

# The Bicycling World

A JOURNAL OF BICYCLING, ARCHERY AND OTHER POLITE ATHLETICS

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

BOSTON, 21 FEBRUARY, 1880

10c. A COPY.—\$3.50 A YEAR.  
Entered at the Post Office  
as second-class mail matter.

VOLUME I]

## CONTENTS

[NUMBER 8

	Page		Page
Advertisements . . . . .	126	Invention and Manufacture . . . . .	00
Archers and Archery . . . . .	121	Literary Comment . . . . .	124
Cheiron's M. I. P. . . . .	124	Our Exchanges . . . . .	125
Club Directory . . . . .	00	Personal Items . . . . .	00
Club Doings . . . . .	115	Queries and Answers . . . . .	123
Coming Events . . . . .	00	Races . . . . .	116
Correspondence . . . . .	117	Rates and Terms . . . . .	126
Currente Calamo . . . . .	113	Relative Athletics . . . . .	00
Editorial . . . . .	120	Special Notices . . . . .	00
Glances Abroad . . . . .	124	Tours and Excursions . . . . .	114
Headers . . . . .	00	Tricycles, Velocipedes, etc. . . . .	00
The English Courts on Bicycling . . . . .	113		
A Week's Touring in France . . . . .	114		
The Clubs Reviewed.— Worcester Bicycle Club . . . . .	115		
Essex Bicycle Club Racing List, 1879 . . . . .	116		
Swiss Velocemen.— Jack Easy's Letter . . . . .	118		
A Case of Juris(im)prudence . . . . .	119		
To Our Readers.— Legal Rights in the Highways . . . . .	120		
National Archery Association . . . . .	121		
A Reply to Captain Jack . . . . .	121		
The Private Practice Club . . . . .	122		
Bicycle or ———? . . . . .	124		
Elders, Come Up.— Getting Meaner . . . . .	125		
A Midnight Spin on the Hudson . . . . .	125		

## CURRENTE CALAMO

A revised "Club Directory" will appear in No. 9.

"Our Paris Letter," unavoidably crowded out this time, will be good reading in "our next."

Those officers of clubs who have recently been inquiring for the notes of bugle calls will find the music soon forwarded to them in a future number of this paper.

Mr. C. K. Munroe, the editor of *Harper's Young People*, is so good a wheelman as to be president of the New York Bicycle Club. Now we know how it happens that that jolly magazine rolls up a so rapid success.

If the English touring party be made up and its prospectus carried out, Jack Easy will be one of the party, and his letters to the *BI. WORLD* will treat of their experiences, and make the rest of us sorry not to be there.

Indications are that during the coming season most of the archers will become bicyclers, and many of the bicyclers will become archers. What a happy consummation that would be! The ladies?—well, we'll tell them something interesting about tricycles before long.

Bicycling at the colleges is taking a healthful hold for the coming season. The University of Rochester is the latest heard from, with a club of fourteen members. Rumors of clubs at other colleges reach us; but we look expectantly for better facts.

Many will hope that Mr. Justice Stephen, whose judicial fairness and good sense are reflected in the reported decision on another page, may live many years to adorn the English bench. His sound and discreet view of

bicycle-riding is in refreshing contrast with that of another "lordship," who not many years ago contemptuously characterized a bicycler before him as "making himself half animal."

Our busy editor has in preparation a full index to the late *American Bicycling Journal*, which will shortly appear in these pages. It will be a convenient companion to that early record of bicycling in this country, and make it more available for reference. The principal contents of Number 12 of that *Journal*, now out of print, and unobtainable, will also be reprinted in future numbers of the *BICYCLING WORLD*.

Old subscribers to the *American Bicycling Journal* are invited to look carefully through this number of the *BICYCLING WORLD* for interesting hints.

## THE ENGLISH COURTS ON BICYCLING.

The *Bicycling News* gives a full report of the case of *Milner v. Durrant*, which was an action to recover damages done to a bicycle. The plaintiff was riding home in the company of seven members of the Belsize Bicycle Club, on the evening of 11 October last, and when near Kenton met two carts, the first of which drew across to the wrong side of the road, thereby causing the plaintiff to jump off his machine, to avoid being run over. As he came to the ground, the wheel of the cart struck the bicycle and went over it. The cost of repairs to the machine was £1 15s. 3d.

After considerable evidence on both sides and arguments had been heard, the judge, in summing up, said: "It was clear that an accident had occurred. He thought that the driver of the cart had not shown sufficient care. Bicyclers were entitled to exactly the same rights on the road as foot passengers, and, by a recent decision in the Court of Queen's Bench, it had been ruled that a bicycle was a carriage. He saw no reason to doubt the evidence of the plaintiff and his witnesses, and was of the opinion that the justice of the case would be met by his giving judgment for plaintiff for £2. This would carry with it the witnesses' costs in addition." Execution accordingly.

Another reported case of graver interest was that of *The Queen v. W. England*, the defendant being charged with manslaughter of W. Freeman. It appeared that the prisoner, while riding a bicycle in Regent square, came in contact with the deceased with such force that death ensued from the injuries received, the latter being seventy years of age and deaf. It also appeared that the bicycler used a bell, called out several times, and endeavored to stop; but failed to do so before knocking the old man down and fracturing his thigh.

His lordship Mr. Justice Stephen, in summing up the

evidence to the jury, explained the law of manslaughter and the meaning of culpable negligence, and said: "What they had to say in regard to this particular instance was whether they thought the conduct of this young man was negligent, careless, and unreasonable. Let them consider what the prisoner was doing. He was riding a bicycle. He (the learned judge) entirely differed from some people who, being either too nervous or too old to ride bicycles themselves, — which was unfortunately the case with many of them, — looked upon the habit as a sort of thing that ought to be put down, and that people ought not to be allowed to ride. He did not think that. It was a very healthful and proper amusement for persons who were so fortunate as to be able to indulge in it, and it was a very convenient way of getting about for men who were not in a position to keep a horse. It made one feel how pleasant it would be to be young enough to learn the use of the bicycle. Therefore they (the jury) ought not to discourage it; they ought to look upon it as a reasonable thing for a man to do. If a man were to ride at all, he could not wait until he was proficient before he got on his bicycle, and the mere fact that he was riding his bicycle at a time when he was not particularly skilful ought not to go against him."

The jury returned a verdict of acquittal.

## TOURS AND EXCURSIONS

### A WEEK'S TOURING IN FRANCE.

*Continued from p. 99.*

We slept in a very neat and clean inn, at the village called —, three kilometres from La Chapell-la-Reine. The only objection we had to this place was that we could not get a wink of sleep, for it was a *fête* night in this little hamlet, and the swains had brought their sweethearts to dance and make merry at the inn. One individual kept time with the fiddle with the thick end of a billiard cue against the door, whilst the rest cut capers in their dancing-pumps (sabots). As we could not sleep while this uproar was going on, I bethought me of the snake, and having my razor with me, set to work to skin it, much to the disgust of my cousin, who wished me further off, and finally went to sleep with a handkerchief tied round his nose; the flaying process finished, I also returned to rest. By the by, I may as well finish the story of the snake. I put it inside my tobacco-box, on the following day, and forgot all about it, until the stench quickly brought it back to my remembrance, and as I had forgotten to sprinkle the skin while it was yet fresh, of course by this time it was quite dried up, and had so completely perfumed my box, that I was glad to part with both.

We were astride our bicycles at 8.30 next morning, and in ten minutes were riding through the miserable-looking town of La Chapelle, from which point we were obliged to quit the main road in order to make for Chateau-Landon. This district is principally a grazing one, consequently we came across numerous herds of cattle during this part of our tour. And, now, a word about cows, dogs, and horses. I think of the three, the cow is the most formidable to meet, as she generally becomes so terror-stricken that she does not know which way to run, and it is ten chances to one that she will

make a dart at the object of her terror, unless you dismount directly. If you lead your bicycle quietly past a cow, she does not take any notice of it; but ride in her presence, and she becomes pugnacious. We were quietly riding along, my cousin being about twenty yards behind me, when a cow caught sight of him, and breaking through a gap in a hedge, made a corkscrew of her tail, pawed the ground, and bellowing, slowly advanced. My cousin was down in a twinkling and laid his machine on the ground, which action, combined with the shouting of the cowherd, seemed to pacify the beast. Well, now, it is not pleasant to have to dismount at every herd of cows one meets or overtakes, not only does it tire one, but it is such a waste of time. Dogs are another pest; they either play with your small-wheel or jump up at the big one, thereby being run over and spilling the unfortunate rider. I have been over dozens of the canine species (principally *bull-dogs*) in Paris, but hardly ever without turning a somersault. Big dogs seldom take any notice of bicycles, but a waistcoat pocket-revolver, loaded with small shot, is a very handy thing. With horses, it depends in a great measure on their training; if a spirited horse cannot be trained to pass a piece of white paper on the ground, how can you expect him to face a nickel-plated "infernal machine," as grooms call it.

But to continue. The country around Memours, Chateau-Landon, and Lorrez was very beautiful, though rather more hilly than we had hitherto passed through. We dawdled on the way, taking advantage of every clump of trees, as an excuse for a dismount, the dismount meaning a pipe and a sleep. Towards 7 p.m. we came in sight of Montereau, a large and dirty manufacturing town; this was the first time we had put up for the night at a large town, and we suffered accordingly. We selected the "Cheval Blanc" this time, and having stabled our machines, we ordered a smoking repast, which was soon disposed of. Forgetting to tell the landlady that we should require beds, we lit our weeds and went for a stroll through the town. It being a very fine night, our walk was rather longer than we had intended, consequently we did not reach the inn till past eleven. On telling the strawberry-nosed landlord to prepare our beds, he actually asked us to show our *passports*, and, on our explaining that our fists were our only passports, he left the room, returning to inform us that without them he could not accommodate us for the night. Now, this was awkward, for we did not expect to find a hotel open at that hour. We had no time for consideration, however, for in stalked two *gens-d'armes*, who politely told us we must come before the Commissaire de Police. Off we marched like a couple of thieves, and the Commissaire, after hearing our case, viz., that we were travelling on bicycles for our amusement, acquitted us of the awful crime of not having passports, at the same time condescending to inform us that in this case he did not deem them necessary. We bowed low and quitted the court, not guilty. Now, of all the pieces of tomfoolery, I think this beats all. We were obliged, however, to sleep the night at the "Cheval Blanc," but at six next morning we left Montereau, making a solemn vow that the next time we had occasion to visit that town, we would take good care not to make it a halting-place.

[To be continued.]



## THE CLUBS REVIEWED

## XI. WORCESTER BICYCLE CLUB.

In accordance with a general desire to know each other better, and to increase the growing interest in bicycling, nine owners of bicycles met on the evening of 9 April, 1879, joined themselves together under the name of the Worcester Bicycle Club, elected officers, appointed a day for monthly meetings, and arranged for club rides. Our first officers were: President and Captain, F. S. Pratt; Sub-Captain, W. H. Pearce; Secretary and Treasurer, G. M. Doe. Mr. Pratt still serves as Captain, our number has increased to seventeen, and the future gives evidence of large additions to our membership.

In addition to the numerous trips of twos and threes of our club, we have had a dozen club-runs of some importance, thus becoming familiar with the roads to all the neighboring towns. On 14 June, 1879, MM. Pratt, Doe, and Tolman, made the run to Boston, leaving Worcester at 2 p.m., and going via Shrewsbury (6 m.), Northboro' (10 m.), Southboro' (15 m.), Framingham (20 m.), South Framingham (22 m.), Chestnut-Hill Reservoir, arriving at the Boston and Albany Railroad Station at 8.30 o'clock; distance, 44 miles. (All bicyclers travelling between South Framingham and Worcester would do well to take these towns, if they desire the best roads and easiest way.) On 18 September, 1879, the club, by invitation, visited the Fair of the Westboro' Agricultural Society. The ride from Worcester was via Shrewsbury (6 m.), Northboro' (10 m.), Westboro', 14 miles. Nine members, and Mr. Cole, of the Providence Bi. C., made up the party. The Agricultural Society furnished a fine dinner, and entertained their company in many pleasant ways. In the afternoon the following prizes were offered for a race over a poor road, in the face of a gale of wind; the distance, fortunately, was not measured, or time taken. 1st, Cyclometer; 2d, Hub Lamp; 3d, the Society's Diploma. Messrs. Connolly, of Northboro', and Scott, of Westboro', joined in the contest. The prizes were won and awarded to E. F. Tolman, J. E. Brown, H. A. Tenney. Messrs. Tolman and Brown made the home-run of 14 miles, against opposing hills, in one hour and thirty-five minutes, arriving at the Union station in time to greet the rest of the party, who returned by train on B. & A. R.R.

On Thanksgiving Day, 1879, nine members improved the fine, smooth wheeling, and made a round trip through Millbury (6 m.), Wilkinsonville (8 m.), Saundersville (9 m.), New England Village (14 m.), to Worcester, 20 miles.

This proved to be our last ride for the year, for the roads have been passable hardly a single day since. On the first two days' large company run, 11 and 12 September, 1879, which was not a club affair at all, but a felicitous private enterprise, so well written up and illustrated in *Scribner* for February, this club was represented by three members; and on the later trip, 22 and 23 October, which was under the management of the Boston and Massachusetts Clubs, seven of our number participated.

The club, composed as it is of persons engaged in active business, has not given much attention to racing; yet, though it has not achieved great distinction on the

track, it is not entirely prizeless. Mr. William H. Pearce, now a member of the Elgin Bi. C., won second prizes at the Framingham and Concord races in 1878. Mr. J. E. Brown participated in the Huntington-Avenue races of 4 July, 1879, and the Park Garden races, Providence, 2 Sept., 1879; and his experience in these events promises well to bring him to the front in future trials. Mr. Brown is famous as the *defendant* in the case of McFarland vs. Brown, brought as the result of an accident to a milk-cart, occurring on the homeward trip of Messrs. Brown and Hill, from Providence, R.I., 3 Sept., 1879. The club assumed the management of the case, and employed as counsel Mr. Rockwood Hoar, who successfully defended the suit. An account of the trial has already been published in No. 2 of *THE BICYCLING WORLD*. By this decision one court at least recognizes that bicyclers have the same privileges and responsibilities as all other travellers over the highways.

NINE PIN.

## OFFICERS, 1880.

<i>President</i> . . . . .	DR. J. F. ADAMS.
<i>Captain</i> . . . . .	FRED. S. PRATT.
<i>Sub-Captain</i> . . . . .	GEO. M. DOE.
<i>Secretary and Treasurer</i> . . . . .	W. R. LOVELL.
<i>Bugler</i> . . . . .	E. K. HILL.

## MEMBERS, FEBRUARY, 1880.

Adams, Dr. J. F. . . . .	16 William street.
Barnes, Prof. W. U. . . . .	30 West street.
Brown, John E. . . . .	100 Mulbury street.
Brown, Theodore P. . . . .	9 Merrick street.
Darling, A. W. . . . .	Valley Falls.
Dean, J. A. . . . .	9 Orchard street.
Doe, Geo. M. . . . .	Wor. Nat'l Bank.
Earle, Thomas . . . . .	3 Home street.
Hill, E. K. . . . .	424 Main street.
Lincoln, Waldo . . . . .	18 West street.
Lovell, Chas. E. . . . .	Milbury.
Lovell, Wm. R. . . . .	P. & W. Freight office.
Pratt, Fred S. . . . .	22 Front street.
Pearce, W. H. . . . .	E. Bi. C., Elgin, Ill.
Tenney, H. A. . . . .	41 Providence street.
Thayer, E. D., Jr. . . . .	67 Chatham street.
Tolman, E. F. . . . .	424 Main street.

## CLUB DOINGS

CAPITAL BI. C. — On the 22 January this club held its annual meeting, at its club room, for the election of officers, resulting in the following choice: Vice-President, Dr. H. M. Schooley; Captain, H. S. Owen; Secretary and Treasurer, F. G. Collins; Sub Captain, J. McK. Borden; Club Committee, the officers and Max Hausman and J. P. Stabler. The treasury of the club is in a flourishing condition, and much enthusiasm is manifested.

MARLBORO' BI. C. — Encouraged by the account of the Elgin Bi. C., in No. 7 of the *BICYCLING WORLD*, four of the bicyclers of Marlboro', Mass., met on the 9 February instant, and organized the Marlboro' Bicycle Club, choosing for Captain Mr. Louis Frye, and for Secretary Mr. Arthur L. Atkins; the other two were MM. George Spell and Frank Ellis. Colors, gray and brown. The Secretary writes, "Thanking you for your encouragement to us small clubs," that there is "an absolute certainty of having our numbers doubled before the end of March."

MASSACHUSETTS BI. C. — An annual meeting of this club for election of officers was held on the 10 February, 1880, and the following were elected for the ensuing year: President, Albert S. Parsons; Secretary, Winfield S. Slocum; Treasurer, C. F. Joy; Captain, Edward W. Pope; First Lieutenant, H. E. Parkhurst; Second Lieutenant, C. P. Shillaber; Bugler,



W. H. Ames; Club Committee, Albert S. Parsons, W. S. Slocum, E. W. Pope, J. T. Dyer, W. H. Ames.

**ESSEX BICYCLE CLUB.**—The delicate drab Knickerbockers worn last year will be supplanted this season by seal-brown corduroy; the remainder of the suit as heretofore. The membership will be largely increased in the spring. Our macadam roads have been fine a good many days this winter, and many pleasant impromptu runs have been taken. We are very jubilant over the victory of our little State in the championship curling match. Bicycling and curling. Next! Sx.

**NEW YORK BI. C.**—At the first election of officers of this club, held on the evening of 2 February, the following were chosen: President and Captain, C. K. Munroe; Lieutenant, Downing Vaux; Secretary and Treasurer, Kingman N. Putnam; Club Committee, C. M. Dodge, S. D. Smith, and the officers *ex officio*. The club has twenty-two active members. Uniform, gray cadet cloth, trimmed with scarlet cord in front of coat and down welt of knee-breeches; gray cap with similar cord running around the seam; stocking a shade darker than the rest of the suit. The Captain is distinguished by two scarlet cords around each sleeve, the Lieutenant by one. The coat is made straight in the back, but is not very full, and is not plaited. Club colors, one stripe of black between two of scarlet. The club device is a winged wheel, turned so that the two wings appear above it symmetrically.

**ROCHESTER BI. C.**—The nativity of the Rochester Bicycle Club, of Rochester, N. Y., was on Saturday evening, 7 February, when with an informal meeting fourteen bicyclers met informally, and after appointing committees of rules and nominations, adjourned until 21 February, when the organization is to be completed. Mr. W. P. Goodrich ('80), 8 West Main street, furnishes the good news, and adds: "Rochester sends greeting! Next!!"

**SAN FRANCISCO BI. C.**—The second annual meeting of this club was held at Arion Hall, N.E. corner of Sutter and Kearney sts., on Friday evening, 2 January, when six new members were admitted, and the following gentlemen, who have held office during the past twelve months, were reelected for the ensuing year: President, R. de Clairmont; Captain, G. L. Cunningham; Sub-Captain, George H. Strong; Secretary and Treasurer, C. L. Barrett; Club Committee, besides officers *ex officio*, J. B. Golly and James Gould.

**SARATOGA BI. C.**—On Saturday evening, 31 January, Mr. Hugh L. Willoughby invited about twenty of those interested in bicycling at Saratoga Springs, N. Y., to his residence for the formation of a club, and for an entertainment of unusual interest. After a formal organization the following officers were elected: President, Hugh L. Willoughby; Vice-President, Frank N. White; Secretary and Treasurer, A. R. McNair; Executive Committee, the officers and W. W. Durant and W. Hay Bokes. Nineteen members registered, as follows: J. Willard Lester, Wm. B. Gage, C. E. Durkee, N. Walling Clark, A. W. Shepherd, A. S. Pease, Frank H. Walworth, Dr. W. O. Stillman, Charles C. Lester, Charles N. Dowd, James W. Lester, D. F. Ritchie, C. H. Tefft, Jr., P. Porter Wiggins, Jr., and the officers above named.

**WORCESTER BI. C.**—At the regular monthly meeting of this club, held 12 February, the vacancy caused by the resignation and removal from the city of W. R. Lovell, Secretary and Treasurer, was filled by the election of Mr. E. F. Tolman to those offices.

**YONKERS BI. C.** reports a change of Secretary. That officer is now Mr. Murray C. Smith, Mansion House, Yonkers, N. Y.

## RACES

### ESSEX BI. C. RACING LIST, 1879.

*Jan.* 3. New York. Gilmore's Garden. 2 miles; J. Lafon, E. Bi. C., 11.26; W. R. Pitnam, second.

*Feb.* New York. Gilmore's Garden. 3 miles; H. W. Knight, E. Bi. C., 13.41; C. A. Knight, E. Bi. C., second.

*April* 5. New York. Gilmore's Garden. 3 miles; J. Lafon, E. Bi. C., 14.41 $\frac{1}{2}$ ; W. T. Addison, second.

*May* 24. Staten Island. S.I.A.C. Grounds. 2 miles; L. H. Johnson, E. Bi. C., 8.21 $\frac{1}{2}$ ; W. T. Addison, second, 8.42.

*May* 31. Short Hills, N.J. S.H.A.C. Grounds. 2 miles; L. H. Johnson, E. Bi. C., 10.55; A. Montant, S.H.A.C., second.

*June* 7. New York. M.A.C. Grounds. 2 miles; L. H. Johnson, E. Bi. C., 7.47; W. P. Field, E. Bi. C., second.

*June* 12. Newark, N.J. Waverley Park. 3 miles; W. P. Field, E. Bi. C., 12.19 $\frac{1}{2}$ ; H. W. Knight, E. Bi. C., second (by 1 foot).

*June* 28. Plainfield, N.J. P.A.C. Grounds. 2 miles; L. H. Johnson, E. Bi. C., 8.32 $\frac{1}{2}$ ; C. A. Knight, E. Bi. C., second.

*July* 4. Boston. Huntington ave. 1 mile; L. H. Johnson, E. Bi. C., 3.33, 3.40 $\frac{1}{2}$ ; E. P. Sharp, S. Bi. C., second; C. S. Sharp, S. Bi. C., third.

*July* 4. Boston. Huntington ave.  $\frac{1}{2}$  mile; J. C. Sharpe, Jr., S. Bi. C., 1.27 $\frac{1}{2}$ ; L. H. Johnson, E. Bi. C., second, 1.33 $\frac{1}{2}$ ; H. Gray, third, 1.34 $\frac{1}{2}$ .

*Aug.* 2. Hoboken, N.J. N.J.A.C. Grounds. 1 mile; L. H. Johnson, E. Bi. C., 6.12; C. A. Knight, E. Bi. C., second, 6.25.

*Sept.* 2. Providence, R.I. Park Garden. 1 mile; E. P. Sharpe, S. Bi. C., 3.29; L. H. Johnson, E. Bi. C., second (by 6 inches); E. Thurber, P. Bi. C., third.

*Sept.* 6. New York. M.A.C. Grounds. 2 miles; S. B. Pomeroy, E. Bi. C., 6.59 $\frac{1}{2}$ ; J. Faley, second (by 4 feet).

*Sept.* 13. Staten Island. S.I.A.C. Grounds. 2 miles; S. B. Pomeroy, E. Bi. C., (walk over).

*Sept.* 19. Newark, N.J. Waverley Park. 1 mile; S. B. Pomeroy, E. Bi. C., 3.23, 3.25; W. P. Field, E. Bi. C., second; J. Holman, third.

*Sept.* 27. New York. Amateur Championship, Mott Haven. 2 miles; L. H. Johnson, E. Bi. C., 7.22; S. B. Pomeroy, E. Bi. C., second, 7.36; E. P. Sharp, S. Bi. C., third, 7.58.

*Oct.* 10. Mt. Holly, N.J. B.C.A.S. Grounds. 2 miles; L. H. Johnson, E. Bi. C., 8.14, 7.59; J. Holman, second; C. Collier, P. Bi. C., third.

*Oct.* 18. Elizabeth, N.J. E.A.C. Grounds. 2 miles; L. H. Johnson, E. Bi. C., 7.19 $\frac{1}{2}$ ; J. Faley, second.

*Nov.* 27. New York. M.A.C. Grounds. 1-mile hdcp; L. H. Johnson, E. Bi. C. scratch, 3.36 $\frac{1}{2}$ ; D. Roach, D. Bi. C., 215 yds., second. **SCRATCH.**

THE THIRD TRIAL of the Bicycle Tournament at American Institute, New York, took place on the 31 January. Owing to the want of sufficient advertising, probably, the attendance was not so great as on previous meetings, but the programme was an interesting one. Professor Rollinson, of Philadelphia, with five of his amateur pupils were present. There was considerable misunderstanding about the handicapping.

The sport opened with a procession in which seventeen riders gave a pleasing exhibition of slow and fast riding and fancy evolutions.

Amateur 2-mile handicap—W. S. Clark, N. Y. Bi. C., scratch, 1 mile, 3m. 19 $\frac{1}{2}$ s., 2 miles 6m. 41 $\frac{1}{2}$ s.; W. M. Wright, Ess. Bi. C., scratch, 3m. 25 $\frac{1}{2}$ s., 2 miles 6m. 50 $\frac{1}{2}$ s.; J. Ralfe, Zephyr Bi. C., London, Eng., 75 yards, 0; C. Noel, S. H. A. C., 150 yards, 0. This being Clark's third successive victory he now becomes the possessor of the \$200 cup.

1-mile handicap, for boys under sixteen years—C. Brockway, 120 yards, 3m. 21 $\frac{1}{2}$ s.; F. Leffell, scratch, 3m. 49 $\frac{1}{2}$ s. Brockway has won three successive heats and receives the \$50 medal. This prize was not fairly won by Brockway, but merely presented to him by the managers who persisted in giving him an outrageous start, after the result of two preceding races showed that he could ride almost as fast as Leffell. 40 yards, start instead of 200 yards would have made a fair race.

Amateur 5-mile handicap—P. Timpson, N. Y. Bi. C., 1 minute, 15 seconds, 17m. 52 $\frac{1}{2}$ s.; W. S. Clark, N. Y. Bi. C., scratch, 2.1 mile, 3m. 8 $\frac{1}{2}$ s.; 2 miles, 6m. 28 $\frac{1}{2}$ s.; 3 miles, 9m. 53 $\frac{1}{2}$ s.; 4 miles, 13m. 22 $\frac{1}{2}$ s.; 5 miles, 16m. 46 $\frac{1}{2}$ s., the times for each mile being the fastest American record. J. Ralfe, Zephyr Bi. C., London, Eng., 45 seconds, stopped at 33 laps; L. H.



Johnson, Ess. Bi. C., scratch, 1 mile, 3m. 11½s.; 2 miles, 6m. 35½s.; stopped at 20 laps, recommenced and stopped again at 26 laps; C. Noel, S. H. A. C., 1 minute, at 24 laps, and W. M. Wright, S. H. A. C., scratch, at 13 laps.

1-mile race, best 2 in 3. Philadelphia against New York—First heat, W. S. Clark, N. Y., 1, 3m. 30s.; A. Briggs, Phil., 2, 3m. 30½s.; C. Collier, Phil., 3; D. Mears, Phil., 4. Second heat, W. S. Clark walked over, his opponents refusing to start.

1-mile race, for boys under sixteen years, Philadelphia against New York; best 2 in 3.—First heat, F. Leffell, N. Y., 1, 3m. 46s.; A. B. Mears, Phil., 2. Second heat, F. Leffell walked over, Mears refusing to start.

Fancy riding by amateurs—C. F. Cope, Phil., 1; C. Brockway, N. Y., 2; D. Mears, Phil., 0; A. B. Mears, Phil., 0.

Some excellent exhibitions of fancy and trick riding were given by Professor Rollinson, Geo. Harrison, and others.

Slow race, one lap.—C. Collier, Philadelphia, 1; W. M. Wright, N. Y., 2; C. F. Cope, Phil., 0; C. Brockway, N. Y., 0; F. Leffell, N. Y., 0; J. Ralfe, N. Y., 0.

MANHATTAN ATHLETIC CLUB.—The annual winter meeting was held at Madison Square Garden, New York, on 7 February, and one of the events was a ONE MILE bicycle handicap race, resulting as follows:—A. Camacho, Matamora L. C., 175 yards, 1, 4m. 6½s.; L. H. Johnson, M. A. C., scratch, 2, 4m. 12s.; S. B. Pomeroy, M. A. C., scratch, 3, 4m. 15s.; J. Ralfe, Kn. A. C., 60 yards, 4. Johnson and Pomeroy, who have been practising on the smooth cement floor of the Rink, seemed almost stopped by the heavy dirt path, and were unable to catch Camacho, a mere novice, riding his first race; but it should be observed that the handicap in favor of the latter was very heavy for a mile race.

A FIFTY MILE professional race between David Stanton and Daniel Belard, took place at the American Institute Building, New York, on 7 February, in presence of a very small assemblage. The contest was quite interesting, although probably no one at any time questioned the ability of Stanton to win, which he did, his opponent not completing the last mile. The track was the usual one of eight laps and a half to the mile, and the winner's time at the end of every five miles was given as follows: five, 17m. 6½s.; ten, 34m. 40½s.; fifteen, 51m. 58½s.; twenty, 1h. 10m. 5½s.; twenty-five, 1h. 28m. 33½s.; thirty, 1h. 47m. 35½s.; forty, 2h. 26m. 45½s.; fifty, 3h. 6m. 1½s.

BICYCLING BY MOONLIGHT.—After the games at the Rink, 31 January, 17 riders set out for a moonlight excursion. The party included W. Rollins, G. Harrison, F. Leffell, and members of the Philadelphia and New York Bicycle Clubs, and Brooklyn and Short Hills Athletic Clubs. Three hours were pleasantly spent in a trip to Macomb's Dam and return by circuitous routes, including a surreptitious dash through Central Park.

This was the second of these midnight company rambles on wheel. It was a jolly time for all, except the unfortunate one who "came a cropper" into that mortar tub.

## CORRESPONDENCE

DETROIT, MICH.

6 January, 1880.

*Editor Bicycling World:*—Bicycling has had a good send-off in Detroit for 1880. After a couple of weeks of plenty of snow and good sleighing (and no bicycling) the weather experienced a decided change. Our snow has disappeared, and the "wheelmen" gladly avail themselves of the opportunity now offered to engage in bicyclic exercise. The Detroit Bicycle Club held its first meet of 1880 on New Year's day. The run made was entirely within the city limits, and was participated in by thirteen 'cyclers, ten of whom were club members, and the other three have since handed in their names for membership. The paved streets were in excellent condition for wheeling, and a very enjoyable ride of about eight miles was had.

Among the names received for membership at our club meeting on the 5th instant was that of a well-

known journalist, who has for some years past devoted considerable attention to the boating interests of our city, he having one season been captain of the club that has furnished some of the crack crews that have brought our city and State into such prominence among the aquatic fraternity. He now bestrides a nickle-plated fifty-inch Columbia. We look forward to a season of much interest in bicycling matters. GO AS I PLEASE.

FROM NORFOLK, VIRGINIA.—"My friend and I are barred from riding on a certain turnpike road, made of shells, about ten miles in length, and as smooth as a floor. We rode on it two or three times, but some complaints having been made to the president of the road that we would probably frighten horses, we were refused passage the next time we went, by the gate-keeper, who handed us a letter from the president, saying he was sorry, etc., but for the interests of the stockholders he would have to stop our riding over it. Now, any man, black or white, who has the toll-money to offer, can drive over that road with horse, mule, steer, ox, ass, or otherwise, and no complaint is made; but when we tender our fare as drivers of a two-wheeled carriage, they refuse to open the gate. Now, what shall we do?"

NEW HAVEN, CONN.—Will not some of the readers of the BI-WORLD favor us with their experiences in the use of the different styles of lanterns—head and hub—and thereby oblige others besides

PHOENIX, N. H. Bi. C.

A HAMBURG, Erie Co., N.Y., inquirer writes: "I am the owner of a bicycle, and a thoroughly ardent admirer of this machine, as calculated to insure the best general muscular development. During the fall of 1879, by an average run of twelve miles each day, I increased my weight from 154 pounds to 171 pounds, while the calf of my leg increased one-third of an inch. However, in studying the mechanics of the machine, I am at a loss to know under how great a disadvantage I labor, because my height demands only a 44-inch wheel. Does the gain in lever purchase compensate in any way for the loss in distance travelled for each revolution? This amounts to considerable in a long run, for 12 inches in diameter would make a difference of over three feet for every revolution."

SAN FRANCISCO, CAL., is heard from more encouragingly of late. Mr. G. L. Cunningham writes from that city, under date of 31 January, 1880: "Hon. George C. Perkins, present Governor of California, owns a bicycle, and is an active member of the San Francisco Bicycle Club. We think that this is an honor which no other American Bicycle Club can boast."

"In one of our neighboring towns, where the use of the bicycle is restricted to certain streets, a bicyclist was arrested, and summoned before the local bench for encroaching upon the tabooed quarter. The young man rode his machine to court, where it was in full view at the time of the trial, and was much admired by all beholders. After hearing the evidence of the policeman who had made the arrest, the judge fined the offender fifty cents, and sent him away with a warning not to *get caught* again, saying, 'If I had such a fine machine as that, I would not let any policeman in town catch *me*.'

"The interest in bicycling is beginning to get very warm here, and I think that you will hear good reports of the rapid progress of the sport in our vicinity, during the coming year."

THE CUBAN mail brought us the following the other day. We hope Mr. Albertini will derive as much pleasure from the bicycle as he has caused by his aid to other gentlemanly athletics:—

HABANA, 31 Jan., 1880.

DEAR SIR,—I have had the pleasure of perusing your WORLD, and I am glad to say that from it I am taking whatever notes are useful to try and get up here a Bicycling Club. I have spoken to various gentlemen, and find them in the best disposition. As your paper does concern itself with other public athletics, I will inform you that for the first of the month of March a grand display will take place in our "New Havana Athletic Club," in which there will be one gold medal for heavy weights, another for jumping trapeze, and of which I will give



you an account as soon as it takes place. I intend, also, in one of our meetings in said club, to propose, as a part of our exercise, that of bicycling as a very healthful one, and at the same time amusing. Hoping to hear from you soon,

I am yours, very truly,

RICARDO D. ALBERTINI.

A BALTIMORE, MD., friend informs us that "our roads hereabouts are not so good as those of Boston and vicinity, as the country is rather more rolling. 'The Wheel around the Hub' has put us more to the 'go,' and has quite inspired us with the spirit of the 'steed of steel:'" and then asks conundrums enough for a whole evening. What we don't answer in the *BI. WORLD*, we will try to reply to soon by letter. We say this, also, for many others.

A FRENCH CONUNDRUM. — One of our Paris correspondents inquires: "Le mile Americain est-il plus long que le mile Anglais? Je vois qu'en Amérique le mile n'est jamais couvert *under three minutes*, tandis qu'en Angleterre cette chose arrive *journellement*." This is too good to translate, so we "fire" the French at our racing readers, and let them have opportunity to answer before we do.

#### SWISS VELOCEMEN.

GENÈVE, le 27 Janvier, 1880.

MONSIEUR: — It is with pleasure that I take the pen to give you some information as to our doings and achievements.

It is already more than eleven years since the velocipede made its appearance in our city, and from the time of the ancient "boneshakers" it has never been, I may say, more in fashion than it is now. It was in 1869 that the Véloce Club de Genève was founded. This club, quite numerous at its commencement, had only an ephemeral existence; little by little the fashion passed away, and in 1871 there remained no more than a few veritable amateurs, who continued to devote themselves to this eminently gymnastic and hygienic exercise. To the wooden velocipedes succeeded the iron bicycle, the first of which had already made its appearance in our city in 1869; but it was still only a very imperfect machine, which was replaced in 1872 by a velocipede with a hollow perch, coming from a Swiss factory. These hollow perches being of an inferior quality, we were not long in returning to the solid, in steel, and of a much smaller diameter.

In 1876 I decided to import a bicycle from an English house; and from that time the English véloce was established at Geneva. I had successively — sometimes simultaneously — machines from different builders, and several of my friends, who had for many years abandoned the use of the velocipede, decided to make the acquisition of English machines. Incited to new activity by this fact, two Genevan makers began to build modern bicycles, and the number of amateurs considerably increased.

In 1877 I revived, with a few friends, the succession of the Véloce Club, which had never been dissolved, but which in fact had ceased to exist. At present our club is in a prosperous condition: it numbers 36 members. Outside the club there is a much more considerable number of "unattached," who like to keep their independence, or who have not yet reached the limit of age required by our rules. Having no favorable place for races, and the police putting an obstacle to the circulation of bicycles on the public promenades (which alone would be suitable for swift races), we have been obliged to limit ourselves to organizing road races. I will send a journal which gives an account of the last tour of the lake of Geneva, perhaps about 110 English miles. We hope that this race will be repeated in the spring under better conditions. I have myself made this trip several times, and I hope to have the opportunity of making it again some day with you, monsieur, or some other American brother bicyclist. We have often made excursions into the environs, in certain neighborhoods of Savoy and France. Last summer I made, with Mr. Brad, our secretary, a tour of ten days to Chambéry, Grenoble, Valence, Vienne, and Lyons. We hope to visit, this year, Mulhouse, Strasburg, Belfort, Besançon, etc.

Our roads are generally good, sometimes very good. Besides the bicycle, I cultivate, also, the tricycle, which has its advan-

tages, especially in the bad season. I have imported some tricycles from England, for friends and for myself, which give us great satisfaction.

In closing this long letter, I put myself at the disposal of those of your fellow-countrymen who desire to have information in respect to bicycling in our country; and I express the wish to see you one day in our city. Will you receive kindly, Monsieur, the assurance of my highest consideration?

LOUIS DELAPRAZ,

President G. Bi. C. and Consul B. T. C.

#### JACK EASY'S LETTER

No. 5. *Jack's idea of a compliment. — His opinion of a wheel around the Hub. — The Editor's scissors. — Jack's allies. — Sum statistics. — "Old Easy" is not "Jack Easy." — Scribner's artists. The map of the route. — A retrospect. — First days in other years. — The broad wheel-tire movement. —*

One of the greatest compliments I ever had paid me was by — well, by "The Masher," who greeted me on the street the other day with "Look here, Jack, is that 'Wheel around the Hub' in Scribner's some of your work?" I lost no time in correcting the misguided youth, and in referring him to the table of contents on the inside page of cover; but I will here admit that several times during the remainder of that day I detected myself in an involuntary imitation of the pose of chin and expression of countenance which the artist has so admirably limned in the right-hand profile on page 495 of the Scribner's aforesaid. By the by, should any of your readers manifest a desire to peep into that identity, they may get material assistance out of the left-hand corner (not the right hand, — oh, no!) of the bottom of page 494, in the same excellent magazine.

I know perfectly well, Mr. Editor, that I run great danger from your scissors in what I am about to write, but as it is so unlikely that your readers will get from you any editorial opinion or review of the article in the mid-winter *Scribner*, I want to offer them Jack Easy's opinion instead; and I start by asserting that it is the most interesting and valuable addition to "wheel" literature which has yet appeared on this side of the Atlantic. Now, put those scissors down! You can't afford to differ from me, for I have got three thousand *other* riders behind me who will vouch for the truth of my statement, and who will all, except the happy forty, regret more keenly, now that they have read your article, that they were not with us on that most enjoyable run. There are, allowing that each copy is read by only three persons, three hundred and seventy-five thousand persons who have read or will read the "Wheel around the Hub." Of these readers not one but will wish to be a bicyclist, and if only five per cent. of those who so wish become so during this year, it will augment our numbers by the neat little addition of eighteen thousand seven hundred and fifty new riders. Should you think these figures excessive (I call them exceedingly modest) cut them in half, and even then enough will be left to justify me in calling the Scribner article the "most valuable" that has yet appeared. Besides, there are forty-odd riders — Jack Easy among them — who thank you for this enjoyable memento of the first overnight excursion of any considerable number of bicyclers in this country, and who remember appreciatively that



you conceived and planned it and aided us to carry it out successfully.

It is an open secret that you are "Praed." Let me confess that however near I may have ridden to him, I am *not* "Old Easy."

I must not leave this topic without a word of praise for the artists, for they have produced the first even respectable illustrations to a bicycle article which have yet appeared. Not that they are perfect, however, although Redwood's and Taber's are nearly so, and Church has caught the spirit of the motion and the speed most admirably. But I have heard that each of these gentlemen is rapidly becoming a proficient rider, and, if such is the case, I will warrant that Mr. Church will *keep his handles lower* the next time he passes "a school," and that Mr. Taber, while being "merciful to his beast," will not forget his own comfort, but will keep *behind* his wheel, where he can *push* to better advantage than when alongside, and when the top of the hill is attained, he will mount with his *left* foot on the step, unless his horse is built differently from any that I have seen. But these are only matters of detail, in connection with which I might mention, that when American tailors learn how to build bicycling breeches, they will *fit* instead of hanging *baggily*, an improvement which will afford both the "Masher" and his artist much encouragement. Looking at the illustrations as pictures, I have not a word of criticism to offer; they are artistic in the highest degree, and reflect the utmost credit on those who produced them. From my recollection of Massapoag, I *know* none of the happy forty are troubled with indigestion, but if any other and less practical bicyclist should be, let him try the laughing cure contained in Scribner's map of the two days' route. A sure cure or money refunded.

I suppose that in this unsatisfactory latitude we wheelmen must resign ourselves to the prospect of stabled sheds during the greater part of each winter season. In 1877 I hoped differently, for in that favored year from 9th November (my first mount) to 31st December there was not a day when the wheel was other than practicable and enjoyable. The year 1878 did not open so well, and it was the 19th of January before really good roads were obtainable. We were not interrupted much, however, during the early part of that year, and at its close we did not have to lay aside our wheels until the 29th of December, and then only for two days, for the 1st of January, 1879, gave us splendid roads again. After this, bad weather stopped our sport until the 15th of February when the riding season may be said to have commenced, and to have continued up to 3d December, although the roads continued rideable up to the 18th.

I note with exceeding pleasure that I am forestalled in one of my good intentions—the advocacy of broad tires to the wheels of vehicles.

Narrow tires to vehicles of burden are the results of a mistaken economy, an economy which saves a few cents on a wheel, and causes the expenditure of unlimited dollars in road repairs, and in the pitiable horse-flesh, which, under the present system, makes those repairs a constantly-to-be-repeated necessity. Given good roads to begin with, and the popular use of broad-tired vehicles of burden will keep them good. The larger the traffic, the more thoroughly will the roads be constantly rolled, and the smoother and harder will

their surfaces become. The horse, to which life is now a burden, will regain condition, become contented and happy, and produce for his owner in practical dollars and cents infinitely more than the principal represented in the trifling outlay for a few inches of extra width of iron. There are some vehicles used in the transportation of the heaviest kinds of freight, for which wheel-tires, eighteen inches broad, would not be in the least too wide. Let us make that width the standard. For every inch *under* that width, and in a constantly increasing ratio, a tax shall be paid. The result of this would be, that such a reproach to a city like Boston, as Dorchester avenue, for instance, would be unknown. Gladly would I pay the taxes which my chaise or my bicycle might entail, but a vehicle which weighs less than fifty pounds, and is tired with circular rubber, cannot possibly add to the expenditure for road repairs, and should not be taxed at all.

JACK EASY.

#### A CASE OF JURIS(IM)PRUDENCE.

There were five young bicyclers of Brockton,  
Who recently found themselves dropped on  
For being at play  
Upon the Lord's day;  
The bold, bad bicyclers of Brockton.

The unfortunate Mr. Fitzgibbons  
So carelessly handled the ribbons,  
When the boys came in sight  
His old plug took fright,  
And spilled the unlucky Fitzgibbons.

Then arose in his wrath the Fitzgibbons,  
And swore that he soon would fust give 'uns.  
"You are playing a game  
But I'll block the same,"—  
Thus spake the indignant Fitzgibbons.

So he straightway complained to a justice,  
Who, 'twould seem, hadn't read the law jus'tis,  
For he mulcted these five,  
As sure's I'm alive, —  
The pious, but misguided justice.

Then those five young bicyclers of Brockton,  
While Mr. Fitzgibbons still mocked on,  
Put on a bold face,  
Appealing the case,  
Having failed to get justice in Brockton.

Now here's the decision that *was* made  
When before the next court the case *was* laid:  
"This charge is all fudge,"  
Declared the learned judge,  
"The Sabbath for man surely *was* made,

"To be driven or 'cycled or walked on,  
Whether in Plymouth or Brockton."  
Then the jury agreed,  
Found a verdict with speed,  
And acquitted the bicyclers of Brockton.

V. ERDICT.

#### THE ENGLISH TOUR.

At the earnest request of some of the gentlemen of the party, who wish to enjoy the run *down* the Bath Road, instead of *up* that now famous 'cycling thoroughfare, the plan of the tour has been reversed, and the riders will mount their steeds in Liverpool instead of London, and proceed to the bicyclic portion of their enjoyments at once. The tour will close with a few days rest in London, and the journey thence to Liverpool will be made by the famous Ten o'clock Express — one of the fastest trains in the world. For further particulars, see our advertising columns.

Vol. I]

THE BICYCLING WORLD

[No. 8]

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

BOSTON, 21 FEBRUARY, 1880

## TO OUR READERS.

As this present number of the BICYCLING WORLD fills out the number promised to the subscribers of the *American Bicycling Journal* it seems not inappropriate to offer a few suggestions at this time. We have most cordially to thank those who have so promptly and encouragingly given us already their assistance and support. To the old and the new friends we feel confident in appealing for a justification of our work and their confidence. We have enlarged the field of this journal, the amount of matter it contains, and our facilities for improving it further still. We have secured the aid of regular correspondents in nearly every town and city in this country where bicycling prevails, and have made good progress in this way among the archers; we have also reliable correspondents in London, Coventry, Paris, Geneva, Heidelberg, Montreal, Havana, and other foreign parts. Amongst our frequent contributors at home already are Mr. John Worcester, Secretary of the Eastern Archery Association (to whose assistance in our Archery Department we are constantly indebted); Mr. Frank W. Weston, late editor of the *American Bicycling Journal*; Alfred D. Chandler, Esq., President of the Suffolk Bi. C.; Mr. L. W. Johnson, Captain of the Essex Bi. C.; T. W. Longstreth, Esq., President of the Phila. Bi C.; Mr. A. S. Brownell, President of the E. Archery Asso-

ciation; Mr. J. G. Dalton, of Boston, Mr. Julius Wilcox of New York, and others whose names are guaranties of instruction and entertainment. Our pages contain and will furnish a clean, reliable, and racy record of all that is worth recording in our special field of bicycling and archery, and much besides.

This is not a sporting paper. It leaves the sports proper to the sporting journals. It aims to be an exponent of the practical uses of the bicycle and of the gentlemanly and ladylike out-of-door athletic recreations, pastimes, health-and-cheer pursuits, with which "sporting" is but incidentally or not at all connected, the instruments of the chief of which are the wheel and the bow and arrow. It may be that the opening of our second volume, or an earlier date, will require an increase in the number of our pages, a weekly issue, and a change of name to *Wheel and Arrow*, for instance. We intend to be wide-awake and earnest, and to keep up with all demands. Success has already attended our undertaking beyond our expectation; our issues of 3,500 copies are so nearly exhausted that we have already had to decline orders for some of our back numbers, to save them for subscribers wishing to begin with the volume.

But we need, and (and you need, dear reader) the advantages and the support that would arise from a still larger circulation; we need the renewal of subscriptions from all *Journal* patrons, more subscriptions from the clubs and the unattached, the regular subscriptions in advance from those who buy at the news-stands and from those who borrow or take the poor reliance of the club copies. Our publishers are hoping that instead of the average of five new subscriptions daily, which now come in, they may receive fifty; and they promise new features and more outlays for improvement of the paper accordingly. As we are conducting the paper purely in the interest of our readers and the noble arts to which they are devoted, and for the present year without salary, we feel at liberty to appeal to every reader to sustain us in our efforts for the causes we have explained, and to increase their usefulness, by adding not only his or her own name to our subscription list at once, but the names of as many friends and associates as possible.

## LEGAL RIGHTS IN THE HIGHWAYS.

"Now the public street is a place in which all have a right to be, for streets are for the purposes of public travel;" thus is the law of highways interpreted by the Supreme Court of Maine, in the case of *Coombs v. Purrington*. It was there held also that the foot passer had an equal right to travel in the middle of the street, and the driver of any carriage must use reasonable care not to disturb or run against him. In *Imlay v. Union Branch R.R. Co.*, the Supreme Court of Connecticut expounded that when a highway has been established, it "shall be forever subservient to the right of every indi-



vidual in the community to pass over the thoroughfare so created at all times." To the same purport is the decision of the highest court of New York. "All persons may travel on the street or highway in their own common modes of conveyance; the use is general and open to all alike"; and this broad and reasonable opinion has been cited and approved by the highest courts in other States.

There is no better authority on general questions of law than Thomas M. Cooley, L. L. D., associate Justice of the Supreme Court of Michigan, and Law Professor in the University at Ann Harbor. His opinion is thus given, in his "Constitutional Limitations" (fourth edition) p. 694: "When land is taken or dedicated for a public street, it is unquestionably appropriated for all the ordinary purposes of a town street; not merely the purposes to which such streets were formerly applied, but those demanded by new improvements and new wants." This is sound and settled legal doctrine, and indeed is so trite as to seem commonplace. It would not need quoting here, nor should we refer even thus briefly to some of the decisions upon the right of every person with his choice of carriage to travel in the highways, were it not the fact that in a few localities in this country the present few bicyclers are struggling against prejudice, ignorance and hoggishness, to gain and hold this right. It may seem that the milder term of misapprehension might be used,—doubtless it is for some places and people nearer the truth; but when a newspaper of some pretensions to intelligence and fairness, published in the City of New York and claiming to instruct and to represent a few hundred of the merchants and manufacturers, tilts up the visor of its jockey cap, and in trembling selfishness bristles with denials of these rights, and cries for suppression of its fellow travellers, it is not amiss to speak out by the book.

If the editor of that journal, who is so muffled in moroseness as to mistake a man of forty-two years on a bicycle for a boy on a dangerous contrivance likely to cause him a collision, or the town grandfathers of Hempstead somewhere on Long Island, or the adolescent city council of Princeton, or the timorous officers of a turnpike at Norfolk, have either of them any doubt as to how the courts will view their action, let them turn to 21 Illinois Reports, p. 552, and reflect on what Mr. Chief Justice Caton said in rendering an opinion of the highest court in that State: "A street is made for the passage of persons and property; and the law cannot define what exclusive means of transportation shall be used. . . . To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age. Steam has but lately taken the place, to any extent, of animal

power for land transportation, and for that reason alone shall it be expelled the streets? For the same reason camels must be kept out, though they might be profitably employed. Some fancy horse or timid lady might be frightened by such uncouth objects."

## ARCHERS AND ARCHERY

### NATIONAL ARCHERY ASSOCIATION.

The annual business meeting of the National Archery Association was held at the Palmer House, Chicago, on 28th January. Mr. Frank Sidway, of Buffalo, presided and Mr. H. C. Carver, of Chicago, acted as secretary of the meeting. The reports of the secretaries, treasurer, and executive committee were accepted. The following constitutional amendments were adopted:—

Each society shall pay on or before June 1st in each year, as annual dues, a sum equal to \$1.00 for each male member in said club, and no person shall shoot at the grand annual meeting unless the dues of their society have been paid. Each archer entering the prize competition at the grand annual meeting shall pay an entrance fee of \$5.00.

The rule of forfeiting membership for failing to appear in the annual meeting was struck out.

The date of the business meeting was changed to the Monday preceding the grand annual meeting.

Art. V. was amended, so that the officers need not be chosen from the delegates present.

The Kokomo Archers were expelled from the Association for non-payment of their subscription.

The grand annual meeting will be held in Buffalo, on the 13th, 14th, and 15th of July, 1880.

The following officers were elected: President, Henry C. Carver, Chicago. Vice-Presidents, Frank Sidway, Major A. G. Constable, E. P. Chester. Recording Secretary, D. V. R. Manley. Corresponding Secretary, E. B. Smith, Buffalo, N.Y. Treasurer, E. B. Smith. Executive Committee, S. S. Spaulding, E. B. Smith, John B. Sage, Frank Sidway, S. E. Eagan, Will H. Thompson.

The meeting adjourned to meet at Buffalo, July 13, 1880.

### A REPLY TO CAPTAIN JACK.

BOSTON, 29 Jan., 1880.

Editor *Bicycling World*:—

It seems to me that "Capt. Jack," in the last issue of your paper, scarce speaks with an American spirit of the experiments and improvements made in this country.

The question of improvement on the many things imported is not to be decided by a few unwise things done in the many experiments which have necessarily been tried. I grant that there may be many things in which attempted improvements have proved failures; but does that detract anything from the credit due for those many things which have been proved improvements, and with which we are now supplying those from whom we first imported?

If the "shoe strings on the back, and the fish-poles on the front" gives us a better bow, or as good a bow for the same money, by all means let us have them.

As for rowing and base ball, though a graduate from both, yet I would not think of comparing archery with



either. Brute strength and dogged endurance will not make an archer, though without them you will have a poor sculler. When the time comes that the changes or improvements will enable the archer of a year to hit the gold at every shot, even at our shortest ranges, then shall I object to such improvements; but I have no fear of ever seeing that time, and I glory in the spirit of experiment that induces one to make a bow on a different plan or of another material from what has *always been used*.

Is the world to come to a stand-still because of those persons who say of what is, "'tis well enough," and so quote "let well enough alone"?

The maxim is good if properly applied, but while there are wrongs to right and defects to overcome, things are not well enough, and it is not the nature of the age to let them alone.

In regard to my statement that the target would be more equitably valued by counting the colors from one to five instead of one to nine, the question is one of justice,—justice to those scores having many hits with few golds and reds.

Capt. Jack's schedule of values is in keeping with the spirit of his communication, and I will not criticise it. There is but one accurate method of comparing scores in shooting, and that is, to measure the distance from the centre to each point hit, and divide the aggregate by the number of arrows shot, giving you the average distance from the centre for the whole number of shots.

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

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

I have figured all the American Round scores made at Beacon Park, by this measurement, by the one to nine, and by the one to five, valuations, comparing one-half with the other; and also many single scores in the same several ways, and have not found an instance, but in which the difference by the one to five values was nearer the difference by measurement than the difference by the one to nine values.

To illustrate, I will take the scores previously mentioned, 29 hits 145 value, revalued 87, and 30 hits value 122, revalued 76.

By the present valuation the score of 29 hits exceeds that of 30 hits 18.8 per cent., by the revaluation 14.4 per cent., and by measurement 14.1 per cent., showing the revaluation to differ from the measurement only  $\frac{3}{10}$  of one per cent., while the present valuation differs nearly 5 per cent. Taking two sixty-yard scores from my score-book, 23 hits 71 or 47, and 17 hits 73 or 45, the present value of the 17 hits exceeds that of the 23 hits 2.8 per cent.; while by measurement the 23 hits average .38 of an inch nearer the centre, and by the revaluation two points more than the 17 hits.

Taking the Beacon Park scores of 50 hits 202 and 55

hits 201, by measurement the 55 hits average .11 of an inch nearer the centre than the 50 hits, showing the 55 hits to be the best shooting, and it should have the larger score; revalued it exceeds the score of 50 hits two points.

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

Let us give fair and just consideration to all suggestions and improvements, for they cannot materially change archery from what it is and will be; make every conceivable improvement or change in the equipment,—'tis but a small part of the play,—for you will yet have the crowning portion of the sport, the individuality of the archer, unchanged and unchangeable.

This individuality is in every arrow shot from the bow. A child or the inexperienced cannot hold these implements over a rest and send a bolt wherever pointed by a slight touch of the finger. 'Tis the mind and body of the individual that creates the force to propel the arrow and directs its flight.

A. S. BROWNELL.

#### THE PRIVATE PRACTICE CLUB.

This club is for the purpose of comparing the average scores and not only those made in matches. The practice is to be at the York Round, and members must keep the score of every arrow shot at those ranges and forward it to the Secretary. The membership is divided into four classes; at first each one will choose their own class, and Mr. Thompson recommends those who will average 60 score with 24 arrows at 60 yards to join the 1st class, those averaging 50 the 2d, 40 the third, and those less than 40 the 4th. Five prizes are offered in each class and will be awarded at the annual meeting. We give below a brief summary of the rules.

Any gentleman archer of good standing may become a member by applying to the Secretary and paying \$1.00. The Secretary shall keep the record of all scores. The money received from fees shall be divided into prizes. The practice shall be confined to the York Round, and each archer shall forward, on the 1st of each month, a complete record of all arrows shot by him whether in practice or match. The archer's word will be accepted, but heavy penalties await any member making a false report. Members may shoot at any distance below 50 yards and over 120 without report. Any member making three golds at one end at any range of the York Round, at the grand annual meeting, shall receive 25 cents from each member of the club, this will be a prize worth taking.

Mr. Will H. Thompson, Crawfordsville, Ind., is the Secretary, and would like to receive as many applicants as possible.

#### CONSTITUTION AND RULES OF THE PRIVATE PRACTICE CLUB.

I. This Society shall be called the Private Practice Club.

II. It shall be the object of this Society to encourage the systematic practice of the pastime of archery at the ranges of the York Round and by every effort to promote the skill of each member.

III. The membership of this Society shall consist of such gentlemen archers in good standing in the United States of America as shall make application, in writing, to the Secretary of their desire to become members, indicating in said letter the



class to which each desires to be attached, and paying to said Secretary an admission fee of one dollar.

IV. The officers of the Private Practice Club shall be a President, a Vice-President, and a Secretary, who shall be *ex officio* Treasurer.

V. It shall be the duty of the President (and in his absence, of the Vice-President) to preside at the meetings of the Club, to call special meetings at such times and places as shall be necessary, to present to the members entitled thereto the prizes awarded to them, and to perform such other duties as usually devolve upon the executive officer of a society.

VI. It shall be the duty of the Secretary to keep a record of all the doings of the Club in a book by him kept, and to receive and duly account for all moneys and property of the Club. He shall keep a detail record of the scores made by each member, and reported to him, showing in said record the class to which each member belongs, the date of each score shot, and the hits and value of each score at each range. He shall at the end of every month make out a detail report of the doings of the Club, and forward the same to the organ of the Club for publication. At each annual meeting of the Club he shall present a complete report of the doings of the Club for the preceding year, showing the whole number of York Rounds, and parts of Rounds, shot by each member, the average score, the average hits, and the highest single round, and the average score at each range made by each member of the Club; and upon said report the prizes shall be awarded and paid by the President, by an order drawn by him on the Secretary.

VII. The Club shall hold one annual business meeting at the same date and place of the annual business meeting of the National Archery Association, to receive the report of the Secretary and the prize awards of the President, and to transact such other business as shall come before the Club, and shall at such meeting elect officers for the ensuing year.

VIII. The members of the Club shall be divided into four classes, to be known as Class 1, Class 2, Class 3, and Class 4, and the Club shall offer five cash prizes in each class, as follows:—The whole amount of the initiation fees received from each class shall be divided into five prizes, the first prize to be twenty-eight per cent., the second prize twenty-four per cent., the third prize twenty per cent., the fourth prize sixteen per cent., and the fifth prize twelve per cent. of the whole sum. The prizes shall be awarded as follows:—

To the member making the highest average in his class at the single York Round . . . . . First Prize.

To the member making the highest individual score in his class at the single York Round . . . . . Second Prize.

To the member making the highest average score at the 100 yards range . . . . . Third Prize.

To the member making the highest average score at the 80 yards range . . . . . Fourth Prize.

To the member making the highest average score at the 60 yards range . . . . . Fifth Prize.

Provided that no member shall be awarded more than one prize.

IX. The practice of the members shall consist of the York Round (or some one or more of the ranges thereof), which may be shot through upon any day, except Sunday, and, at any place; or any one or more of the ranges may be shot upon one day, and the remainder upon the next or any subsequent day, and at the same or any other place. Provided, that no trial shots or any intermediate practice at any of the ranges of the York Round, or at any range longer than 50 yards, and shorter than 120 yards, shall be allowed.

X. Since it is not practicable for private practice scores to be always attested by a witness, it is permitted each member, upon his own personal honor, to report to the Secretary his own scores, and any member who shall be found to have made a false report shall be expelled from the Club, shall lose all place in the score lists, and the Secretary shall cause a report of such act to be published in the organ of the Club.

XI. On the first day of each month the shooter shall forward to the Secretary a detailed report of every score shot by him at any of the ranges of the York Round, giving the date and place where each score was shot, and the hits and score at each range, and the Secretary shall record the same to his credit. The shooter is not required to shoot all the ranges of the York Round, but may shoot only the range or ranges he may desire, and his scores at such range or ranges shall be

counted, and considered in the award of prize for said range or ranges. And if a member shall shoot the York Round, and shall also shoot an excess of scores at one or more of the ranges, the said excess shall be considered in awarding prizes for said range or ranges. But each and every arrow shot at any of said ranges at any time or place must be duly reported, whether shot in private, in a match, or at a public meeting.

XII. In awarding prizes, a tie in score shall be decided by hits, and in case of a tie in both hits and score, the amount of the prize shall be equally divided between the members so tied.

XIII. In addition to the prizes offered by the Club, any member making three golds at an end at any of the ranges of the York Round, at the grand annual meeting of the National Archery Association, shall receive from every member of the Club, whether present or not, the sum of twenty-five cents.

XIV. Any special prizes offered by members or patrons of the Club shall be awarded upon the conditions fixed by the donors, regardless of the result of the competition for the cash prizes awarded by the Club.

MARIETTA, OHIO, Feb. 10, 1880.

*Editor Bicycling World:*—In reports of scores by "Lance Wood," I notice he says some of the archers object to having their scores published, and then gives, at the 40-yard range, 30 arrows, such scores as 194, 198, 200, 204. Any one being able to command over 175 points with 30 arrows at 40 yards, need not be ashamed of his score. And 200 is a goal seldom reached by even our best archers.

The Arden archers have given up all shooting at less than 60 yards, practising principally at the York Round.

#### SCORE SHOT FEBRUARY 4.

	Hits, 100.	Hits, 80.	Hits, 60.	Total.
L. L. Peddinghaus	33—121	30—152	22—124	85—397
C. G. Slack	21—80	24—132	20—102	65—314
E. F. Wells	12—40	18—60	18—72	48—172
Albert Allen	9—30	16—50	12—52	37—132
E. B. Peddinghaus	12—40	19—70	16—60	47—170

#### LADIES' SCORES AT COLUMBIA ROUND.

	Hits, 100.	Hits, 80.	Hits, 60.	Total.
Miss Best	21—120	32—121	18—96	51—327
Miss Matthews	23—130	20—90	15—60	58—280
Miss Waters	20—112	18—62	12—40	50—190
Miss A. Waters	12—39	14—50	8—36	34—125
Miss Hall	16—54	11—30	2—16	29—100

ARDEN.

BOSTON, Feb. 16, '80.

*Editor Bicycling World:*—There has not been as much shooting at the in-door range this week as usual, although some good scores have been made. On Friday, the 13th, one of the gentlemen made 156, 176, 196, 216, at 40 yards, and on Saturday the same gentleman made 166, 178, 196, 200, 202, 218, at the same distance. The ladies have also done some good shooting, making as high as 140 at 30 yards, and 125 at 40 yards.

Yours,

LANCE WOOD.

#### QUERIES AND ANSWERS

D. H. F., Orange, N. J. 2. Why is it that it costs from \$20 to \$35 to nickel-plate a bicycle in this country when the same work is done in England for two or three pounds? Also, notwithstanding these outrageous prices, the nickel is often put on so poorly by our American platers as to chip or peel off in flakes. Would not an intermediate deposit of copper prevent this?

HOLLOW FORKS. — In reply to your New York correspondent with reference to the comparative strength of solid and hollow forks; it is a well-known law of the mechanics of resistance of materials that a hollow rod is *more rigid* than a solid one of the same section; and as the shocks to which the forks of a bicycle are subjected are usually sharp and short, the strain being of an almost instantaneous nature, the statement of Mr. Sturtevant that hollow metal, *under certain conditions* (i.e., an instant-



neous strain), is stronger than solid metal, may be regarded as true. That this superior rigidity is practical as well as theoretical I know to be a fact, having thoroughly tested the solid, the single and double hollow fork of the finest English makes on severe hills. I find that the solid fork to have the same rigidity as the hollow one must weigh from  $\frac{3}{4}$  to double the amount of the latter.

IXION.

### LITERARY COMMENT

PEN AND SCISSORS are almost equally necessary utensils in editorial rooms. Even if the second article be most judiciously restrained, an immense number of newspapers and periodicals must be sifted and gleaned from for the facts and current hints requisite to successful editing even of a class journal like ours. In the mass of matter so examined, it is always pleasant to come upon a fresh and ably-edited literary paper like the *Boston Courier*. Since the accession of Mr. G. P. Lathrop to its chief editorship, it has steadily developed in originality, breadth, and value as a bright and critical weekly review of literature, art, and social themes and personalities.

Of equal value as a religious paper, full of the purest and most vivacious reading for the fireside and the Sunday leisure hour, is the *Christian Register*, of which Rev. Charles G. Ames is editor, and to which many other eloquent and thoughtful minds are contributors. The *Boston Sunday Herald* is not only the largest and fullest of our weekly visitors, but for its clean and discriminating athletic department and its able scientific and social-philosophic contributions becomes quickly a necessity of intelligent life. The Monday issue of the *New York World*, with its regular and full "College Chronicle," edited by Mr. Lyman H. Bagg, with such variety of fact and comment and digested matter from all the colleges, is a unique and welcome visitor to every one of college interests or recollections. Among educational publications, what variety of tasteful and valuable helps are at hand,—but the list is too long to notice all the best in one column. The *St. Mary's College Miscellany*, from Peckham, England, is a good illustration of the lightsome glad-heartedness imparted by modern educational methods, in which, amongst the weightier matters from older hands, we gain suggestions from the students themselves, who let us know how on the lower rounds of the long ladder,—

"Triumph's star above us gleaming,  
Eyes with thankful gladness beaming,  
Hearts of coming glory dreaming,  
We are going on!"

### CHEIRON'S M. I. P.

#### ARE YOU READY?

Are you ready for the meeting  
With bicyclers in the air?  
Longing for that wheely greeting  
With the handsome many there?  
If not ready, if not steady,  
Oh, for that great way prepare!

When I was young, and in my prime,  
I used to foot it all the time;  
But now I'm old and getting gray,  
I ride bicycle every day.

#### A CROPPER.

Going leg after leg,  
(As the dog went to Dover);  
When he came to a stone  
Down he went over.

Being somewhat Mussulmans, in a sound sense of the word, it is unpleasant-like to find, when we closely examine it, so much of porcine allusion in the name of the bicycle seat—pig-skin *sus*-pen-sion saddle; but that don't argue, if the things themselves were not so liable to give out in some part. That's 'ow we think, and our experience.

The Rev. Joseph Cook, or Book, as some make it, has had much to say lately about "the law of the ascent of life" and "the lapse of man from his climbax." Bicyclers could give him some points in practical illustration of both.

#### ADVERTISEMENT.

One self-propelling hour whole days outshines  
Of vapid walkers, or of horse-car lines:  
And more true joy bicycler axled feels  
Than horser with a trotter to his wheels.

For means and appliances see my full page Ad.

A. (A.) POPE.

### GLANCES ABROAD

SPAIN.—Madrid has a bicycle club, which is reported to have been busy this winter with race-meetings and other activities.

FRANCE.—A bicycle club was formed at Lyons early in January, to be known as the Lyons Bicycle Club.

THE ENGLISH THEATRES are not without their bicycling levities. Two burlesques, "The Guardians" and "Velocipædia," have been running on the boards with clever success.

ADMISSION TO THE PARKS in London is one of the prominent topics current in bicycling circles in that city.

MR. SIDEX, of the Montreal Bi. C., has been writing to an English contemporary of a tour of 374 miles, of which 144 were on bicycle, 10 on foot, and 349½ by train and steamers. That does well enough to tell to Britishers. Of course he wouldn't send such yarns to American papers.

AN ENGLISH CONTEMPORARY says: "When we look at the rise of bicycling, not only as a mere riding of an ingenious combination of steel and India-rubber, but as an association of men during the winter months for social purposes, it is something extraordinary. On every hand we find dinners, suppers, balls, concerts, exhibitions, and even dramatic entertainments, got up solely by men drawn together by the mystic word 'cycling.' A new world, and interest, and trade, in fact, have grown up amongst us."

A SIX DAYS' bicycle race and exhibition of bicycles and tri-cycles is to have place at Agricultural Hall, Islington, during the week commencing 15 March.

MORE RIDING SCORES.—Mr. T. F. Barrett on 102 days of last year rode 2,796 miles,—his longest day's ride being 124 miles; and Mr. H. R. Reynolds, of Oxford University Bicycle Club, reports for 223 riding-days a total distance of 6,061; the longest day's ride being 105 miles, and the average day's riding being 27 miles.

AUSTRALIA.—An Athenian Bicycle Club, of 16 members, has been formed at Gawler,—about twenty-five miles north of Adelaide. Mr. Arthur L. Raston reports a run of 70 miles in 7½ hours, a race meeting with gentries, and other indications of pleasant times there.

'CYCLING pertinently remarks: "Something may be said for professional racing, and a good deal more for amateur contests; but most of all for the youth who rides the greatest number of times to and from his business."

THERE IS INCREASED activity in bicycling literature in England, both in verse and in prose, the quality and description of which we can better announce when we have seen the books.

#### BICYCLE OR — ?

Has it ever occurred to many of us what an awkward name has been bestowed upon the silent steed? It neither runs easily from the tongue nor from the pen, and its derivatives are no better than itself. England calls the rider a bicyclist, which we in America regard as the most objectionable form of the word; but at its best it is clumsy, so that it is perforce shortened into 'cycler and 'cycling. It is rather an unmeaning term, being rather far-fetched and pedantic; it does not sound very well, and is not usable as a verb.

The machine is essentially a wheel, as little as possi-



ble being added to that. Why should it not be called simply what it is? Everybody would understand us when we talk: the term wheel is not now used distinctively to designate any other thing, and the machine will soon be so well-known that everybody would understand the word wheel as referring to *the* wheel. Then each one of us will be a wheeler or a wheelman; we can talk how wheeling is; we can wheel so many miles round the hub or elsewhere; we can have wheel clubs; this BICYCLING WORLD (*pace* its editor) can be called *The Wheel and Bow*. Noun, adjective, adverb, verb, —in any and every place of speaking and writing the word *wheel* is better than *bicycle*. Is it not practicable to adopt it at the outset, while the change would be easy, and thus to teach our English brethren something better in nomenclature than they gave us? At least, it seems so to

WHELE.

## ELDERS, COME UP.

A ROUNDY-LAY BY D.

Creep ye no more, grave walkers,  
Why need you move so slow?  
Look now, the young wheel-stalkers —  
And haven't they got the go!  
But though sons easily rise,  
Father still keeping  
Sidewalks hies creeping,  
Dully, yet dully hies  
Creeping.

Wheel is a care-beguiling,  
A ride that years befits;  
Doth not the son go smiling  
When fair on saddle he sits?  
Ride you then, ride and rise,  
Doubt not in feeling  
While he flies wheeling,  
Softly, now softly flies  
Wheeling.

## OUR EXCHANGES

## A MIDNIGHT SPIN ON THE HUDSON.

On Monday evening last, while the clocks were striking 11, a party of five, consisting of Wentworth Rollins, who made the trip from New York to Chicago on a bicycle last spring, C. K. Munroe, President of the New York Bicycle Club, L. H. Johnson, Captain of the Essex Bicycle Club, Mr. Foster, and a *Sun* reporter, mounted their bicycles at Sixty-fifth street and Third avenue, pushed noiselessly over the rough pavement toward Fifth avenue, down the avenue to Fifty-ninth street, and thence on the outside walk of Central Park to Eighth avenue. Their destination was Trinity Cemetery, at 155th street, where there is a fine view to be had of the Hudson river for miles up and down. Mr. Rollins carried a bugle slung over his right shoulder, with which he awoke reverberating echoes from the Palisades, and called many a fair form and pretty face to curtained windows as the party progressed up the Boulevard. The night was superb. The moon was shining with resplendent lustre.

The "start" was sounded at Eighth avenue and the Boulevard by Mr. Rollins, to the astonishment of several policemen, who watched the party with suspicious eyes. The road-bed was hard and smooth, and the machines went over it without a sound. With the speed of the wind the bicyclists sped onward, passing groups of pedestrians homeward bound, who paused to view the silent cavalcade, and watch them out of sight. The bugle notes have become familiar to the residents along the Boulevard, but never before have they heard them in the dead of night, and, as the clear calls rang out on the still night air, giving warning of the approach of the merry party, they gathered at street corners, on the porches, and at windows. Soon three of the party were far ahead and out of

sight, while the other two, preferring to enjoy the scene rather than test their powers of speed, moved slowly onward in the rear. It was arranged for the whole party to pass east through 110th street to Sixth avenue, where a well-known inn is located, and there partake of a refreshing glass of porter or "alf and alf;" but three of the party in their haste flew on, and, although the return was sounded long and loud, they failed to respond, and after a few minutes of waiting by those in the rear, they again mounted their machines and hurried to overtake their comrades.

The wind, which blew fresh at the start, died away, and it was more like a night in June than midnight in midwinter. The Hudson river was many hundred feet below, and lights from the opposite shore danced on the water. In the distance, tongues of flame leaped from the tall, black chimneys of blast furnaces, lighting up the surrounding objects. At 126th street the first "coasting" of the night was indulged in. In coasting, the rider throws his feet over the handle of his machine, and allows it to fly down the decline. Only experts may indulge in this novel and exciting pastime. A beginner, ambitious though he may be, if he tries it, usually finds himself soon standing on his head, while his machine performs wonderful revolutions in the air. At the foot of the 126th-street hill, which is a long decline, the bugler and his companion came up with the rest of the party, and a short halt was made. Mounting again, the party rode up another long hill, and a rapid run was then made from the hill to Trinity Cemetery. Here again the bugle call awoke midnight echoes.

Eastward through 155th street the noiseless steeds flew to the Seventh avenue Boulevard, and thence down to 145th street. Then, last, through 145th street to Central avenue. There the party headed for home. Central avenue was as dry, even, and hard as a marble floor. The machines seemed to pass over without any exertion of the riders. The spirits of the party ran high, and found vent in song. Familiar college airs aroused the sleeping residents, and caused dozing policemen to start. Just before reaching Central Park the probable result of an attempt to pass through the Park, if caught, was considered, and it was finally decided to run the risk of being detected. Silently and swiftly the five dark figures glided from Central avenue on to the forbidden ground. Not a word was spoken. The guard-house at the entrance was deserted. A policeman was looked for at every turn. No time was lost, and the machines fairly flew over the hard macadamized road. The Stetson House was reached and passed in safety. The leader and another here passed out of sight, their companions proceeding more slowly. The party had almost accomplished the distance through the Park, and were congratulating themselves on the success of their undertaking, when, suddenly turning a corner, they came upon the two who outrode the others and three gray-coated guardians of the shrubbery and flowers. Expostulations were useless; the entire party had to turn back and go out of the Park at Ninety-second street and Fifth avenue. On the outside walk a rapid run home was made without further detention. The party enjoyed a most delightful run of about thirteen miles, which was accomplished, with stoppages, in 2½ hours. — *The (N.Y.) Sun*, 28 Jan'y, 1880.

GETTING MEANER. — A friend who is among those who regard themselves as having been treated very badly by us, for not answering their letters, writes: "In my opinion you have one redeeming quality, *the meaner you get, the better your paper gets.*" That is it, exactly, friend H.; we love you well, and appreciate all your kind feelings, and are glad to hear from you; but should we answer all the letters we receive, the *Chicago Field* would suffer, therefore we prefer to write to you through the paper every week. Some day we will write you a long letter when we feel we can afford a secretary. Then we will make up for lost time, and all shall have a long letter. — *Chicago Field*.

THE BOYS DIDN'T ROLL HOME from the annual meeting and dinner of the Boston Bicycle Club at Vossler's, on Monday evening; but they had a first-rate time, and there was no spokesman there who was inclined to tire. It was one of the best dinners given around the Hub the past week. But speaking of bicycles, what a morning Wednesday was for a ride on a wheel! — *Boston Courier*.



Vol. I]

THE BICYCLING WORLD

[No 5

## RATES AND TERMS.

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

For one insertion

One page . . . . .	\$25.00
One column . . . . .	13.00
Half column . . . . .	7 00
Quarter column . . . . .	4.00
One inch . . . . .	2.00
Special notices, 25 cts. per line brevier.	

Continued insertions of the same advertisement taken at special rates.

THE BICYCLING WORLD is sent, postage prepaid, to any address throughout the world, for one year, on receipt of \$2.50, or 10 shillings, or 13 francs, or any equivalent of \$2.50 in current foreign money or exchange, always in advance.

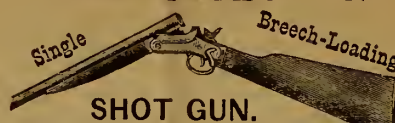
All remittances for subscription (with address plainly written in full), or for advertisements (with "copy" plainly written, and cuts if their use be desired), should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to THE BICYCLING WORLD CO., 40 WATER ST., BOSTON, MASS.

## ADVERTISEMENTS

## THE ENGLISH BICYCLE TOUR.

A PARTY is now being formed for the purpose of enjoying a bicycle tour in England. It is intended to sail by the middle or latter end of May next, and to be absent from home about sixty days. The voyage to Liverpool will be made first cabin, on one of the most magnificent steamships plying between New York and Liverpool. After a day or two in the latter city the bicycles will be mounted and the run made through Chester, Shrewsbury, Coventry, Cheltenham, Gloucester, and Bath, and thence along the famous Bath road (scene of Appleyard's wonderful 100 miles in 7h. 18m. 55s.) to London. A stay of a few days in London will be followed by a circular tour through the charming pastoral counties of Surrey and Sussex, and along the south coast, visiting Southampton and all the popular and fashionable watering-places en route. On returning to London the bicycles will be re-packed, a day or two will be spent in examining the marvels of the largest city in the world, and then the return journey will be made by the famous North Western Express, leaving London for Liverpool at ten o'clock, a.m. During the tour halts of from one to three days will be made at various places of interest, and a most enjoyable time is anticipated. The number is limited to twenty riders, who will be led by a gentleman familiar with the country to be traversed, and the cost of the ticket for the entire trip will be \$250 only, inclusive of first-cabin steamship passage out and home, first-class rail from London to Liverpool—and the hotel bills en route. For further particulars, in detailed prospectus now being prepared, address with 5c. stamp for reply, ASSOCIATE EDITOR, Office of BICYCLING WORLD.

## NEW CHAMPION



## SHOT GUN.

Retail Price.—Plain Barrels, 12 bore, \$14.00; Plain Barrels, 10 bore, \$15.00; Twist Barrels, 12 bore, \$17.00; Twist Barrels, 10 bore, \$18.00. The frame and trimmings of all these guns are Nickel Plated. This gun possesses many advantages over any single breech-loading gun yet produced in this country. It has a patent side-snap action with a safety attachment, by means of which it can be opened only when the gun is at half-cock, thus ensuring perfect safety in loading. The workmanship and materials used are first-class; no gun being allowed to leave the factory until it has been thoroughly inspected. We take great pleasure in offering this gun to the public, and feel safe to say it is the best American Single Breech-Loader yet produced. Send stamp for Illustrated Catalogue of Guns, Rifles, Revolvers, and Skates. Address JOHN P. LOVELL & SONS, Gun Dealers, Boston, Mass.

## ATHLETIC OUTFITS.

JOHN R. FARRELL,

TAILOR AND OUTFITTER,

BOYLSTON HALL, . . . BOSTON, MASS.

Outfitter, by appointment, to the Boston Bicycle Club.

Bicycle Club Uniforms to Order.

Bicycle and other Athletic Clubs throughout the country will find it to their advantage to obtain patterns, prices, and rules for self-measurement before deciding on their uniforms.

GOODS ALWAYS SENT C. O. D.

a1.St.

NOTMAN,  
PHOTOGRAPHER,

STUDIO, 99 BOYLSTON ST.,

OPPOSITE PUBLIC GARDEN.

Studio Elegantly Fitted Up.

OPERATING, DRESSING,  
AND RECEPTION ROOMS.  
ALL ON FIRST FLOOR.

Special attention given to portraits on Bicycles and Bicycle Groups.

## BICYCLE FOR SALE.

A 46-inch Columbia, with new alarm-bell; easy running, and in fine condition, will be sold cheap.

Inquire of

E. F. PEAVEY,

Farmington, N.H.

## BICYCLE FOR SALE.

A 52-INCH, partly nickelled, excellent roadster, which has been run but a few months, and is in good condition.

Address:

Box 851, Waltham, Mass.

## FOR SALE.

48-inch Coventry Eng. Bicycle, A-1 order.

D. CARLIN, 405 Chestnut street, St. Louis.

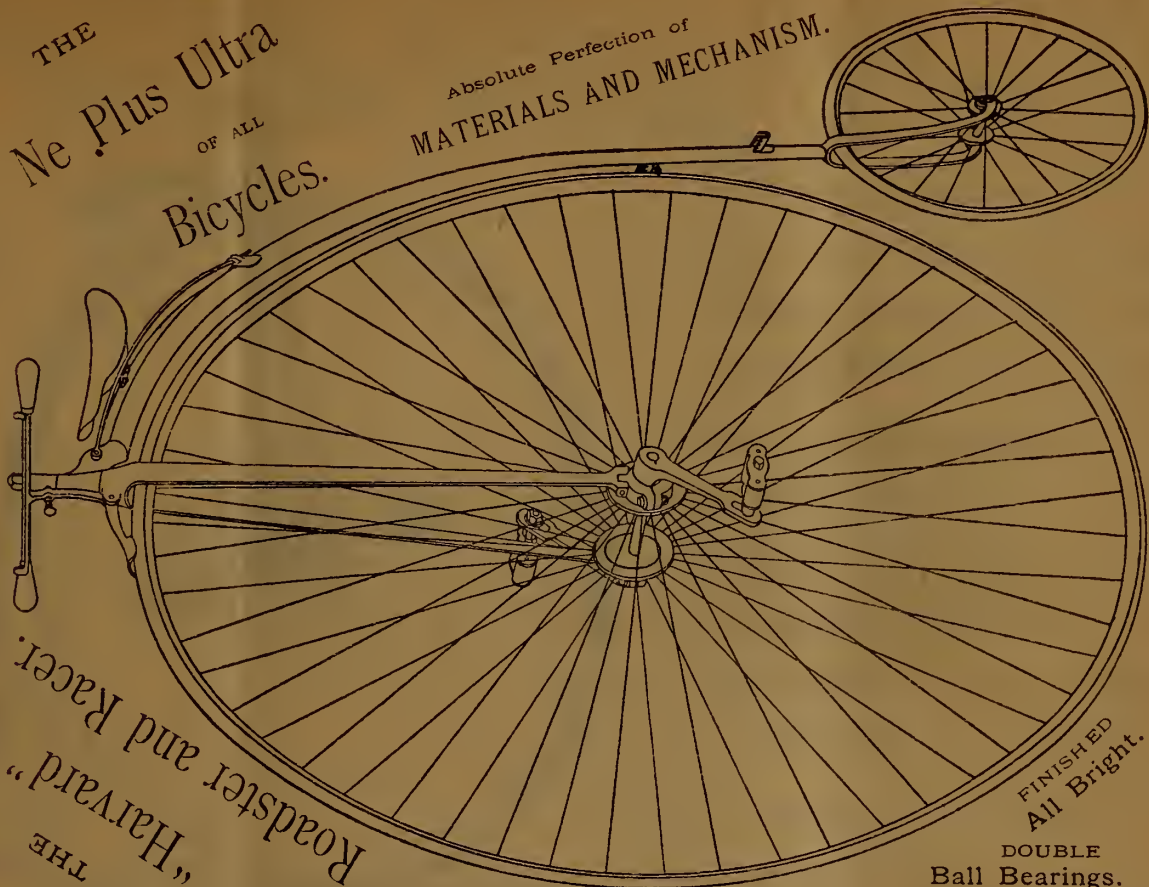
1 T.

CUNNINGHAM & CO.,  
18 & 20 Pearl St., Boston, Mass.

THE  
Ne Plus Ultra  
OF ALL  
Bicycles.

Absolute Perfection of  
MATERIALS AND MECHANISM.

THE  
"Harvard"  
Roadster and Racer.



FINISHED  
All Bright.  
DOUBLE  
Ball Bearings.

Send Three-Cent Stamp for our Illustrated Catalogue.



R. H. HODGSON,  
BICYCLE MAKER,  
NEWTON UPPER FALLS, MASS.

## VELOCITY BICYCLE

BEST MATERIALS  
BEST WORKMANSHIP  
BEST MODEL  
LOWEST PRICES

LIGHT  
STAUNCH  
DURABLE  
ELEGANT

HODGSON'S VELOCITY BICYCLE, No. 1, No. 2, and No. 3; graded in Finish and in Price. Stanley or Ariel Head, Parallel or Plain Bearings, etc. MR. HODGSON began the manufacture of Bicycles in England; and his Machines made here have been in use for more than a year. Send 3 cent stamp to above address for full descriptive Catalogue and Price List, with Testimonials, etc. Variations and extras as specified in order.

☛ EARLY ORDERS EARLY FILLED.



# THE COLUMBIA BICYCLE.

*This machine, a model of symmetrical beauty and perfect mechanism, has attained its present great popularity owing to its unequalled excellences as a roadster and its great durability.*

*The Columbia ridden by Edward W. Pope over 1,000 miles is in perfect condition to-day. This is explained by the fact that all the wearing parts are adjustable and of hardened steel. It may be seen at our salesrooms.*

*The Columbia is a first-class roadster, equal to the best English makes, all the parts being interchangeable.*

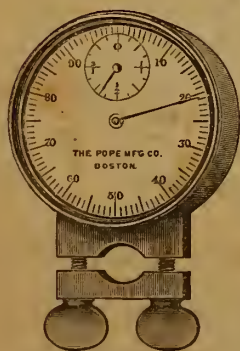


AMERICA'S FAVORITE ROADSTER.

THE POPE MFG. CO., 87 Summer Street, Boston, Mass.,  
HEAD-QUARTERS FOR BICYCLERS' SUPPLIES.

We would call special attention to our *SEAMLESS BICYCLE HOSE*, shaped to the leg and double heeled and toed. The best in the market.

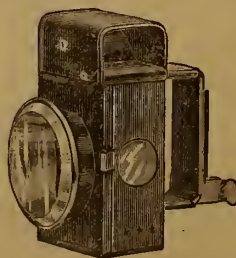
A COMPLETE ASSORTMENT OF  
*ALARM BELLS, SADDLE AND MULTUM-IN-PARVO BAGS, CYCLOMETERS, LAMPS, LEGGINGS, STOCKINGS, BICYCLE SHOES, BICYCLE STANDS,*



## POPE'S CYCLOMETER.

To indicate the number of miles travelled. It is secured to the axle of the front wheel, between the spokes, and is sealed, to be free from dust and water.

Price, \$7.00.



## LAMPS.

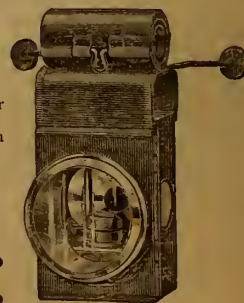
These are constructed after the 'most approved pattern, with plate-glass face.

### PRICES:

Hub Lamp, . . . \$3.00

Head Lamp, . . . \$3.50

With fastener.



Send 3c. stamp for 24-page illustrated Catalogue, with price-list, testimonials, and full information. *COMMODIOUS RIDING SCHOOL*, with competent instructors constantly in attendance.

THE POPE MFG. CO., 87 Summer Street, Boston, Mass.

a 26 t.r.l.