, which forms one of the boundaries of the estate, can all be established on this land,—presenting a combination of attractions not to be excelled by any athletic grounds in the world. The price of this estate, if purchased at once, is \$15,000,—\$10,000 of which can remain on mortgage for a term of years, if required.

The objects of the proposed company are,—(1) To effect the purchase of this or some other suitable land, and (2) To build as quickly as possible the necessary fences, stands, buildings, and other erections, to construct the track, and to operate and carry on the same as a place of resort for the purposes set forth, and to the benefit of the stockholders.

The estate being on a solid bed of gravel, the cost of track construction will be but small, and the capital of the company will be ample to perfect the grounds for the uses as above, to pay the required purchase money, and to retain in hand a sufficient sum for current expenses. It will be lawful for the stockholders at any time to increase the amount of the capital stock of the company without affecting the par value of the shares to be now issued,—but the immediate and profitable business which awaits the company renders it very unlikely that such an increase will ever become desirable. The project is of such importance that it should prove attractive not only to those to whom it offers facilities for their special exercises or enjoyments, but to all who recognize the importance of and are in sympathy with open-air exercise.

The company also proposes, as is usual in all proprietary clubs, to establish a Membership List, to be composed of a limited number of gentlemen and ladies, who, while not wishing to become stockholders in the corporation, may be desirous of using the grounds for purposes in harmony with those set forth, and under such usual rules and restrictions as the by-laws

may provide. For this privilege it is intended to charge each person the sum of ten dollars per annum; but, in view of the fact that in an undertaking of this kind the first outlay is necessarily large, the promoters, to produce an extra fund therefor, hereby offer to those who will now attach their names to the Membership List, and pay into the hands of the Treasurer of the company, as soon as the company shall be incorporated, the sum of ten dollars, to extend to them the privilege of membership, without further payment, for the period of TWO YEARS. The promoters, however, reserve the right to close this list at any time when the interests of the company may so demand.

Plans of the proposed grounds may be seen, and preliminary papers for subscribers may be found and signed at the offices following: F. W. Weston, 178 Devonshire St.; The Bicycling World Co., 40 Water St.; The Pope Manufacturing Co., 87 Summer St.; Cunningham & Co., 18 and 20 Pearl St.

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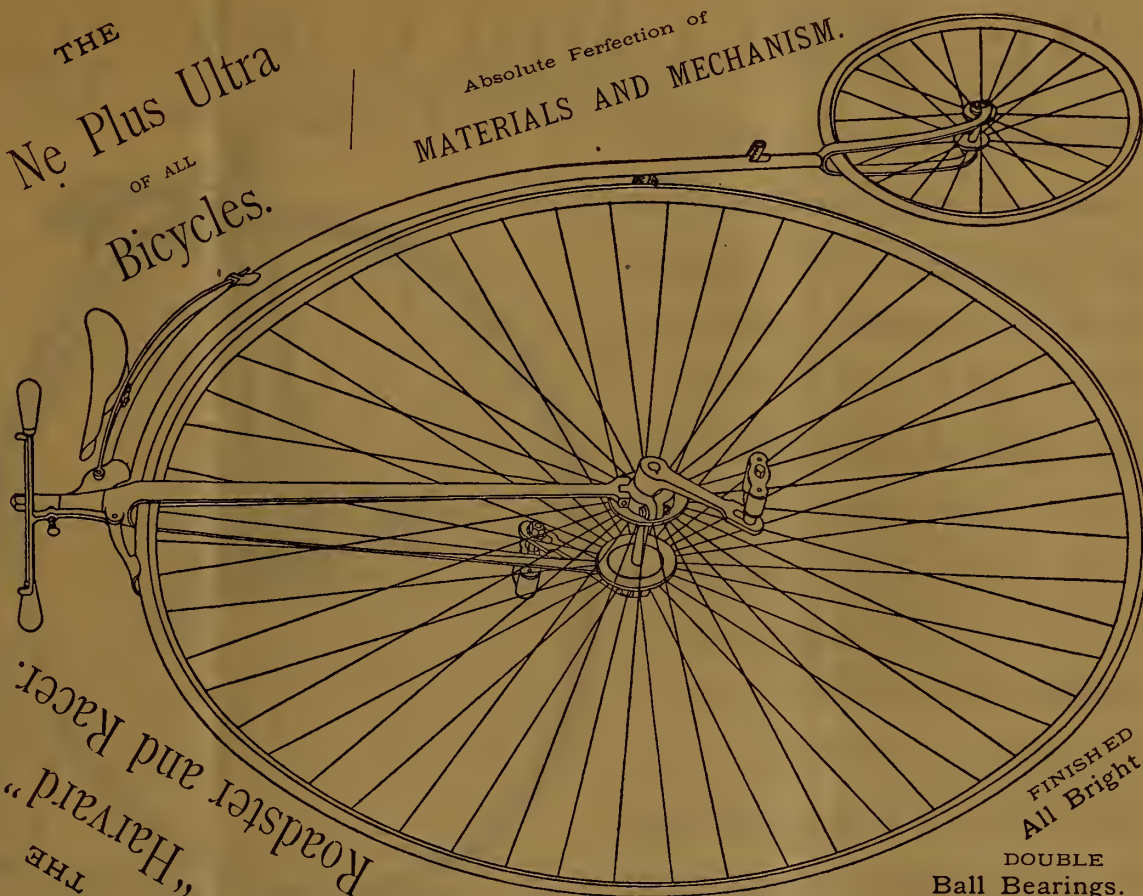
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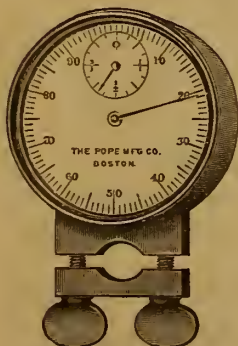


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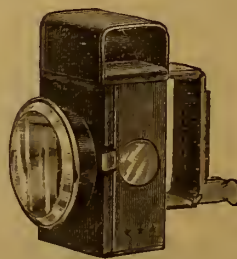
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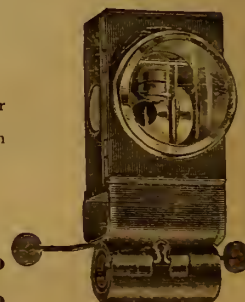
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