

THE Bicycling World

ARCHERY FIELD

Volume I.] [Number 26.

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CURRENTE CALAMO

We said we would, and so we will.

Got your L.A.W. ticket yet, Brother Burrill?

We turn over a new leaf next time.

Don't forget to vote before going off for a run next Tuesday.

Mister T. I. Elias has reached England. Now the music will be heard.

John E. Brown, Worcester Bi. C., has more third prizes than any other man in America. Now play for it, Johnnie, and take second awhile. You can do it.

"The man who has no foolishness in his nature probably has something worse in place of it," says Uncle Esek, in *Scribner's* for November.

There was a hold wheelman of Salem
Told the Hawthornes no more would he trail 'em;
He mounted three wheels
With three pairs of heels,
And soon showed 'em how he could whale 'em.

One of our most acknowledgments is drawn by Mr. J. S. Webber, of Gloucester, Mass., who sends us a photograph of the visiting bicyclers there on 15 September, before the Pavilion Hotel.

Three wise men of Gotham
Went to sea in a bowl.
If the bowl had been stronger,
The entry not wrong, or
The loan not so long, or
The till had a gong, or
The wise men been honest,
Our tale would be *non est*,
And wheel credit longer.

The murderous horse is still allowed on all the streets. If untrained country colts

are to be harnessed to the dangerous pole and accompanied by incompetent drivers, to the peril of life and limb, "they should be restricted to localities not frequented by" equestrians and bicyclers.

Young Hastings, who rode on a 60,
Couldn't see any great odds betwixt a
Good handful of pelf
And a cup for his shelf,
So his \$ and sense slightly mixed he.

Careful riding is the duty of all wheelmen and the practice of most. It never leads to accidents.

There is no useful implement used by men which boys do not sometimes pervert to disaster; and the bicycle is no exception.

When a born Clam Catcher goes to Rhode Island the natives may look out.

Nothing so small or obscure, or so remote and arduous, but the Worcesters are there.

Why wouldn't it be well to have some inter-club bicycle contests? Let the race be between teams of two, three, or four from each club, for best gross distance in given time, or for best average time for given distance. For example, let the Essex choose three members and the Waltham as many, and make the distance two miles; time of all is taken, and the sum of the time of the Waltham men is divided by three, that of the Essex is also divided by three, and the team which gets the best average time wins for its club. Such club-team contests would make variety, would add a collective interest to the mere personal one in individual competitors, and would handicap the occasional "crack" rider in a club so as to give all a chance. It would also make the 3.40 man as important in the race as 3.08½ man, since the last man in must save his seconds from the gross time of his team.

NIBBLES FROM NEW YORK.

The Mercury boys have had the club colors painted on their door; they are a round ball of dark blue, with, running across it, a broad band of gold.

Very little has been seen of the Elite Club this fall. As this organization is a skating and bicycle club combined, prob-

ably its members are waiting for the appearance of the red ball over the park pond.

Mr. Bruner, of the Manhattan Club, who within the short space of three weeks has won three first prizes in bicycle races, has purchased Mr. J. G. Blow's Humber racer.

Mr. Lazare lies in bed, with his broken leg encased in plaster of Paris, ruminating over the miseries of the man who yearns for cinder-track honors. A democratic wheelman called the other day, and, after poking the broken member with his cane, remarked: "You have received a legacy." The patient winced. "Capital opportunity for you to improve your handwriting, Marius," continued the visitor, sitting down on the bed. Marius muttered something in French. "Got any pain here?" squeezing the toe of the unfortunate limb. By this time Lazare's pulse registered 329, and the family requested the gentle son of democracy to withdraw.

Considerable interest is manifested in the proposed run to Yonkers on election day. The arrangements have been under the supervision of Messrs. Gibbons Foster, Mercury Bi. Club; P. D. Johnston, Man. Bi. Club; Jas. Roy, New York Bi. Club, and F. Ames of the Lenox Club. The start will be made from 791 5th ave., at 9.30 sharp. At 9 o'clock the line will be formed and a photograph taken by Pach, the celebrated outdoor photographer. Capt. Bruner, of the Manhattan Club, has been chosen commander-in-chief, and Mr. Frank Burrill as bugler. The signal, and other arrangements are very similar to those which governed the parade at Newport.

"Say, isn't Wright going to have a riding hall this winter?" chorused a dozen voices in the ears of that gentleman's manager. "I have been all over the city, and the only riding hall I can find is Mr. Hall's, of the New York Club." Groans — then a voice: "Well, before I'd give up I'd take the attic of Wright's house." — "Not a bad idea," said the manager; "pupils would then be sure of being taught in the Wright manor." Silence fell upon all, and one by one the melancholy wheelmen filed out the office door. The manager heaved a sigh of relief, and continued his writing without further interruption.

"I have my opinion of the man who tries to save a quarter by repairing his own wheel," said Mr. Sip, with the air of one who has made a sage remark; then his large blue eyes rested absently on space, till suddenly, seizing our stylographic, he lisped in the following numbers: —

A mechanical genius of York
Trued his wheel with a small bit of chalk.
"I'll bet it won't buckle,"
He cried, with a chuckle;
But it did — and he now has to walk.

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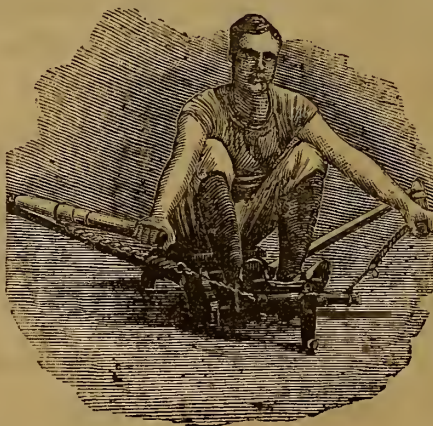
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THE BICYCLING WORLD AND ARCHERY FIELD is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,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

BOSTON, 30 OCTOBER, 1880

THE DAILY NEWSPAPERS have, with few exceptions, aided the cause of bicycling since its commencement in this country, by the fairness and good nature of their comment and the reliability of their news. But New York is a great place. It has great newspapers. The New York Herald is one of immense circulation and immense enterprise, and the public very likely suppose that not only its managers, but even its reporters and contributors, have immense brains. The Herald has taken up bicycling. It took it up in a dignified and reliable way at first, but during the past summer and fall it seems to have been the least reliable, the most ridiculous, and the most injurious, of the newspapers which have given any space to bicycling. It would seem that one or two of its devils, by virtue of their tumbling around on some borrowed machine in their odd minutes, were given the further privilege of disporting themselves in the news columns. This may not be an accurate supposition, and we do not give it as an opinion; but this we do say, that some among the many gentlemen of New York who are interested in good wheelmanship, and that the truth should be known about it, would deserve well of their brothers, there and elsewhere, if they would visit the editors of that newspaper, and have the mischievous reporter suppressed.

It does no credit to bicycling to have great things announced which never take place; to have great spreads made about some little run of a few boys; to have every account of bicycling adorned with reference to headers, to illicit dashes through the park, to starting down the incline at a terrific pace, to collisions with steers, to broken machines, to disordered toilets, to break-neck pace, to a grand smash-up between two wheelmen, to the spraining of fingers, twisting of noses, discoloration of eyes, and other exaggeration and nonsense, which certainly justifies one of our correspondents in his remark about "the little ass who burns midnight oil writing articles like these for the Herald, without one particle of truth in them, and making the bicycle appear a thing of terror, and bicycles dreaded as midnight hoodlums."

THE TRACK AT BEACON PARK was opened and informally dedicated to bicycling by the recent races of the Boston Bi. C. There was no great attendance at the grounds, but the race was in some aspects a success; and particularly in this one, that it may serve to show the management and the members of the Boston Driving and Athletic Association that no harm will come to the drivers and owners of horses by the use of the track for wheel races in the future. During the two or three hours of the races there were several trotting horses on the trotting track, which paid no attention to the bicycles. No accident or discomfort was caused, and, so far as horsemen were concerned, there was nothing in particular to make them aware that a bicycle race was going on. The cinder path at Beacon Park is the best one for bicycling in or about Boston. It is a four-lap track, of good shape and construction, except as to its surface. It should, however, be remarked, that at present the surface is loose and rough and not conducive to rapid riding. At a small expense it could be put in good condition, and would prove an attraction for club events and for fast riders from a distance. Will not the proprietors see it for their interest to make this requisite outlay? Will not more of the wheelmen, now that prejudices and objections against them are broken through, come forward and join the athletic department, and thus and otherwise, as opportunities may open, contribute to the expense, and make it possible for the home city of bicycling to offer, not only a good path, but some good records?

GLANCES ABROAD

RACING NOTES.—The English bicycling journals show that excellent racing has been done, both in England and France, during the past few months.

25 August, at Montdidier, France, there was a twenty-mile-scratch race with the splendid time of 1 h. 4 m. 3 sec. This was then the best on record in France. The winner, Frederick De Civry, rode a 56-inch Humber bicycle.

There were 21 starters, and De Civry had a bad send off. At the end of the first two miles he was 200 yards behind the leading man. He finally caught up, and led on the thirteenth mile. He beat the well-known riders Charles Terront (2d), Hommey (3d), Jules Terront, and others.

In England fast time has been made on many occasions recently. Not long since H. L. Cortis, Wanderers Bi. C., and Hon. Keith-Falconer came near 10 miles in 30 minutes; and, probably, incited by this, Cortis undertook the feat and accomplished it handsomely 21 August, on the Connaught Rangers Bi. C. ground, at Surbiton. His time was 29 m. 54½ sec. for the 10 miles, divided as follows:—

| | | |
|----------|-----------|-------------|
| 1st mile | | 3m. 2½ sec. |
| 2d " | | 2 58½ |
| 3d " | | 2 57½ |
| 4th " | | 2 58 |
| 5th " | | 2 55½ |
| 6th " | | 3 0½ |
| 7th " | | 2 58½ |
| 8th " | | 3 05 |
| 9th " | | 3 02½ |
| 10th " | | 2 54½ |

The fastest amateur times previously made had been —

| | | |
|-----------|-----------|--------------|
| 1 mile in | | 2m. 46½ sec. |
| 2 " | | 5 36½ |
| 5 " | | 14 39½ |
| 10 " | | 30 45 |

2 Sept. Cortis started, at the Surbiton Grounds, to do 20 miles within the hour, riding an Invincible with a wheel of 60¼ inches diameter. Apparently he was not well coached during the first part of the race, and at the end of ten miles was behind time, having consumed 30 m. 11½ sec. Going ahead gamely he made up his loss, and, in the words of the 'Cyclist, the riding was almost flying, as the miles were knocked off very fast. The 17th and 18th miles were ridden by Liles and Cortis in the fast time, of 5 m. 48½ sec., and in the next lap, just past the winning post, Liles' front wheel touched the back wheel of Griffiths' machine and he fell heavily. Cortis, being two yards behind, was unable to clear them, and so, unfortunately, came down with a fearful crash. . . .

The excitement among the spectators was immense, and those who were present acknowledged they had never seen such grand riding." Cortis was still fresh when he came to grief, and with 6 minutes and several seconds to spare, he was sure to have won, barring accidents. The disappointment in England, and even in this country, was intense, and it was with great satisfaction that the lovers of the sport learned that Cortis would, within the month, again attempt the same feat.

On the 22 September Cortis again appeared upon the Surbiton track to try conclusions with the old man of the scythe and hour-glass. A number of other riders,

as in the former race, rode with him, in turns, to make the pace. Among these it might be mentioned that Liles made the first four miles in 11 m. 53 $\frac{1}{2}$ sec.

Cortis made his ten miles in the fast time of 29 m. 57 $\frac{3}{4}$ sec. From this point he seemed to be going laboriously. One of our exchanges says that a nasty wind prevailed, and all riders will instantly realize the possibility of even a slight wind being a very serious drawback for one going twenty miles at high speed.

Perhaps the serious fall of the former race had left its effects upon him. Be it as it may, it was soon evident that he would be hard pressed to succeed. The 15th mile showed that 45 m. 13 $\frac{3}{4}$ sec. were past; the 18th mile was done against a record of 54 m. 33 $\frac{3}{4}$ sec. Nineteen miles were scored in 57 m. 36 sec. the fastest on record, and when the old gentleman with the scythe turned over his hour-glass the champion had to his credit the splendid score of 100 yards over 19 $\frac{1}{4}$ miles. He crossed the line and finished his task, 20 miles in 1 h. 0 m. 38 $\frac{3}{4}$ s. and, though that disagreeable individual, the scythe-bearer, had won, yet a wonderful feat had been accomplished and a record made which may stand for many years to be admired before it is beaten.

The tall Wanderer and the big Invincible, as they appeared that day, will probably never be forgotten by those whose good fortune it was to see them go the great pace.

Many ladies graced the occasion with their presence.

Cortis, not contented with what he had done, continued on, and, to make a further record, rolled the big wheel over another 5 miles, finishing that distance and the race in 1 h. 16 m. 41 $\frac{3}{4}$ sec.

The fastest previous time ever made for 20 miles was by Christie, at Oxford, May 10, 1879, in 1 h. 3 m. 52 $\frac{3}{4}$ sec., an amateur race.

The best previous 25 miles was by Ainslie, at Oxford, the same day as the preceding, in 1 h. 19 m. 23 sec. Ainslie is also an amateur.

C. H. AWLEIGH.

ENGLISH NOTES.—Racing is very active just now (September). I suppose you don't have, as we had last Saturday, four important race meetings in London, as well as others in the country; it is the last spurt, however, as the season will soon close. Many men are dropping out of training, some few being forced to do so, being quite "grassy." Cortis, it is said, will now retire altogether from the track. He accomplished the feat of riding ten miles in 29 min. 54 sec., and has since twice attempted to ride 20 miles in an hour; on the first occasion he covered 18 miles in 53 min. 57 sec., thus having 6 min. and 3 sec. in which to ride two miles, and, as he was averaging 58s. and 56s., would have gone very fast for the last mile. He would certainly have done it 10 sec. inside, but, unfortunately, C. E. Liles ran into J. F. Griffiths (the two being on to cut out the pace), and a fall resulted, which brought down Cortis, who damaged his wrist severely and cut his hip. Griffiths had a small bone broken in his ankle, and is still on crutches. Liles escaped without abrasions. In his second attempt Cortis suffered from his fall, and

another at Lincoln, and the track was very heavy, and although Liles, Kemp, Crute, and Lacy Hillier cut out a fine "bat," he failed to get inside, riding 20 miles in 1 h. 38 sec., and then going on he rode 25 miles in 76 min. 41 sec. You will smile when I say, that all the wheelmen, Cortis included, walked away quite cast down, saying, in effect, that it was bad and so on, without remembering that scarcely eighteen months ago 32 min. was looked on as wonderful; it is like your trotting records, always getting better. You have doubtless seen with surprise some wonderful records from la belle France, made by Fred. de Civry. As I had seen de Civry ride, I did not credit the statement that he had ridden 20 miles in 1 h. 1 m. 45 sec., so I made some inquiries, resulting in the disclosure that the distance ridden was *under 18 miles* (28,840 metres).

We had a grand day on 9 October, the inauguration of a new track at Crystal Palace, Sydenham (within three minutes walk of my home); it is 3 $\frac{1}{2}$ laps to the mile, a dead level, raised outside, cinder surface, and being between high grass banks, which will keep off the wind and conduce to very fast times.

I am sorry to see by my B.W. that "London, W." Dean has been laid up. How did he manage to get hurt? I and lots of other Britishers hope he is better.

I have been awaiting anxiously some more Amateur vs. Pro. communications in your pages; but they don't come along. How was the reinstatement business settled?

It would be very interesting to us over here if we could have some idea as to how the L.A.W. prospers, not only as to membership, but in its action with outsiders. Have you yet done anything with the hotel tariff, as we hear anything but encouraging statements as to the cost of hotel life in the United States?

How I should have liked to have met Dr. Adams and the rest, at Worcester, Mass., on the occasion of those races! I see the times are rapidly improving; I expect to see some of your cracks visiting us anon.

"Weston's party" will be interested to hear that just about forty men turned up at the Anchor, at Riply, to dinner, 26 September; also that Anderton's hotel is now finished, and Clemow is studying B.T.C. tariff, but can't understand it as yet. Winter and Crampy are quite well, whilst Warner and "Two pence hapenny" are flourishing.

Will send you some more notes ere long.
LACY HILLIER.

BICYCLE RACES

PHILADELPHIA.—At the fall games of the Keystone Amateur Athletic, on the afternoon of the 9 October, at Ladd's new Hunting Park, a two-mile bicycle race was won by D. Lees in 7.33 $\frac{1}{2}$; J. Dyson second, in 8.18, and J. Fox third.

JERSEY CITY.—At the fall games of the Scottish American Athletic Club, on a track about seven laps, with abrupt corners, a two-mile bicycle handicap race was one of the events. P. E. Bruner, Manhattan Bi. C., 115 yards, was first, in 9.38; W.

Woodside, 60 yards, second; M. Lazare, Mercury Bi. C., scratch; W. H. Blight of Bayonne, 75 yards, and H. G. Cortis, Brooklyn Bi. C., 115 yards, fell during the race and did not remount.

STAMFORD, Conn.—On the 16 October, at the games of the Stamford Athletic Club at Woodside Park, a one-mile handicap bicycle race, best two in three heats, was won by P. F. Bruner, Manhattan Bi. C., five seconds in 3.57 $\frac{1}{2}$ and 4.02 $\frac{1}{4}$ respectively; M. Lazare, Mercury Bi. C., scratch, being second in each heat.

AMHERST, Mass.—At the games of the Amherst College Athletic Association, on 13 October, a slow bicycle race, 100 yards, was won by Blatchford of '82, in 2.09, Converse of '84 being second, in 2.05.

LA PORTE, Ind.—A bicycle race was contested at the County Fair on the 23 September, distance one-half mile; winner, Frank Hatch, connected with the South Bend Daily Tribune, in 1.55. The other entries were Mr. M. L. Parker of South Bend, and Nelson George of La Porte. The prize was a handsome easy-chair.

ROME, N.Y.—At the Oneida County Fair, on 24 September, a bicycle exhibition was one of the attractive features of the afternoon, and was brought about principally by the efforts of Mr. Charles H. Nicholson of Utica. Besides some fancy riding and parade, there were several entries for a prize in a bicycle race, distance one mile; H. B. Thompson, winner, in 3.55.

OAKLAND, Cal.—A bicycle tournament was added to the closing events of the Golden Gate Fair Association, at the Oakland track, on the afternoon of 18 September. It was promoted by the Oakland Bi. C., with the assistance of the San Francisco Bi. C. and the Olympian Athletic Club, Captain George H. Strong commanding the company of some twenty odd riders. There was some exhibition of drill and fancy riding, and a mile race, best two in three heats, the first heat of which was won by J. McNear, Oakland Bi. C., on a 54-inch machine, in 3.42; L. W. Brooks, Oakland Bi. C., on a 50-inch being second, and C. A. Butler, San Francisco Bi. C., on a 52-inch, being third; on the second heat McNear came in first again, in 3.49 $\frac{1}{4}$, Brooks being second, and Butler third. Subsequently a 100-yard slow race was won by Fred. T. Merrill of San Francisco.

WOODSTOCK, Vt.—At the fair of the Windsor County Agricultural Society, on Wednesday, the 29 September, a purse of \$75.00 was offered for a one-mile bicycle race, best two in three heats; the first prize was \$35, the second, \$25, and the third \$15, cash. The entries were T. N., Hastings, of Walpole, N.H., John W. Wilson, of Boston, Henry Hersey, of Cambridge, Mass., and L. W. Porter, of Brooklyn, N.Y. The track had been chopped for two days by a use for horse-races, but Mr. Hastings impelled his 60-inch wheel fast enough to win the first heat in 3.54, and the second heat in 3.51; Hersey was third, and Porter fourth.

The novelty of the thing made the event an interesting one to the spectators, and Mr. Wilson afterwards delighted them with an exhibition of fancy riding.

RACES IN MICHIGAN.—At the annual fair of the Western Michigan Agricultural Society, a special premium of a \$50 pin was given for a bicycle race, mile heats, best two in three, open to local amateurs. It was won by C. E. Allen, of the G. R. Bicycle Club, in two straight heats of 4.10 and 4.02. Nine men started. The time was slow, the track being heavy after a week of horse-racing.

At Cedar Springs the Fair Association offered a prize for Kent County amateurs, which was competed for by four riders. The distance was mile heats, two in three, and the track probably the poorest one in the country that has ever seen a bicycle. The first heat was won by C. E. Allen, of Grand Rapids, time not taken; the second by N. F. Avery, of the same place, in 4.45. The third heat was cut down to half a mile on account of the wretched track, and won by Allen in 2.12.

At Plainwall, Allegan county, the Union Fair Society offered an elegant bicycle water set, value \$58, for a five-mile race, and a silver, gold-chased, athletic cup for a three-mile race, open to all Michigan amateurs; the race to take place on their half-mile track.

In the first race there were five starters, and it was won by C. E. Allen, of Grand Rapids; J. W. Phelps, of the same place, second. The time of the miles was 3.05, 3.08, 3.31, 4.08, and 4.31½; total, 18.23½.

The three-mile race had four starters, and was won by C. F. Rood, of Grand Rapids, time, 11.12½; C. A. Barnard, of Niles, second.

WILKES BARRE, Pa.—On the last day of the Luzerne County Fair was a half-mile bicycle race for amateurs, best two in three heats, in which the competitors were J. G. Carpenter, E. W. Bixby, and B. H. Carpenter, of the Wilkes Barre Bi. C., and Wm. Cowan, an Englishman, from Plymouth. Mr. Carpenter won first prize, and Mr. Bixby, the second; time not given.

NEW BRITAIN, Conn.—A one-mile bicycle race occurred at New Britain Trotting Park, on Friday, 15 October, resulting as follows: G. W. Smith, first, in 3.57½; Wing Ho, second, in 4.07; Frank Adams, third, in 4.17.

BOSTON.—The annual twenty-mile race of the Boston Bi. C. took place at Beacon Park, by postponement, on Tuesday, 19 October. The race was between members only, and was run on the new cinder quarter-mile track, laid out especially for bicycle races, which proved as yet to be hardly smooth enough for fast riding. The prize was a handsome gold medal for the winner, and an extra prize of a silver medal was offered for each contestant who should make the distance in 1 hour and 35 minutes. The gold medal is to be won three successive years to become the property of any one. There were only three starters yesterday, and Mr. J. S. Dean took the lead from the beginning, keeping it till the close. Mr. Everett dropped out after

running eight miles, which distance he made in 34m. 45s. The finish was very exciting, Mr. Dean winning by only 10 feet. Taking into consideration the strong wind and rough state of the track the performance was a very creditable one to all the contestants. Following is the summary:—

| | 5 miles. | | 10 miles. | | 15 miles. | | 20 miles. | |
|-----------------|----------|----|-----------|----|-----------|----|-----------|----|
| | M. | S. | M. | S. | H. | M. | S. | H. |
| J. S. Dean..... | 22 | 5 | 46 | .. | 1 | 20 | 45 | 1 |
| W. R. Lovell.. | 23 | 20 | 47 | 45 | 1 | 21 | 15 | 1 |
| Mr. Everett... | 23 | .. | out. | | out. | | out. | |

The judges were A. S. Parsons (Mass. Bi. C.), C. E. Pratt and E. F. Lowry (Boston Bi. C.). Capt. E. C. Hodges acted as starter and time-keeper. After the above race a spurt of one mile against time was made by J. E. Brown, of Worcester, who made it in 3.40.

AT WASHINGTON, D.C., 12 October, 1880.—*Editor Bicycling World*:—The bicycle races at the national fair yesterday were very fine, and much interest was manifested by the large number of people present. The races consisted of a 1-mile race in heats, 100-yards slow race, and a 5-mile race. There were 7 entries in each race.

The first heat of the 1-mile race was won by Capt. H. S. Owen, of the Capital Bi. C., in 3.16; J. McK. Borden, second; G. Cook, third; both of the C. Bi. C. In the second they came in with Capt. Owen first, and the rest following, as in first heat; time, 3.13. J. McK. Borden took the prize in the slow race; time, 5.13½.

In the 5-mile race Capt. Owen and Sen. Sub-Capt. Borden came down the home-stretch nearly abreast; but Owen got a little advantage before going under the wire; time, 19.12; Borden, second; R. M. Smith, third; and H. I. Carpenter, of the Arlington Bi. C., a bad fourth.

The drill by the Capital Bi. C. was received with much enthusiasm, a bronze medal being offered for the best drilled club. The prizes in the 1-mile and 5-mile races were one gold and two silver medals for each race; and a silver medal in the slow race.

CASTOR.

A DAY'S SPORT IN PROVIDENCE.

In response to an invitation extended by the Providence Bi. Club upwards of seventy-five wheelmen assembled in Providence, R.I., on Saturday, 23 October.

Early morning trains brought delegates from the Massachusetts, Boston, Crescent, Worcester, Attleboro', Waltham, and many other clubs. They were met at the depot by members of the Providence Club, and orders for the day handed them.

The fact that the new track was not ready to use undoubtedly deterred many from being present.

The captains of the visiting clubs reported to Commander Richmond at the Narragansett Hotel, and the clubs to the skating rink.

It was hastily decided, at noon of that day, to hold the races on a drive-way of Roger Williams park, rather than spoil the day's sport.

At noon the wheelmen assembled at the rink, and sat down to a substantial dinner, which was fully appreciated. Soon after

dinner the line was formed under Capt. Richmond and his aids, and proceeded via Broad st. to the park.

The one-mile championship race of the League was postponed indefinitely, in justice to the League interests; as the track, although in fair condition, had over eleven sharp turns to the mile, and no quick time could be expected.

The 1st heat of the two-mile race was called at 3.20 p.m., and seven men started as the flag dropped. Frye (Marlboro' Bi. C.) took the lead, closely followed by Owen (Capital Bi. C.), Johnson (Essex Bi. C.), and Sewall (Waltham Bi. C.). The heat was a good one, and was won by Johnson, in 6.55; Sewall, a good second, in 6.57; and Owen, third, in 7 minutes. After considerable delay the first heat of the half mile was started. This heat was captured by Frye, in 1.41; Owen, second, in 1.43; Brown (Worcester Bi. C.), third, in 1.48; and Dennie, fourth, in 1.52.

In justice to Mr. Dennie it must be said that, notwithstanding it was his first race in public, and that he rode a 52-lb. machine, his performance was very creditable.

The second heat of the two-mile race was very close between the leading competitors for a mile and a half, there not being a length's difference between Owen, Johnson, and Sewall.

At the commencement of the last lap the effect of Mr. Johnson's pluck and training became apparent as he quickly took first place, and held it, finishing the heat in 7.13½, with Sewall half a second behind, and Owen, third, by several lengths. Frye won the deciding heat of the half mile in 1.40; Owen, second, 1.03; and Brown a good third in 1.43½.

Summary.—Two-mile heat race.

| | 1st Heat. | 2d Heat. |
|----------------------|-----------|----------------|
| L. H. Johnson, 1-1 . | 6.55 | 7.13½ |
| C. W. Sewall, 2-2 . | 6.57 | 7.14 |
| H. S. Owen, 3-3 . | 7 | No time taken. |

Half-mile heat race.

| | 1st Heat. | 2d Heat. |
|--------------------|-----------|----------|
| L. T. Frye, 1-1 . | 1.41 | 1.40 |
| H. S. Owen, 2-2 . | 1.43 | 1.43 |
| J. E. Brown, 3-3 . | 1.48 | 1.43½ |

Gold medals were awarded to winners in both races, and silver medals for second and third prizes. At eight o'clock in the evening the wheelmen and their friends assembled at the Skating Rink, the American Band of Providence opening the entertainment with several selections, which were very much enjoyed.

The club drill of the Providence Bicycle Club followed, and was one of the finest exhibitions of club drill ever given in the country. After a few movements by sixteen members of the club, four withdrew, and the remaining twelve executed various movements by bugle call as follows: form twos from single file, form fours from double file, riding in circles; from single file to oblique across the hall in company front, ending by dismounting from single file to company front. The club showed great steadiness, evidently the result of careful practising.

The Glee Club sang several selections of college songs, including a Swiss Mountain song with solo, which was loudly applauded. Messrs. Thurber and Chandler gave an exhibition, and Mr. Chandler

proved his ability to ride "all over" his wheel. Mr. Allen, of the Hermes Bi. Club, also gave an exhibition "a la Reath," which was very creditable. Mr. H. S. Owen (Capital Bi. C.), of Washington, D.C., closed the entertainment by some very fine, graceful riding. Mr. Owen has added nothing new to his riding except an added gracefulness and ease, which makes it perfection. The Providence Club is to be complimented on the happy manner in which they carried out their programme, notwithstanding the difficulties which had to be surmounted.

ROXBURY.

THE MOONLIGHT PARADE in Malden, on the evening of Tuesday, 19 Oct., was a pleasant affair. Nearly 75 wheelmen responded to the invitation of the Middlesex Bi. Club, and met at the corner of Main and Salem streets, where a large crowd had gathered to see the start. The clubs represented were the Boston, Massachusetts, and Crescent, of Boston, Chelsea, Star of Lynn, Menotomy of Arlington, Waltham, and East Boston. There were also many detached riders from Boston, Cambridge, Somerville, Stoneham, Medford, Wakefield, and Reading. Within a minute of the signal to mount, given by Capt. Chauncey K. Winslow of the Middlesex, the entire line was in motion. The entire route was gone over as given in our last number. The streets were in splendid condition, smooth and firm, and the visitors found that the fine qualities of the Malden roads had not been exaggerated. The citizens were greatly pleased with the affair, and turned out generally along the line to see the parade. The moon came out of the clouds and did her best to show her approval, and a torchlight procession in the eastern part of the town gave the riders the benefit of some fine illuminations. Not a horse was frightened in the course of the evening; but a gentleman driving past, holding a loose rein, shearing too close to the line, received a bicycle between his wheels and the rider in his lap. Nobody was hurt; but the machine was considerably smashed, and the buggy still more so. The Middlesex Club proposes to repeat the parade next year, with a more elaborate programme.

BALTIMORE AND WASHINGTON WHEEL NOTES. — *Editor Bicycling World*: — One afternoon last week while in Baltimore I was very pleasantly entertained by Mr. H. H. Duker, the amiable secretary of the Crescent Bi. Club, of Boston. Mr. Duker returned to his home in Baltimore several weeks ago on account of ill health, and his many Boston friends will be pleased to hear that he is much better and will probably return to us in time to enjoy some of the autumn riding. While driving me behind a quick-stepping horse to many of the points of interest in and about Baltimore Mr. D. described some of the features of bicycling in the "monumental city;" and I am grieved to say that the outlook for the wheel there is not encouraging. Prejudice and stupidity are strong in opposition to the use of the wheel; the parks are forbidden grounds to the bicyclist, unless he

rides in the footpaths, where he certainly does not belong. The streets of the city are most outrageously paved, so that it is an utter impossibility to ride in them; the out-of-town roads are not good, and too difficult to reach to be much used by one living in the city, and wherever riding is attempted sneers and unpleasant remarks come quick and plentifully from the lookers-on. It will be many years before the streets of Baltimore will be very agreeable to the bicyclist, and perhaps longer still before the foolish and ignorant prejudice of the people against the harmless wheel is entirely overcome.

In Washington, our old friend, Mr. H. I. Carpenter, greeted me cordially, and showed me much wheel attention; after learning the condition of things in Baltimore it was refreshing to find that in Washington, only forty miles away, every privilege is granted the wheelman, and much deference is shown him by the people of the city. I doubt if there is another place in the world where the bicycling art is looked upon with such universal interest, or where circumstances favor its promotion so generally in every particular. All places where it would be desirable to go on the wheel are open to wheelmen at any and at all times; even where carriages are not allowed, the wheel is welcomed. For instance, the grounds of the Soldiers' Home are closed to carriages on Sundays, excepting they convey members of Congress, or other dignitaries high in office; but the position of the bicyclist is so high that for him the gates are always open. Thus far these privileges have not been abused, and I trust they never will be. In Washington there are more than forty miles of hard, smooth asphaltum pavement, such as in Boston we have on Columbus avenue, on which it is a delight to ride. The other morning I had the great pleasure of riding through some miles of the Washington streets, in company with Messrs. Carpenter, Rollins, and Lucas, of the Arlington Bi. Club, who kindly turned out at half-past six o'clock to show a Mass. Bi. Club man some of the advantages of Washington over Boston. We mounted on the sidewalk in front of Fenton Hall, Mr. Carpenter's head-quarters, and in an instant we were on the smooth concrete. For some time we rolled over this unsurpassed surface for bicycling, taking such a route that we passed many of the famous departments, and many of the most beautiful residences of the city, even rolling our wheels under the porch of the White House, and then we turned out of town over a good gravel road, to the grounds of the Soldiers' Home.

There are few lovelier parks in America than this, certainly none better adapted to the use of the wheel; broad, smooth-surfaced avenues, overarched with magnificent trees, run everywhere in these charming grounds, and, although the avenues in some places lead up considerable hills, I doubt if any are too steep to be surmounted by the average bicycle. At the summit of the hill, where the Soldiers'

Home is situated, we dismounted for a short rest, and to avail ourselves of the opportunity of viewing the library, a curious Japanese structure, built entirely without the use of nails or screws, in which is stored a goodly collection of carefully selected books. In making the return trip to the city we coasted, legs over the handle, for fully a mile, and I was told that in some places it was possible to coast in this way a much longer distance.

After seeing for myself the remarkable advantage of Washington over all other cities for the convenient use of the wheel, I could but feel, as all must feel who have any appreciation of the magnificent, smoothly-paved avenues of our national capital, that, in spite of local advantages elsewhere, Washington should be the place for our next national meet. Some of us want it held here in Boston; true we can boast the largest number of wheelmen of any American city, but we haven't nearly fifty miles of concrete where a truly magnificent display could be made with the three or four hundred wheels that must come together at our next grand meet! Let us keep Washington in mind, and when it is announced that our next national meet is to be held there, let us all be prepared to shout, from the old song: —

"Oh, I'm going down
To Washington!" etc., etc.

BOSTON, 9 Oct. 1880.

IKE.

OFF THE CARS.

Editor Bicycling World: — I have read your account of the meet, parade, and races at Worcester, in the *WORLD* of 18 Sept., with great interest and satisfaction except in one particular, which I cannot let pass without a protest.

You make "particular mention of the liberality and courtesy extended by the management and the employes of the Boston & Albany R.R. Co."

Permit me to ask what business bicyclers had with the B. & A.R.R. Co., anyway?

For there is a road from Worcester town, A good broad highway, leading down,
And there, through the flush of the morning light,
should have been seen any bicyclers who proposed to be in Worcester upon that eventful and enjoyable day.

The courtesy of the B. & A.R.R., well known as it may be to us as *citizens*, should have no interest to us as *bicyclers*. Pray what are bicycles for? Are they things to be carried? I had supposed that they were intended to *carry us*.

I blushed to see on the train that day noble specimens of bicycling manhood (which is the best kind of manhood) seated on soft, velvety cushions, when they should have been pressing the hard pigskin, and feet which should have trod on pedals were adorning the backs of the smoking-car seats.

It was a sad sight, which I hope not to see again.

The Worcester men don't do it that way. Had the races been elsewhere, they, like the gallant men and true that they are, would have mounted their wheels and rode to them (very likely winning first prizes

afterward), and when the fun was over, *and not till then*, they would have wheeled home again, asking no favors of the B. & A. or any other railroad. Now we are to have some races down at Providence by and by, and I hope the roads leading to that fine city will *shine* with whirling wheels, and that the B. & P. and other railroads will "extend liberality and courtesy" — to the thousands of *spectators* who will come to see us.

CHAMPAGNE.

N.B. — My allusion to the sight in the cars perhaps needs explanation. *I was a little pressed for time*, so went up (with my wheel) on the train; but it is none the less a shameful thing to do!

LEGS OVER HANDLES.

A practical solution of the question whether a rider is safer when going down a hill legs over handles or with feet on rests is so easy that the theoretical *pros* and *cons* going the rounds of bicycle journals are a waste of good ink and valuable space. Every rider is interested in learning the safest ways of riding his oft-times uncertain steed, and so much time can be gained by letting the machine take its course down a steep grade, that no man having a just appreciation of the value of the time wishes to slow up by brake or back pedalling.

There are two positions for coasting, both widely assumed, both strongly advocated. One is legs over handles; the other, feet on rests at side of forks. Which is the safer? is the sole question. It is admitted that legs over handles is safer in case of a fall, but it is claimed that foot-rests place the weight further back of the centre and thus make a fall less liable. This is the only material advantage claimed for foot rests. The position is bad in case of a header; the rests add weight to the machine and appear ungainly if large; if small, afford an inadequate support to the feet and enhance the danger of contact with the spokes and pedals, fatal mishaps. The attention and strain required to prevent the many little accidents that are apt to occur with feet on rests detract in no slight degree from the enjoyment of a good coast. Against legs over handles is urged just one thing, that additional weight is put over the centre and the danger of a fall is so much the greater. Everything else is in favor of this position but this one objection, and at first sight it would seem well taken; but is it actually a fact that more weight is placed over the centre with legs over the handles? Any rider can decide it conclusively for himself. Run the hind wheel on platform scales, mount machine with some one just balancing it, and take the weight with feet on actual or improvised rests, then throw legs over handles, lean back in saddle, as you naturally would on a steep hill and take weight. It will be found that more weight is on hind wheel with legs over handles than otherwise. A rider of 145 lbs. can put on his rear wheel from 55 to 60 lbs. with legs over handles, and he also can, without moving in saddle, put on as low as 38 to 40 lbs.

simply by leaning forward as far as he can bend his body while he is seated on the extreme rear of saddle. The result will, of course, differ with different machines, saddles, and different distances between saddle and head. True, if the body were thrown as far back when descending with feet on rests nearly as much weight could be placed on rear wheel; but the tendency is to sit straight in saddle rather than otherwise, while with legs over the body is almost balanced on the rear edge of saddle, and the weight actually on the handle bar is very small.

Every wheelman will appreciate the immense advantage of being able to throw twenty pounds on either wheel at will, making rear wheel act as a brake over the dangerous places, or allowing the machine to gain speed where desirable. On a hill that has soft or loose spots, or slight elevations, usually considered dangerous at any rate of speed, by all odds the safest way is legs over and fifty-five or sixty pounds on rear wheel. Some bad places can be taken in this way at a rate of twenty-five miles an hour with perfect safety, when to descend with brake and back pedalling would bring a man to grief with certainty.

ARTHUR J. EDDY.

BICYCLING.

[Inspired by fifteen years' contemplation of "Beer," as prepared by the late George Arnold for the New York *Saturday Press*, of August 12, 1865.]

Gentle,
On my wheel
I sit.
The vulgar mob may flit
Below;
They go
Unheeded by
And, as they fly,
I,
Mounted high,
Sit,
Turning with toe or heel
My wheel.

Oh, finer far
Than fame or riches are
The caracolings of this airy cart!
Why
Should I
Weep, wail, or sigh?
What if age has dimmed my eye?
What if I'm truly said
Not to be worth a red?
Stuff!
I've enough:
My steed of steel —
My wheel.

Go, whining youth,
Forsooth!
Travel by rail;
Fish or shoot quail;
Weave melancholy rhymes
On the old times,
Whose sports to memory now appeal;
But leave to me my wheel.
Wealth melts like snow;
Love leads to woe;
So,
If I tread my troubles down,
Without a frown,
In speeding on from town to town,
Then do I wear the crown
With wheel or whorl!
KOL KRON, in *Puck* of 11 Aug.

PERSONAL

MR. CHARLES E. PRATT, Boston Bi. C. (and several etc's), was on the 9 October elected an honorary member of the Massachusetts Bicycle Club.

A. B. BROWN & SONS, of Worcester,

have the thanks of many riders owning "all bright machines," for their preparation of "non-corrodent." It saves bad looks and bad words, and many an unpleasant half hour grooming after a ride. During dog-days and rainy weather it is a great preserver from rust.

MR. W. E. PARMENTER, of Lima, Ohio, is at present in Boston, whither he propelled himself on wheel this fall. We have taken some notes of his journey for our readers' eyes in an early number.

MR. JAMES REVELL, Manhattan Bi. C., will leave New York on the 3 November, at 6 a.m., for Boston, on a Standard Columbia, intending to do the distance in three days.

MR. H. H. DUKER, the accomplished Secretary of the Crescent Bi. C., is very much improved in health, at his father's home in Baltimore, and will soon return to Boston.

"THE COLUMBIA BICYCLE AGENCY," at corner 5th ave. and Smithfield st., Pittsburg, Pa., is one of the liveliest agencies, and represents four manufacturing and importing firms for that section. We meant to say so before, but the compositor made us speak of Philadelphia, and we were consequently accused of trying to hit with one stone two birds, 350 miles apart, and of missing both.

EXCURSIONS

HAVERHILLS AND HAWTHORNES.

Four o'clock, a.m., 5th July, saw four wheelmen leaving Haverhill on a jaunt which took in Danvers, Salem, Swampscott, Lynn, Malden, and Somerville.

From the start we took a moderate pace and had a very enjoyable ride through the several towns on the way, arriving at Danvers in time to take in the tail-end view of the Antiques and Horribles, where our several throats were well rinsed, and our 48-inch man tightened his tire by the usual means of a stout string; then a fresh start, a short spin over the good road between Danvers and Salem, where our good friends, the "Hawthorne" Club, took us in right royally, gave us a stout breakfast, a view of part of their city and the boat-races, and then left us in charge of our genial friend, Mr. A. J. Philbrick, who, after giving us a short rest, led us on to Swampscott, to a little hotel round the corner, where he assured us could be found the best dinner of any place in town, and if my friend Mr. Pratt had sat at the table, he, with the rest of us, would have endorsed his opinion most fully.

After a little music from the leader of the Haverhill four, we parted, with regret, from our Salem friend (and he's a "jolly good fellow"), and spun on to Lynn to the cycle races, to see what we could learn; a short stay, which took in the mile race, and then on over the beautiful six miles of road between there and Malden; then in the face of a stiff east wind over the rough road between that place and Somerville, arriving there in season to take the six-o'clock express home — well satisfied with

our trip of about forty-five miles, and more than satisfied in our already strong belief that the devotees of the wheel are among the most gentlemanly and kindly men that we meet.

HAVERHILL TO PORTSMOUTH.

One morning last week my friend Boots and I, with our wheels, took the 8.45 a.m. train from Haverhill, landed at Exeter about 9.30, and started for Portsmouth, via Hampton and Rye.

Everything was propitious, — the roads, weather, and our spirits, which were a *leetle* overflowing, so when two Exeter youths, with horse and buggy, drove alongside and by actions invited a test of our respective steeds, I buckled to it and away we went, and was handsomely beating those E.Y.'s, when a stone blocked the way, and gave me such a header that what wits I had were thoroughly scattered for about ten minutes.

When they came together again and injuries counted up, I found they consisted of a badly bruised face, a cut in the chin, a lame wrist, and a badly scared friend.

Well, after a rest of half an hour, on we went through a pleasant country, and over a good road, to Hampton and Little Boar's Head, where we dined with friends, and Boots was sat upon as follows:—

In the first place Boots is a favorite with the young ladies, and always has his share of their attention. Secondly, he is blessed with good-sized pedal extremities, and this day had on an extra heavy-soled shoe.

So, in the course of time, as is usual, he was asked if his feet were not tired. "Tired? Of course not." One of the fair damsels, with an expressive glance at those shoes, said, "Well, I should think they would be."

At about half-past two, with a farewell to our friends, we slid into our saddles and away we went through Rye, passing the "Sea View," where we spied a young man with a lady, who seemed to be, as Boots remarked, "having it all his own way."

On we went, enjoying everything but the road, which was not as good as expected, and swung round the corner to the "Rockingham," in Portsmouth, just at four, thereby keeping an appointment with a Haverhill friend made that morning.

Of course, Boots had a lady friend he must call upon, and did, and so did we all.

At five o'clock we marched into the Portsmouth & Concord depot, went to put our wheels into the baggage-car, when, "Can't put those things in here."—"Why not?"—"Against orders. Broke one last week, and had to pay for it; don't propose to any more."—"What shall we do?"—"Have to express them." And we did, paying more for the carriage of our wheels than we did for ourselves.

Barring this episode and the headers, the trip was a success; and any of the merry men of the wheel who want a pleasant trip for a day can do no better than follow our example; but expect to pay for carriage of the wheel on the Boston & Maine road, and surly treatment on the Portsmouth & Concord.

The next day, somebody commenting on the looks of my face was told by a friend, "He's been down to the beach, and been using his head to drive in tent-pins." Good! Was it not?

Yours,

THE PARSON.

CORRESPONDENCE

NEW BEDFORD, MASS. — A Worcester correspondent, who has been there, reports the following:—

"Your correspondent, a member of the W. Bi. C., being about to spend his vacation in New Bedford and vicinity, was induced by some friends, who claimed they knew all about it, to take his wheel along with him. After a four weeks' experience my advice to those about to emigrate to that city as the Paradise of the bicycle, is like Punch's advice to those about to marry: *Don't!* Outside the business centre, County street, and the road to the head of the river (about 3 miles), afford very good riding. If, however, you venture into the centre you pay dearly for your temerity, for the streets are entirely paved with round cobble, and if you strike out into the suburbs unmitigated sand awaits you. Being in one of the large drug stores in the centre of the city, I asked the clerk if there were any bicycles in town. He said he believed there was one belonging to a visitor. I asked him if there was good riding. He 'guessed not,' he said; 'at any rate, the fellow he saw riding past the other day didn't wear false teeth.' Somewhat surprised I asked him why he said so. His answer was conclusive. 'Because if he did they would have jarred down his throat and choked him to death.' I thought it about time to make myself known, and did so. He informed me that I was the 'pioneer' in New Bedford. However that may be I have had enough."

A MISSING LINK. — *Editor Bicycling World:*—During the last two or three years elapsing between the exit of "velocipede" in 1870 and the advent here of the bicycle in 1877, Mr. C. J. Wall, Mr. C. Howard McDonald, and Mr. B. P. Browne often rode about the suburbs of this city on machines made in imitation of the English ones. Mr. Wall caused these to be made from descriptions given by his father, then returned from England. They were partly of wood, the later ones having wheels of wire, and were very creditable productions under the circumstances. Are not these gentlemen entitled to be called the pioneers here of bicycling on the modern plan? Knowing the facts, I write this quite unsolicited by them, supposing you may think it an appropriate postscript to the information you have had in the WORLD from other pioneers more prominent or more persevering. Our two friends named above (Mr. Browne having deceased) do not appear among wheelmen now. Tell them not to "give it up so," and invite them to join the L.A.W. and a club — say the B. Bi. C. D.

FARMDALE, Ky. — "I have a quarter mile track, well under way now, on our drill grounds. The nature of the ground

was such that I had to make the track the shape of a figure 8. If any stray bicyclist ever should happen to be in Frankfort, he will receive a hearty welcome by driving out to the Kentucky Military Institute, only six miles distant. He will have a good pike, with as fine scenery as you will find anywhere." So says Captain C. W. Fowler.

BANGOR, Me. — Four of the members of the once Bangor Bicycle Club (which, by the way, we hope is really somnolent rather than dead) started, in August, on a trip to Mt. Desert on wheel, "and had a splendid run to Johnson's, 13 miles, the last four being a succession of stiff hills. While dining at Johnson's we had two very heavy showers, which ruined the roads for that day, so that we could only ride a few rods at a time; yet, under these very unfavorable circumstances, we were but 44 hours riding time to Ellsworth, and 34 hours is considered very good time with a light hitch and good roads, over same route. After leaving Ellsworth we found the roads either too sandy or too rough to make bicycling comfortable, though it was passable.

"If you know of any one who is looking for an opening in the bicycle business, recommend him to come here to Bangor and open a riding-school, bring a few machines to sell, and a good and satisfactory business could be started."

A PENNSYLVANIAN expresses it this way: "Sections 24 and 25 are just as they should be. I did not fully realize it until I got BICYCLING WORLD and ARCHERY FIELD, No. 24, what a grand smash of the League Mr. Pennell and his friends would have made. I took it that it would hit a few particularly unimportant bicycling enthusiasts like myself, who, at an early day, jumped too deep and unthinkingly into the bicycle cause for their own good; but when I see the axe was intended for such devoted heads as Messrs. Pratt, Pope, Weston, Wright, Cunningham, etc., I am thankful that the other end of my State stood conspicuously alone, save one, in that ridiculous position. They would have one who valued the benefits of an amateur position stand on the outer edge of the cause, and handle it with gloves; the less done to help it on, the higher you stand. What would be the bicycling interest to-day if such men had done nothing to bring them under that offered amendment?"

WANKEGAN, Ill. — On the 1 and 2 October, races were held at this place, as follows: three-mile scratch race, won by George H. Craig, Chicago Bi. C., in 13.30; Burley Ayres, of the same club, being second. In the one-mile race, the same men came in in the same order; time, 3.48. In the five-mile race Craig also captured first place, in 19.28, with Ayres second, and J. B. Lyon, Ariel Club, third.

KNOXVILLE, Tenn., has been invaded by pioneer wheelmen, and has made a graceful surrender. Hereafter we shall have something more to report as the result of Mr. Ed. McArdle's enthusiasm and fine example.

THE ARCHERY FIELD

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

BOSTON, 30 OCTOBER, 1880.

ARCHERY BEFORE FOLKS must be considered dreadful; else why do so many of the clubs, in their private practice or their stated matches, take so much pains to keep out of sight, and to restrain any publication of what they do?

We can understand why a school-girl, reading her first composition, is filled with terror at the thought of going on a platform to do it; and so a youth learning to play the violin may be excused for taking it as far away from others as possible. But when ladies and gentlemen are enjoying a recreation, or practising a healthful and enjoyable art to which they are devoted, and which they are generously interested that others should also appreciate and enjoy, why shouldn't they take it where their friends can see it? What harm if a stranger or two happen to look on? This is a free country, and every man or woman has a right to set up a target and shoot toward it; and it's nobody's business if the gold isn't hit every time. It's nobody's business anyway except to those interested; and to those interested the archers are under the obligations of good example, and the general social duty of doing something to keep up the entertaining aspects of life.

But, from a different point of view, it must be said that every good archer should take an interest in the propagation of his art. He desires companions; he desires

wider associations, opportunity for competition, general appreciation of what he knows to be worthy and beneficial. There is nothing so stimulating to the general interest in a sport, as opportunities to witness it. A recreation in which many are seen to join will be sought by many more; and if our archery clubs and associations would arrange for competitions where the public could witness the beauty and skill and attractiveness of their exercise, there would undoubtedly be a much larger increase in the number and membership of these organizations, and they would see the benefit of it in a dozen indirect ways.

A YORK ROUND CHIEFTAIN'S BADGE. — Chicago, Ill., 11 October, 1880. *Editor Archery Field*: Dear Sir, — I have just heard of a 612 S.Y.R. As I want to honor our leader, whoever he may be, I enclose fifty cents to head a subscription for the purchase of a fitting emblem to be presented to him who on or before July 1st, 1881, shall have made the best single York Round. Badge to be presented by you at the next tournament. Authentication of score, etc., to be determined by you. I'll also, if others will join, open through you another, for any one who beats Mr. Ford's match score of 1,251, or practice 1,414.

Yours, etc.,

WALTER BURNHAM.

We have added another fifty cents to the fund and placed it on deposit, for the purpose suggested, and will be happy to receive further subscriptions. We will endeavor to carry out our part of Mr. Burnham's suggestions as faithfully and gracefully as possible. There ought to be fifty more archers to "chip in," and some careful practice-shooting stimulated. — ED.

SARATOGA BOWMEN. — *Mr. Editor*: — In consequence of the warm weather and the absence of many of our archers, the regular practice meetings of the club have been quite neglected during the summer. Moreover, the scores made at such meetings as have been held are uninteresting, owing to the fact that, as most of the members are the merest novices, the shooting on such occasions is done at very short ranges. During the present month, however, four handicap matches, between individual members, have been shot, three of which are here submitted, — not without an admitted feeling of satisfaction concerning the progress made and scores achieved, as it is doubted whether any club has, in the first season of its existence, turned out three more accomplished archers. The two ladies who are the winners had merely nominal practice before this season, and could not hit a four-foot target, 30 yards off, with any certainty, a few weeks prior to the Grand National, at Buffalo, after which they were induced to adopt Ford's method of aiming. Since then their progress has been something

almost unprecedented in archery annals. The rapidity of my own progress this month is scarcely less remarkable.

On the 17 September I shot a handicap with the Saratoga Artemis, with the following result: — Artemis, 24 arrows at 40 yds., 22 hits, 118 score. Myself, 24 arrows at 70 yds., 22 hits, 102 score. There was not three points difference between the scores until the seventh, and when Artemis put all three of her arrows so near the centre of the target as quite to ruin my chances of success by making me over-cautious. Surely it was a fair archer of the type of this one that floated into the vision of Hansard when he wrote that "a lightly-delivered arrow marks the skilful Bowman."

On the 24 September I shot the York round against the Columbia round of the Arcadian Atlanta: —

| | 50 yds. | 40 yds. | 30 yds. | Totals. |
|------------------|---------|---------|---------|---------|
| Atlanta, 18-74 | 24-110 | 24-164 | 66-348 | |
| Myself, 100 yds. | 80 yds. | 60 yds. | Totals. | |
| 22-94 | 34-144 | 21-109 | 77-347 | |

This match was certainly close enough to be exciting, but, though it was won by one point only, it was neither as closely contested nor as well earned a victory as the next one, which took place on the 30 September, the same lady shooting the double Columbia round against my 144 arrows at 60 yards: —

| | 50 yds. | 40 yds. | 30 yds. | Totals. |
|-----------------|---------|---------|---------|---------|
| Atlanta, 18-72 | 24-140 | 24-148 | 66-360 | |
| 19-89 | 23-141 | 24-162 | 66-392 | |
| 37-161 | 47-281 | 48-310 | 132-752 | |
| Myself, 60 yds. | 60 yds. | 60 yds. | Totals. | |
| 24-124 | 24-106 | 24-138 | 72-368 | |
| 23-121 | 24-136 | 23-127 | 70-384 | |
| 47-245 | 48-242 | 47-265 | 142-752 | |

The result of this match being a tie, as it was to be decided by the greatest score, it was agreed we should shoot off the tie with 24 arrows at 60 yds., against 24 arrows at 40 yds. I felt sanguine of victory, even after making 24 hits, 120 score:

— but she,
Saying, Speed it, as I send it for thy sake,
Goddess, drew bow loosed,

sending her last arrow with unerring accuracy and completing a score of 23 hits, 125 points, thus giving me no less than

The blind bulk of the immeasurable beast, —
that other wild boar in Calydon, — a realizing sense of the keenness of the flight of her arrows.

The following is a still better specimen of the evenness of her shooting, being her last practice in the Double Columbia round, and puts her at last some twenty points ahead of my best Double York: —

| | 50 yds. | 40 yds. | 30 yds. | Totals. |
|--------|---------|---------|---------|---------|
| 22-104 | 24-130 | 24-162 | 70-396 | |
| 21-115 | 24-144 | 24-138 | 69-393 | |
| 43-219 | 48-274 | 48-300 | 139-793 | |

Mr. Maurice Thompson, if I remember correctly, writes that he watched his brother make a successful shot with all the pride a master feels when a favorite pupil at last surpasses him. I feel that I am

placed in a somewhat similar predicament.

This lady is indeed an ideal archer. Her shooting is characterized by consummate grace and a plausible simplicity. It is the very perfection of art. There is no flourish of the arrow from the quiver to the bow; no studied waving of the arms and bow for effect, no—perchance the reader is a bicyclist—no lost motion here to be taken up. (She is the only member of the club, not excepting myself, who has mastered the peculiar loose which Ford describes with such aptness and precision, and she has reduced this to a nicety. She ascribes her success in this respect almost wholly to having acquired the proper grasp of the bow, and extension and position of the bow-arm. I can vouch for the value of this from my own experience, although I practice a somewhat different loose,—as dull, perhaps, as my comments.)

Apparently scorning "the slightest possible inclination forward," which Ford recommends, she slips the arrow lightly from the quiver on to the bow, and, drawing, raises it in such perfect line that only a trifling pause is necessary to find the aim, which is taken within three or four inches of a full draw. Then, drawing the arrow home smoothly, but with moderate quickness, she steadies on her aim so slightly that only an observing expert would suspect her of "holding," and looses with seeming sharpness.

The dull, rubber-like recoil of her bow is heard, a mass of golden hair is set astir, and the arrow "cuts the ether like a ray of light," from gold to gold!

In strong contrast to this is the shooting of the lady who waves her bow, as a flag, draws with a spasmodic jerk, and lets her fingers go as they please. The harsh recoil of her bow, as when the string meets with an obstruction, is heard, a whole archer is fairly set to dancing a hornpipe to the tune of "Oh, my arm!" and the arrow wobbles off on its journey, from petticoat to petticoat!

Fearing that this report might be sadly defective without a description of my own style of shooting, and at the same time feeling that I could not do the subject justice, I had concluded to refer the reader to the passage in Mr. Edwin Arnold's recent poem, "*The Light of Asia*," beginning—

Then the prince, lightly leaning, bent the bow;

but it is unkindly suggested that an archer who weighs nearly two hundred pounds doesn't "lean" very "lightly." But read the poem, anyway, if you have not already done so. The Saratoga Bowmen have been favorably impressed by the description therein of the apparent prototype of the famous warranted patent split bamboo bow. It seems, however, that the prince, the hero of the story, was very fastidious in his choice of a weapon.

"This is for play, not love," he said. "Hath none A bow more fit for Sākya lords to use?"

FRANK H. WALWORTH,
President of Saratoga Bowmen.

HIGHLAND PARK, ILL., 12 October, 1880.

Editor Archery Field:—It was not our intention to more than send you the scores which follow, though there are many archery questions we would like to discuss had we the time and you the space. But as we were making out the following report, we were reminded of the variety of bows and arrows, or rather *arrows*, members of our club are now using. Every active member uses Aldred yew bows, except one, who uses a Highfield lemonwood. There was a time when all the gentlemen used the regulation 28-in. arrow. But we are living and learning something. As one after another begins to shoot with a point of aim, he finds, perhaps, he cannot draw a 28-in. arrow as he could when drawing to the ear on side of the face. If he has short arms he finds he cannot draw out a 28-in. arrow and keep it directly beneath the right eye. Now, it is much better to use an arrow which can be fully drawn. Some can use a longer than 28-in. arrow. Mr. Carver, more than a year ago, had Aldred make him 29-in. arrows. In our 60-yard shooting Mr. Hammond used an Aldred 5.0, 28-in. arrow. Mr. Swartwout shoots a 4.0, 27-in. Horsman arrow. Dr. Weston and Mr. Kyle are using arrows made to order for them by Mr. Walter N. Granger, of Buffalo, and are very much pleased with them. And for the information of archers we desire to make the following quotations from Mr. Granger's price list: "Arrows, other than regulation length, will be furnished when required. Also, any particular style of decoration made to suit individual archers, and registered as their crest for the exclusive use of such archers."

The following scores were made in a match shot, 2 October, between the Oakland Bow Club, of California, and the Highland Park Archers. The conditions of the match were 96 arrows at 60 yards, each club to shoot on its own range and report score, by mail.

Highland Park Archers.

| | | | | | |
|-------------------|-------|--------|--------|--------|--------|
| N. E. Swartwout, | 21-99 | 23-119 | 23-131 | 22-100 | 89-449 |
| Dr. E. B. Weston, | 19-83 | 23-109 | 24-114 | 22-106 | 88-412 |
| Mr. Taylor, | 17-77 | 22-100 | 21-103 | 21-91 | 81-371 |
| C. G. Hammond, | 22-88 | 21-109 | 19-89 | 20-78 | 82-364 |

Total, 340-1596

Oakland Bow Club.

| | | | | | |
|---------------|--------|--------|--------|--------|--------|
| F. C. Havens, | 23-111 | 17-85 | 20-90 | 21-107 | 81-399 |
| R. J. Bush, | 16-86 | 24-112 | 21-119 | 18-82 | 79-399 |
| J. E. Cook, | 18-78 | 15-75 | 20-102 | 19-91 | 72-346 |
| A. F. Coffin, | 14-60 | 15-51 | 16-54 | 18-68 | 63-233 |

Total, 295-1377

Highland Park Archers won by 45-210.

A FINE SCORE.—Chicago, 8 October, 1880. At a practice shoot in this city, one of the members of the North Side Archery Club, made the following fine score at the single York Round:—

| | | | |
|---------|---------|----------|---------|
| 60 yds. | 80 yds. | 100 yds. | Total. |
| 24-146 | 46-262 | 52-204 | 122-612 |

TOXOPHILITE vs. BROOKLYN.—*Editor Archery Field:*—Enclosed I send you an account of a match shot at Prospect Park, Brooklyn, 13 Oct. 1880, between four ladies and four gentlemen from the Brooklyn Archery Club and The Toxophilites of

Newark, N.J., Columbia and American Rounds.

Brooklyn Club.

Ladies.—Columbia Round.

| | | | | |
|--------------------|------|-------|-------|--------|
| Mrs. Horsman..... | 4-16 | 13-53 | 14-48 | 31-117 |
| Mrs. Nash..... | 4-12 | 11-45 | 17-75 | 32-132 |
| Mrs. Scudder..... | 5-19 | 13-45 | 20-94 | 38-158 |
| Miss Woodland..... | 5-23 | 9-35 | 9-45 | 23-103 |

18-70 46-178 60-262 124-510

Gentlemen.—American Round.

| | | | | |
|----------------------|-------|--------|--------|--------|
| Mr. Nash..... | 21-79 | 25-109 | 23-113 | 69-301 |
| Mr. Pearsall..... | 16-84 | 22-110 | 28-146 | 66-340 |
| Maj. Constable..... | 15-53 | 23-105 | 22-93 | 60-251 |
| Mr. Peddinghaus..... | 19-79 | 27-125 | 28-156 | 74-360 |

71-295 97-449 101-508 269-1,252

Grand Total, Ladies.....124-510

" " Gentlemen.....269-1,252

393-1,762

The Toxophilite.

Ladies.—Columbia Round.

| | | | | |
|-------------------|-------|--------|--------|--------|
| Mrs. Gibbs..... | 17-47 | 21-103 | 23-123 | 61-273 |
| Miss Palmer..... | 15-39 | 21-111 | 23-125 | 59-275 |
| Miss Spencer..... | 8-26 | 13-51 | 21-103 | 42-180 |
| Miss Miller..... | 6-20 | 18-68 | 21-107 | 45-195 |

46-132 73-333 88-458 207-923

Gentlemen.—American Round.

| | | | | |
|-----------------------|--------|--------|--------|--------|
| J. E. Hurd..... | 20-104 | 20-82 | 28-154 | 68-340 |
| Theo. F. Baldwin..... | 12-50 | 24-114 | 30-138 | 66-302 |
| T. A. Hine..... | 15-73 | 23-71 | 21-111 | 59-255 |
| A. H. Gibbs..... | 12-38 | 18-58 | 23-111 | 53-207 |

59-265 85-325 102-514 246-1,104

Grand Total, Ladies.....207-923

" " Gentlemen.....246-1,104

453-2,027

PRIZE MEETING, N.Y. A. C.—NEW YORK, 16 October, 1880.—*Editor Archery Field:*—The first year of the existence of the New York Archery Club has passed, and with it their first annual fall prize meeting, which took place yesterday, Friday, 15 October, on the archery lawn, Central Park. This club was organized 10 October, 1879, and commenced to practice the following day. Every member was an amateur, some never having shot a bow before that date. During the year some good scores have been attained, several making over three and four hundred at the American round. While we know there are archers who easily outshoot them, still, with only one year's experience, we may look forward to better results in a short time to come.

The club scores at the tournament were not good, but it is not to be expected when the members have so much to attend to at such a time. Particularly through the exertions of Dr. A. B. De Luna, the President, the visitors were enabled to enjoy a very pleasant day, and everything passed off in nice order.

The weather was all that could be desired, and the pretty blue and white tents of the club, the close-cut grass, the twenty bright targets, the many colored suits worn by the lady and gentleman archers, all combined to make the sight an interesting one to the spectators who assembled in large numbers to witness the sport. Promptly at 3 o'clock the shooting commenced, and as no sighting shots were allowed, it was a subject of jest that some targets were as unhit as before the shooting commenced.

But soon, having found the range, those who were unfortunate at first, showed they could send their arrows to the gold and red almost as well as though upon their

own familiar grounds. The lawn is well adapted to archery, being, perhaps, the handsomest and largest of any in the country.

The Brooklyn Club walked away with the honors; Mr. Nash making 418; Mr. Peddinghaus not shooting as well as he generally does.

Miss E. T. Morton, of the New York Club, we think is destined to be one of the best lady archers in this country, making, as she did, 337 at the single Columbia round.

Dr. De Luna presented the prizes after the shooting to those of the visitors who had made the best scores, and in the evening the members of the club assembled at the President's residence and selected theirs.

Thus the New York Archery Club enters upon its second year of existence, and we look forward to these annual meetings with pleasure, knowing that this royal sport must be made more popular, and will spread the good feeling already existing among those now engaged in it.

The thanks of the club are extended to those gentlemen who so liberally assisted to make the occasion of so much interest by donating valuable prizes; and, while archery does not need any incentive outside of itself, still one feels a pride when he is able to attend such a meeting, and carry home some reminder of his or her success.

The following is the programme prepared by the club, which was carried out, as we have seen, very successfully:—

NEW YORK ARCHERY CLUB.—First autumn prize meeting, at the Archery Lawn, Central Park, on Friday, 15 October, 1880, at 2 p.m.

For no devastation here follows our gain;
Our pleasure 's to no one productive of pain.
Though we pierce through the centre and bear off
the prize,
The wound never rankles, the victim ne'er dies.
We are humanity points you will sure lead the way,
So the pleasures of Archery carry the day.

Entrances on 59th street, and 6th, 7th, and 8th aves., lead directly to the lawn.

PROSPECTUS.—The order of shooting will be as follows:—

LADIES.—*Columbia Round.* 24 arrows at 50 yards; 24 arrows at 40 yards; 24 arrows at 30 yards.

SPECIAL MATCH.—24 arrows at 30 yards. For ladies of the N.Y. Archery Club not scoring at Columbia round.

GENTLEMEN.—*American Round.* 30 arrows at 60 yards; 30 arrows at 50 yards; 30 arrows at 40 yards.

Prizes open to visitors only.—*Ladies.* Best gross score, 1st prize, royal wood express raw-hide back bow. Second gross score, 2d prize, half-dozen prize arrows. Third gross score, 3d prize, ARCHERY FIELD (one year's subscription). Fourth gross score, 4th prize, arm-guard and tassel.

Gentlemen.—Best gross score, 1st prize, lancewood backed bow. Second best score, 2d prize, half-dozen Granger's special arrows. Third gross score, 3d prize, English target and iron stand. Fourth gross score, 4th prize, "Brentano's Monthly" (one year's subscription).

Prizes open only to members of the New York Club.—*Ladies.* One beefwood

backed bow, half-dozen prize arrows, one raw-hide backed bow, one pair of vases, one fancy table lamp, half-dozen prize arrows.

Gentlemen.—One split bamboo bow, half-dozen prize arrows, one patent handle bow, ARCHERY FIELD—(one year's subscription), one lemonwood bow, half dozen Granger's arrows, tassel and score book, 2 bowstrings.

Winners of above prizes will be allowed choice of selection as follows: Best score at Columbia and American rounds, first choice; second best, second choice, etc.

The Columbia Badge will be awarded the lady of the N.Y. Club making the highest score over 250 points at the Columbia round.

Prizes for Ladies' Special Match.—Highest score at 30 yards, one raw-hide backed bow; second score at 30 yards, score book and bowstring.

The valuable prizes offered for competition have been liberally donated by the following gentlemen: Mr. C. F. A. Hinrichs, 29-31 Park place, one handsome table cylinder lamp; one English target and iron stand. R. Bliss Mfg Co., through Mr. C. F. A. Hinrichs, one lancewood backed bow (gentleman's); one lancewood backed bow (lady's); one-half-dozen prize arrows (gentleman's); one-half dozen prize arrows (lady's). Mr. George D. Pond, 124 Worth street, three raw-hide backed bows (lady's). Mr. E. I. Horsman, 80-82 Williams street, one patent handle lemonwood bow (gentleman's); one-half dozen peacock-feathered arrows (lady's); two score books. Conroy, Bisset & Malleon, 65 Fulton street, one split bamboo bow (gentleman's); one half-dozen prize arrows (lady's). Mr. Walter N. Granger, Buffalo, N.Y., one dozen peacock-feathered special arrows (28-inch). Mr. Chas. E. Pratt, Boston, two subscriptions to ARCHERY FIELD for one year. Mr. Eugene Finkenaur, 513 6th avenue, two mantle vases. Mr. Arthur Brentano, Union square, one year's subscription to "Brentano's Monthly." Dr. A. B. De Luna, one arm-guard and fancy tassels. Oritani archers, one lemonwood backed bow.

Archers are requested to be on the field promptly at 2 o'clock, and to report forthwith to the acting field captain.

Should the weather prove unfavorable, the meeting will be postponed to the following Wednesday, at 2 p.m.

Invitations having been sent to all the clubs near by, the following were represented:—

The Brooklyn Club, Nottingham Club, Elizabeth; Toxophilite Club, Newark; Spuyten Duyvel Club, Riverside Club, Chicago; Oritani Club, Hackensack; Cedarwood Club, Poughkeepsie; and Robin Hood Club, Nyack.

The following were the winners and their prizes:—

Mrs. Gibbs, Toxophilites, Newark. Raw-hide backed bow. Score, 281.

Miss Brandegee, Nottinghams, Elizabeth. 4 dozen arrows. Score, 266.

Mrs. Rutter, Toxophilites, Newark. Subscription to ARCHERY FIELD. Score, 227.

Mrs. Dr. Bailey, Nottinghams, Elizabeth. Arm-guard and tassel. Score, 190.

Mr. Nash, Brooklyn. Prize, lancewood bow. Score, 418.

Mr. Pettinghaus, Brooklyn. 4 dozen Granger's arrows. Score, 408.

Mr. Hayden, Spuyten Duyvel. Target and stand. Score, 393.

Mr. E. L. Morse, Cedarwoods, Poughkeepsie. Subscription to "Brentano's Monthly." Score, 381.

Miss Morton, New York. Fancy table-lamp; also the Columbia badge of the club, to be worn until lost. Score, 337.

Mrs. Dr. De Luna, New York. Raw-hide backed bow. Score, 230.

Miss Howell, New York. Beefwood bow. Score, 111.

Miss Wren, New York. 4 doz. arrows. Score, 111.

Mrs. Auten, New York. 4 doz. arrows. Score, 105.

Mrs. Hill, New York. Pair of vases. Score, 102.

Special prizes at 30 yards.

Miss Mauger, New York. Raw-hide backed bow. Score, 32.

Miss Bailey, New York. Score-book and string. Score, 17.

Mr. Frazer, New York. Split bamboo bow. Score, 294.

Dr. McLean, New York. 4 dozen Horsman's arrows. Score, 274.

Mr. Auten, New York. Lemonwood backed bow. Score, 258.

Mr. Roper, New York. 4 dozen arrows. Score, 242.

Dr. Elliot, New York. Horsman's patent handle gem bow. Score, 242.

Mr. French, New York. Two bowstrings. Score, 228.

Mr. Pond, New York. Subscription to ARCHERY FIELD. Score, 207.

Dr. De Luna, New York. Tassel and score-book. Score, 186.

The annual election of the officers for the ensuing year will take place Wednesday evening, 27 October.

Yours, MANHATTAN.

HIGHLAND PARK vs. OAKLAND BOW.—Highland Park, Ill., 19. Oct. Scores of Second Match between Oakland Bow Club, of California, and Highland Park Archers; 96 arrows at 60 yards.

Highland Park Archers.

| | | | | | |
|-------------------|--------|-------|--------|--------|--------|
| Dr. E. B. Weston, | 23-121 | 21-90 | 22- 00 | 23-110 | 88-136 |
| Mr. Swarlow, | 21-113 | 20-88 | 21-103 | 23-110 | 85-123 |
| Mr. Hammond, | 22-120 | 19-83 | 21- 87 | 21-105 | 83-101 |
| Mr. Hall, | 22- 92 | 22-98 | 20- 94 | 19- 87 | 83-171 |

Total,

339-1021

Oakland Bow Club.

| | | | | | |
|-------------------|--------|--------|-------|--------|--------|
| Mr. F. C. Havens, | 22-112 | 20-132 | 19-77 | 23-115 | 84-136 |
| Mr. Cook, | 19- 90 | 20- 68 | 21-80 | 19- 80 | 76-145 |
| Mr. A. W. Havens, | 14- 80 | 16- 50 | 18-70 | 20-110 | 62-122 |
| Mr. Coffin, | 12- 48 | 18- 92 | 18-70 | 16- 84 | 300 |

Total,

280-1403

Highland Park Archers won by 50-218.

HIGHLAND PARK vs. WABASH MERRY.—Highland Park, Ill., Oct. 18. The last of the matches of 96 arrows at 60 yards, between the Wabash Merry Bowmen and Highland Park Archers, has been completed, the following scores being made:—

Highland Park Archers.

Dr. E. B. Weston, 23-121 21-99 22-96 22-110 88-426
 N. S. Swartwout, 21-113 20-85 21-103 23-119 85-423
 H. S. Taylor, 19-113 19-105 21-93 20-102 79-413
 C. G. Hammond, 22-126 19-83 21-87 21-105 83-401
 F. P. Hall, 22-99 22-98 20-94 19-87 83-371

Total,

418-2034

Wabash Merry Bowmen.

W. H. Thomp-

son, 23-133 23-131 24-122 23-149 93-535

Maurice Thomp-

son, 21-119 23-129 24-136 22-132 90-516

Mr. Booe, 10-83 20-94 18-80 23-107 80-364

Dr. McMechan, 17-65 20-65 22-86 18-78 77-327

Mr. Klein, 13-57 16-68 17-75 19-87 65-287

Total,

405-2029

Highland Park Archers won by 13-5.

The three matches resulted as follows: —
 Highland Park Archers won 1st match
 by 6-126. Wabash Merry Bowmen won
 2d match by 9-119. Highland Park Archers
 won 3d match by 13-5.

ARCHERY NOTES

HE DON'T FIND FAULT.—"Oritani" observes that the inevitable typographical error sometimes creeps into our columns, as well as others, but wishes "to say, particularly, that I heard the most universal praise of the way the meeting at Waverly, N. J., was managed. It passed off promptly and smoothly, and was a decided success. Now as to the Eastern Archery Association Meeting, called at ten a.m., to attend which archers from a distance were put to their utmost to reach Boston in time,—what did they find? The meeting, instead of being at Boston, as ordered and voted at the annual meeting, was twenty miles away; and when the ground was reached, no targets, half a day lost, the whole programme upset; some finishing scores on one day, some on another; no tents; not a drop of water even through those blazing days; and the less said about the prizes the better. Our club, the Oritani, won third prize: 1 target, 1 stand, and 4 books. We got one awfully used-up limp target, cost \$1.50 expressage, no stand, and no books. I do not find fault, but only compare with the Waverly meeting, which was the first attempt of the State Fair. There were targets, tents, and real ice-water, free."

MR. A. S. BROWNELL, President of the Eastern Archery Association, has gone to California.

He has not gone in pursuit of gold, though he will probably reach it occasionally, as his custom was here. His address is, Care of Editor of the *Olympian*, 512 Commercial st., San Francisco.

BOOKS AND PAGES

A WELL-SELECTED BUNDLE of "Cycling sketches and poems" is in preparation by a Massachusetts wheelman, and will probably be issued in an attractive little book before the holidays.

THE GROWING WORLD, now entering on its seventh volume, is a very attractive and tastefully edited household monthly magazine, of twelve illustrated pages. It is devoted to animate and inanimate nature, and is filled with useful instruction

for the young, and profitable reading for the old. It is pleasant to see it hold aloof from the trashy fiction and gushing nonsense so much in vogue among popular journals. It is published at 113 Fulton st., N.Y. City, at one dollar a year.

THE STUDENT is the name of a new monthly journal of education, edited and published by Prof. Isaac Sharpless, Haverford College, P.O., Penna., and Watson W. Dewees. Although devoted especially to the interests of education in the Society of Friends, it is full of valuable suggestions for all instructors and others interested in methods of teaching, and contains original articles which are rich in ripe and scholarly thought.

ST. NICHOLAS for November, just at hand by A. Williams & Co., has a fine paper on "Lacrosse," by Charles Barnard, which is in the same general style of mingled instruction and story that has characterized other articles on the healthful out-of-door pastimes in this charming magazine.

"SCRIBNER'S MONTHLY Illustrated Magazine" for November is the first number of the twenty-first volume, and appears in an indescribable new cover. The tint and texture of this latter are its redeeming features. It cannot be in the design; but the eye rests long and delightedly this time on the exterior of this prince of monthlies.—Received by A. Williams & Co.,—and waiting to be read.

THE ATLANTIC Monthly and LIPPINCOTT'S Magazine for November are acknowledged, and rest uncut, on the editor's table.

L. A. W.

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

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

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

WALTHAM BI. C.—Dwight Baldwin, Brighton; E. N. Bowen, Pine street; W. D. Bradstreet, 17 Newton street; C. W. Brown, E. Ash street; I. T. Brown, 33 Adams street; C. S. Burnham, Myrtle street; S. A. Butler, E. Chestnut street; G. T. Carter, 54 Lexington street; M. L. Childs, Lexington street; H. B. Colby, 42 Crescent street; J. D. Cummings, Crescent street; L. P. C. Damoreau, Boston; F. W. Derbyshire, Pine street; F. E. Draper, 24 Prospect street; W. J. Farrar, Newton Centre; L. A. Fewkes, Office A. W. Co.; A. M. Gooch, Newton Centre; Roland Goodell, Myrtle street; W. W. Green, Pine street; F. H. Guilford, 79 Moody street; E. J. Hall, Gordon street; C. C. Hardy, 8 Cherry street; John Harris, 2d, Cherry street; W. D.

Hatch, 19 Walnut street; L. E. Haven, E. Ash street; C. W. Hubbard, 45 Crescent street; O. C. Hubbard, Adams street; Byron Montrose, Gordon street; C. E. Mulloy, 22 Ash street; N. P. Mulloy, 22 Ash street; C. S. Nauss, 42 Crescent street; C. E. Richards, 53 Cherry street; Wm. Shakespeare, High street; C. W. Sewall, Main street; H. W. Smith, 32 Lyman street; W. H. Smith, Lexington street; W. W. Stall, Brighton; L. R. S. Staples, 30 River street; F. M. Turner, 3 Adams street; L. W. Vinal, E. Chestnut street.

MARLBORO' BI. C.—Lemuel Hitchcock, Frank A. Leland, Chas. L. Frye, Alfred H. Estabrook, H. Gilbert Wheeler, Lewis T. Frye.

HAVERHILL BI. C.—S. Frank Woodman, C. H. Goodwin, J. Fred Adams, Tenny White, W. H. Bodfish, W. S. Woodman, E. O. Eaton, all of Haverhill, Mass.

FOREIGN.—David Dalziel, 122 Ingram st., Glasgow, Scotland.

UNATTACHED.—Hobart Amory Hare, 1345 Pine st., Philadelphia, Pa.

WHEEL CLUB DOINGS

ATLANTIC BI. C.—A new bicycle club was formed in Salem, Mass., on 1 October, under the name of Atlantic Bicycle Club, and the following officers were elected: Captain, S. B. Ives; Sub-Captain, C. F. Webb; Secretary and Treasurer, G. B. Harris (123 Lafayette St). Costume, gray and blue. The club room is at 163 Lafayette st.

CLEVELAND BI. C.—*Editor Bicycling World*:—The Cleveland Bi. C. have done little this fall but have early morning runs, which have been discontinued for the winter, and proved while they lasted a great success. For the last month I have been taking Sunday runs with a companion, going from 15 to 35 miles in the day, and last Wednesday with the same person, went to Painsville, 30 miles east of here, stopping on the way to see General James A. Garfield, the Republican nominee for President. Cycling in this city and vicinity has been remarkably dull this season, from various causes; but we hope to stir things up next year for good; "and if so" look out for lots of news from this locality. Yours resp'y, A. ELY, JR., 393 Prospect st.

CRESCENT BI. C.—This club, after the annual meeting reported in our last number, sat down to an excellent supper at the Brunswick. The President read a retrospect of the past year, and the occasion was graced by other interesting features. The club is rapidly gaining in membership, as well as in accomplishments and influences. It has been drilling for an exhibition of figure-riding. The torchlight parade, which was announced to occur on the 28th inst., was abandoned for reasons beyond the club's control.

GRAND RAPIDS BI. C.—This club, which has its head-quarters at Grand Rapids, Mich., now numbers fifteen members,

and is a stirring organization. At their last meeting an appropriation was voted for a Club Cup, to be raced for once a month, in a handicap race, mile heats. The prize will be an expensive one, and by having the races so often, and giving every man an equal chance, the interest and enthusiasm will have no chance to wane.

At the recent fair at that place the society arranged for a professional race before consulting the local bicyclers.

At a special meeting of the club, action was taken, denouncing such race, and refusing to participate in the amateur race during the same week; but was subsequently reconsidered, and it was decided to let the amateur race take place, out of courtesy to the gentleman offering the prize. The result of the race is given in another column.

HAVERHILL BI. C.—In our account of this club in a previous number, the name of C. H. Goodwin was given as President, and of S. F. Woodman as Secretary and Treasurer. It should have been the other way; the former is Secretary and Treasurer, and the latter, President.

HERMES BI. C.—This club was organized in Providence, R.I., about 1 October, with a membership of twelve. President, Edward George; Secretary and Treasurer, G. C. Allen (Box 36), 56 Broadway; Captain, William T. Nicholson. Costume, white shirt, slate-colored corduroy breeches, jacket and hat. The latter is of the polo shape, with club monogram in gold and silver in the front. The size of machines varies from 48 to 54 inches, and some very good riders go with them.

Head-quarters are at Room 712, 37 Weybosset st.

MIDDLESEX BI. C.—The moonlight parade arranged and announced by this club occurred according to programme, on 19th inst., when the club with its visitors assembled at the corner of Maine, Salem, and Ferry streets near the square, at about 7.30 p.m. The start was made at 8 o'clock, about seventy-five wheelmen being in line. The clubs represented were the Middlesex, Massachusetts, Crescent, Boston, Waltham, Star, Lynn, Menotomy, Chelsea; and there were several unattached riders from neighboring towns. Large numbers of citizens turned out to see the spectacle, and the lights made a picturesque appearance.

NAIL CITY BI. C.—The Bicyclers of Wheeling, West Virginia, met at the Stamm House, on the evening of 22 September, for the purpose of organizing a bicycle club. They organized under the name of the Nail City Bicycle Club, and elected the following officers: President, T. A. Hoge; Secretary and Treasurer, F. A. Stamm; Sub-Captain, C. W. Welty; other particulars not given.

NUTMEG BI. C.—A club was organized on the 11 October, at Hartford Conn., to be known as the Nutmeg Bicycle Club. Officers were elected as follows: Captain, George W. Smith; Sub-Captain, N. E. Smith; Secretary and Treasurer, William M. Miller, Jr. Rules were adopted similar

to those of the Boston Bi. C. The average size of wheel used by the members is 48 inches.

PRINCETON COLLEGE BI. C.—This club was formed a year ago by five unattached wheelmen in Princeton College, at Princeton, N. J. The Secretary says, "We have now over twenty members, and still they come. We spend many of these beautiful fall days on our steeds, taking short runs. On Saturday, the 9 October, some of us rode to Philadelphia and return (90 miles). I send a list of officers and members, as follows: President, R. K. Clarke; Captain W. P. Field; Secretary and Treasurer, Thomas S. Clarke; Bugler, H. B. Welles. The other members are, George Goldie, E. S. Simons, H. S. Prentiss, A. S. Bickham, O. Green, Chas. Hewitt, N. R. White, S. D. Wilcox, W. Chester, F. L. Coolidge, G. P. Butler, I. P. Withington, Chandler Withington, J. T. Boyd, T. S. Hicks, E. S. Rankin, F. B. White, J. A. Hodge, F. L. Bedell, W. J. Flick, Wm. Ingham."

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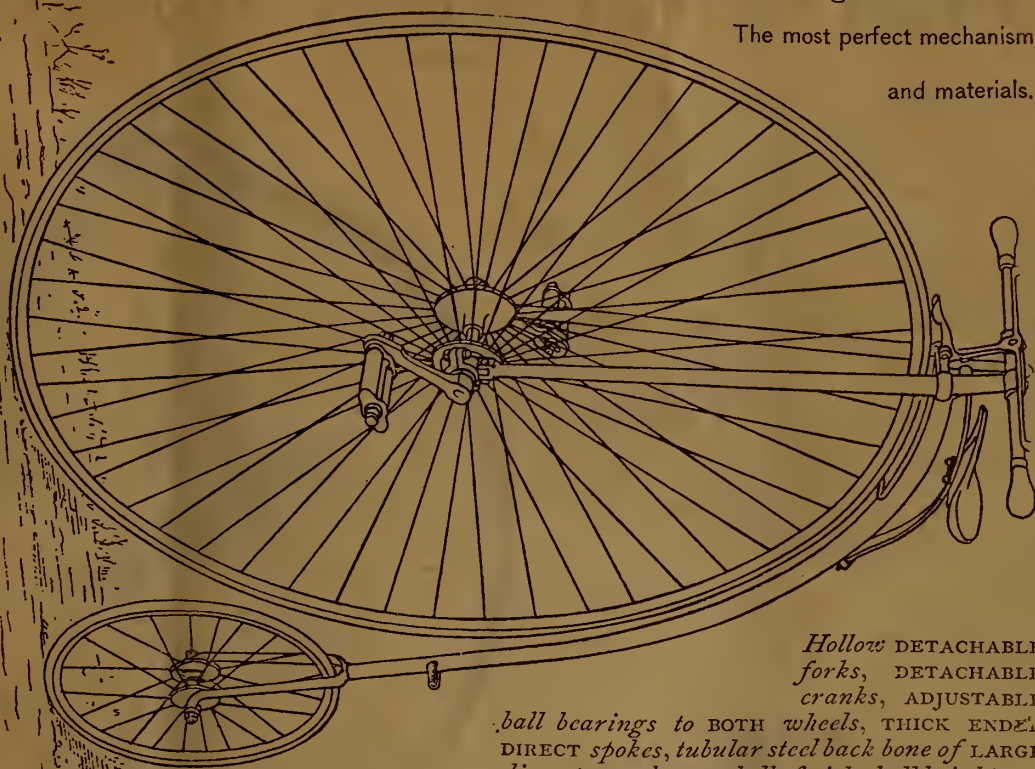
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