

THE Bicycling World

ARCHERY FIELD

Volume I.] [Number 22.

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Office, 40 Water St.

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CURRENTE CALAMO

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It has been a good summer for long excursions.

Now opens the season for large meets, and company runs.

A fair archer and a star actress—the better they draw the more golds they make.

Have you subscribed for the *Bicycling World and Archery Field*?

The meeting of the Board of Officers of the L.A.W., in New York, on the 18 September, will be an important one, and should be well attended.

A mile on wheel in 2.57½ was made by Mr. W. W. Stall, at Chestnut Hill Reservoir, on 17 August, with Mr. Sewall about a second behind him.

"Riding a wheel is next to flying, and ten times better than coasting or skating," says Charles Barnard in *St. Nicholas*. Er hat recht.

The Park Garden, at Providence, has had some fast running on foot. On 6 August thirteen ambitious pedestrians competed in a run, and Dennis Donovan, of Natick, Mass., got over the 50 miles in 6 hours and 19 minutes.

Mr. Charles Barnard, in *St. Nicholas* gives good advice: "All manly out-of-door sports are good for boys; and the use of the wheel will make a lad brave, self-reliant, wide-awake, and active, and he may well mount it and feel sure it is the right thing to do."

"Opportunities are very sensitive things; if you slight them on their first visit, you seldom see them again," says Uncle Esek, in *Scribner*, for September. Very good. You have an opportunity to subscribe a year in advance, at present rates, to this paper before the first of November, or to ask a friend to, and so aid the publishers in deciding when to make it weekly.

RULES FOR THE L.A.W.—Under the brief but comprehensive constitution adopted at the first meeting of the League of American Wheelmen, at Newport, the adoption of a suitable code of rules, defining and distributing the duties of officers, establishing the meetings, the committees, the regulations for members, the details relating to tickets, badges, publications, etc., becomes very important, and is likely to tax the best wisdom of the board of officers at its ensuing meeting in New York. Membership tickets are already issued; the matter of a suitable badge was left to the membership committee, and will not be decided upon until the September meeting.

The committee on rules has agreed upon a draft to recommend, which includes some 36 sections, and which is rather long to publish as a draft in full, even if it were proper; but in order to bring the matter to the attention of the numerous and widely scattered members of the board, it may not be out of place here to inform them and others who are interested, that the report of the membership committee will be a unanimous one, except upon one point, and that is upon the matter of taking and counting votes at the annual meeting. The majority of the membership committee recommend a rule, a part of which reads as follows: "50 members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed." A minority of the committee will recommend the following: "50 members shall constitute a quorum. Each member present shall have one vote on any question, but clubs whose entire active membership has joined the league may choose by ballot one delegate for each ten members of the club on the membership roll of the league, to

represent them at the annual meeting, and these delegates, upon presentation of credentials signed by the president and secretary of the club authorizing them to do so, may cast ten votes each in all proceedings of the meeting." Some of the reasons which the majority will assign for their form of the rule will be that the league is constituted of individual members and not of clubs, and that the unattached are entitled to the same representation in its meetings as the club members are, provided they are there at the meeting; and that the truly democratic method of conducting meetings is for each member to have an equal voice in the proceedings, and therefore that under such a rule it will be for the equal interest of every club and every club member to be in attendance. They also think that any other method suggested will be attended with equal if not greater difficulties and inequalities. The minority of the committee will urge that it is very important that clubs remote from the place of the annual meeting should be entitled to a larger vote than the few of their members who would be likely to be present would give them; that limiting the votes to the members present would give too great a power to the clubs located at or near the places of meeting; that this power would practically amount to the control of the league; that it will encourage membership from distant States, from which it is not probable that many will attend the meetings, to adopt the other method of representation. To the objection that the minority plan will give the clubs an advantage over the unattached, the minority will reply that this is only one of the advantages which organization and united action always has over individual effort.

The committee will recommend the appointment of consuls by the directors of each State, in each town or city therein where there are wheelmen; that the annual meeting occur on or about the 30th day of May in each year, at such place as the officers shall previously determine; that meetings of the board of officers shall be held quarterly on the first Saturday of July, October, January, and April; on the adoption of the definition of an amateur which has been promulgated by the N. A. A. A., with the following explanatory rule: "No person shall be disqualified under the preceding rule on account of being, or of having been, a member of a firm, or an officer or stockholder of a corporation, carrying on any business connected with bicycling, or on account of carrying on, or being connected with, any agency or riding school, or other branch of business related to bicycling, provided he be not otherwise objectionable under said rule."

Other provisions of much general interest to the members have been made, the publishing of which in these columns must be left until the approaching meeting. Enough has been suggested to show the desirability of a full attendance, and the propriety of some indication, by the members of the board who will be unavoidably absent, by correspondence with the Cor. Sec., of their views upon these important questions.

AT-HOME AGAIN.—Mr. Frank W. Weston, B. Bi. C., B.T.C., etc. (we hope we may add L.A.W. after the 18th inst.) sailed from Liverpool on the "City of Richmond," on 19th August, and arrived safely in New York on the morning of the 29th, whence, after a day or two of tarry, he returned to Boston, and a hearty welcome. As Mr. Dean and Mr. Thomas had previously arrived, there are but two of the fortunate five yet to be heard from. Mr. Weston put in about 200 miles of riding after the party broke up, and still promises some account of his impressions and experiences for our columns. His trip was unique in one respect; it was, we believe, the first bicycling trip modelled on "Cook's Tours," and was systematically planned and carried out. It has enabled him to see again his native country under the pleasantest auspices; it has made a good impression for Americans among our British brethren; from its wide reporting in the press it has done much to show how much can be done and enjoyed on wheel; and it has given him an opportunity to see much wheelmanship and wheel manufacture in England, which he will no doubt turn to good account for his prosperous firm. Cunningham & Co. will, we doubt not, take second breath this fall, and show the influence of their travelled member.

A LIFE SAVED.—A New York correspondent sends the following: "As Dr. G. F. Marsden, of Red Bank, New Jersey, was sitting quietly on his stoop a few evenings ago, resting from a short spin on his wheel, a friend rushed up and excitedly requested him to 'jump on that thing,' and see his wife, who was attacked with a hemorrhage. It takes the Doctor's man seven minutes to harness; in five minutes the Doctor was at the lady's home, a distance of nearly a mile, and before her husband reached the bedside the flux of blood was stopped. Dr. M. says a few moments later and his services would not have been required. The gentleman and lady are now warm advocates of the 'wheel,' and the Doctor considers his bicycle well paid for."

A WORTHY PETITION.—Mr. S. Conant Foster, Manhattan Bi. C., is causing the following petition to be circulated amongst some of the best people in New York, and it is being numerously signed: "To the Board of Park Commissioners of the City of New York. Gentlemen: We, the undersigned residents, tax-payers and horse-owners of this city, respectfully request your honorable body to so modify the rules and regulations of the parks under your control, that bicyclers may be permitted to pass through the same." It is to be hoped that this petition, when presented, may have the effect of gaining at least a respectful consideration of the matter by the present hitherto unheeding board.

A REQUEST.—NEW YORK, 25 Aug., 1880.—*Editor Bicycling World*: The Prospect Park Guards have recently been

caused annoyance by their alarm signal (three consecutive notes on whistle) being sounded without cause by bicycle riders. Kindly give this prominence in the B1. WORLD, coupled with a request that riders abstain from using this signal when in the Park, and oblige, Yours very truly,
W. F. GULLEN, *Capt. B. Bi. C.*

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THE BICYCLING WORLD

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

BOSTON, 4 SEPTEMBER, 1880

GOOD CONDITION, mental and physical, is a requisite to any excellence worth attainment. How to secure and preserve it is a problem worthy of individual attention. To say that it is essential to the enjoyment of excursions and the winning of races on wheel is but putting the truism into more specific words. To be well, to feel well, to act well, that is the purpose and the result of all proper "training" for any game or performance; except that, when directed toward any specific thing, it is to be supplemented with some consistent increase of mental or muscular skill in doing that thing by means of practising it beforehand, and which practice is often included in the term "training" as used.

Good air, good food, good sleep, and good exercise, just enough of them, no stint and no excess, are the prime requisites. For the average man, who only wishes to be in good condition for business and for excursions, that might be a sufficient rule, especially with the suggestion to "do good distances daily (or some distance nearly every day), drop drinking, minimize smoking, and avoid all slops." Before any considerable excursion any rider should think of these things.

Those entering for amateur races, who do not care or do not know how to take a regular course of training, may take these hints: a cool bath every morning; a walk of a mile or a wheel-run of three miles, and back, before breakfast but *after* a glass of

milk and an egg or cracker in it; breakfast of a half-pound of steak or chop, or fowl or fish, cocoa or coffee (little), stale bread and a little fruit; a light mid-day meal of cold meats and bread and butter; a late dinner of hearty foods, such as roast meats or fowls, and vegetables, cooked fruits, and bread or farinaceous dishes, — avoiding everything fatty or sodden, and eschewing pastry, ice, and wine and beer; exercise during the day — not within a half-hour before or an hour after a hearty meal — in gymnasium or on wheel or walking, etc., or all, about three hours; a saucer of oatmeal or sago pudding and cream in the evening; and eight hours of sound sleep. There should be care about over-much drinking of liquids of any kind, but not such a limit as to cause discomfort. As to exercise it should not be carried to *fatigue* or extreme exhaustion at any time. As the time approaches for a race it is better to increase the rapidity of practice rather than its amount. On the day of a race don't worry or get excited about anything; rest, eat regularly and well, but not heartily, within two hours before the event, and drink sparingly. Don't smoke, don't take spirits or beer, don't take cold, and don't starve or get faint. Don't think so much of winning the first lap as you do of the last one, and keep a little reserve of strength and breath for a spurt. And then take care of yourself after a race, and don't dissipate or stop training because the event is over.

This is all very cursory and commonplace we are aware, and experts may smile at our thinking such advice needed. But we have known a very intelligent amateur and club man to be off wheel entirely for a month, attend a ball all night, go home and take a bath and a drink, and then start off with his comrades on a fifty-mile excursion. He was plucky, yes; but he was inconsiderate, and it used him up. We have known another amateur, a racing man, who has since given great promise, to eat nothing after an early breakfast, ride or walk around all day, start in a five-mile race in heats at nine o'clock in the evening, and fall faint and exhausted, to be carried home for medical care.

Long excursions are enjoyable and races are glorious; but in the present state of knowledge and experience amongst our amateur riders there is need of the admonition to secure and preserve good condition as the prime requisite of success.

CONFIDENTIALLY WITH SOME of our readers, — and we trust that those who are

not interested will skip it, — we have a word or two to say. It is a delightful work to edit a paper, — easy fun, very. It gives one something to think about all the time, nights and Sundays and holidays besides, — especially a managing editor. Letters, inquiries, suggestions, solicitations, — mere trifles. Calls, chats, visits, invitations, — leave you lots of time. Opinions asked, facts to look up, things to decide for others, — just for diversion. Papers to glance through, books to review, enterprises to examine, inventions to look into, and write up — in your leisure. Yes, you can read, till your eyes are bleary; write, till your hand is numb; think, till your head feels like a stone-crusher. You have the society of the printer and his devil, and every other devil. It is delightful work; but it's work, "and don't you forget it."

Now, editing is so delightful that editors have been known to do it gratuitously, for the love of some cause and devotion to its interests, — the editor of this paper, *ex gratia*. But publishers don't do it that way — not long. It is very pleasant to them to see a handsome and creditable paper, but it costs them money; and five hours' sleep and pleasant commendations do not restore that from day to day. They may be willing to risk or even to sink a few hundreds or thousands of dollars; but when it comes to embellishments, addition of more valuable features, increasing the size of page or frequency of issue, or giving the editor a salary sufficient to keep him solvent and up to his level best, they are quite likely to ask for the balance sheets and consider the subscription list and the advertising book. After a paper is once fairly started on a firm basis, as the *Bicycling World and Archery Field* is, for example, it is substantially what its readers make it. Up to that point publisher and editor have mostly carried it; beyond that point READER and editor are responsible for its advance, and, speaking collectively, the reader makes his own paper. The wise and thrifty reader subscribes, and asks his friend to, and says a good word for it; and when occasion offers he helps the editor. If he be in business and wants people to know about it, he sends "copy" for an advertisement and pays for it. If the paper is helpful to the interests upon which his business depends, he induces all the subscribers he can, because the more it is read the better for him. If, on the other hand, he be a club member, or interested in the spread of the causes the paper upholds, or takes a social interest in

spreading them, he invites the subscriptions or the favorable notice of his fellow-members and associates. While the foolish reader — well, he begs, borrows, or steals a copy when he can, waits for it to grow better or cheaper, contents himself in ignorance of what is going on and in poverty of thought and enjoyment, and wastes the price of a subscription on something else. No matter about him, however.

Some readers, neither quite wise nor utterly foolish, refrain from subscribing because their club takes it, or they see it somewhere, or can get it at the news-stand when they want it. They don't advertise in it because its circulation isn't all in their particular locality, or their business isn't large enough to afford it yet. They don't invite subscriptions because it don't pay, or they think some one else will, or that it is the business of agents, or the paper is good as it is and will do well enough anyway. Now, to these (or to such of them as may read these suggestions) let us be frank: This paper is an expensive one to the publishers, and they will make it more so just as fast as you help them; it appeals to every wheelman and every archer, as the special exponent of two noble arts, and the only one in this country; it already does much to foster these arts, to create public sentiment in their favor, and to make individual enjoyment of them more intelligent and varied; it is a record of what has been done, a herald of what is to be, and it makes converts and stimulates accessions. You can help us to do more and better. It isn't enough that one in a club take it and pass it around; if only one in a club took it all over the country, it would cost ten dollars a subscription, or wouldn't be published at all. If any manufacturer, importer, dealer, or agent cannot see it for his interest to patronize it either by subscription or advertisement, or both, there is something the matter with him — or with us. Which is it? If you find an agent for or dealer in bicycling or archery goods who don't have the latest issue of this paper at hand, and you think he has any enterprise or gumption, please find out what the matter is and let us know. If You, considerate Reader, are not a subscriber, will you not kindly send us a note (or even a postal card) and confidentially tell us why you are not?

LIVERPOOL TO LONDON.

At the request of a gentleman well-known to the riders of the United States, I have consented to give a short account

of the doings of the American touring party in England. At present I shall take you only as far as London, leaving our South-coast trip to some future time or to an abler pen.

The "fortunate five," after an exceedingly pleasant voyage of nine days and sixteen hours, landed at Liverpool, where they were met by several members of the Bicycle Touring Club. On reaching the hotel, "The Angel," they found their wheels in the front hall, and, as all riders can imagine, their hearts were filled with delight and their legs ached once more to propel the chosen steed. The first day was spent in receiving callers, unpacking the machines, and preparing for the journey. The following day (June 2d) the party accepted the kind invitation of Mr. Vernon to take a short ride out of Liverpool. After a walk through the crowded part of the city we mounted and proceeded over fair roads to Sefton and Prince parks; the ride through the parks was just delightful.

After leaving the parks we rode on to a little village called Hale, where we had tea. The roads were excellent and exceedingly pretty, being lined on either side by the well-trained hawthorne hedges for which England is so famous. It would be an inestimable boon to the riders of America if they had the pleasant country inns which abound in the "Old Country." It is more like going into a private family, to be received by a smiling landlady, and probably two or three buxom daughters, who do everything in their power to make you comfortable. In these little inns one rarely sees a landlord, and never a cheap bar-tender; but good, plain, honest people, who seem to take delight in making one feel at home, and in treating you with that kindness which is so conducive to a happy mind and a good appetite. After tea we rode back to our hotel, where we dismounted, feeling well satisfied with our first ride in "Merrie England." In the evening we received a call from Mr. Fletcher, who informed us of our election to membership of the B.T.C., the advantages of which we afterwards appreciated. In fact, the Touring Club badge with which we were furnished is a passport by which any information useful to 'cyclers can be obtained by application to the consul, with which each town of any size is provided. The next day we packed our "multums" and prepared for the start, which, after several unavoidable delays, was effected about 12 o'clock. We walked our machines down to the "Woodside" ferry which was to convey us across the Mersey to Birkenhead. We were escorted by four members of the Birkenhead Club. On reaching the other side of the river we mounted and proceeded via Upton to Sutton, where lunch of bread, cheese, and beer was obtained; after smoking our cigarettes we again took "40 hops," in order to get over the well-filled M.I.P., and rode to Chester, where we had dinner and spent the night. After dinner had been disposed of, a stroll was taken around the ancient walls which surround the city. We also visited the tower on which Charles

I. stood and saw his army defeated in 1645. After a good night's rest we were in good condition and prepared to visit the places of interest with which Chester abounds. Having procured a carriage, we drove to Eaton Hall, one of the residences of the Duke of Westminster, who is probably the richest man in England; the mansion and greenhouses are the finest we had ever seen. A visit was also made to the cathedral, which is replete with old carvings in oak. After lunch, which was eaten about 2 p.m., the captain sounded the mount. Mr. Ritchie, President of the Liverpool Wanderers, accompanied us as far as Wrexham, where we stopped to allow a shower to pass over, and to imbibe some home-brewed ale. We put up for the night at a lovely little Welch village called Chirk; it is situated among the Welch hills, a mile or two from the vale of Langden.

The hotel ("The Hand") is the embodiment of neatness, and everything was done to make us comfortable. In the morning we visited the castle and were shown the many interesting things in and about it. This castle is where Charles I. fled to after his defeat at Chester; we were shown the bed he slept in on that eventful night. Our next stopping-place was Shrewsbury. When within ten miles of the town we were overtaken by a shower of rain, which gave us a good drenching, and developed the fact that the nickel-plate on our machines was very poor and comparatively no protection from rust. The next day being Sunday, we concluded not to go further on our trip until Monday. From here we made a little excursion to Wroxeter, where lie the remains of Uniconium, an old Roman city. We also took a stroll about the town, which is quite old, and contains some beautiful specimens of the old half-timbered style of architecture.

On Monday a start was made for Wolverhampton, which was reached in good season. In the evening a visit was made to the Molineaux grounds, where there is a very good bicycle track. While there we witnessed a mile race between two local men; time 3.16. The next morning being rainy our start was delayed, so we obtained hansom cabs and drove around the town. At 2.15 p.m. it had cleared sufficiently to allow us to start. Our first stop was made for lunch at Dudley. After regaling ourselves on Dudley cheese cakes we spent an hour or two visiting the picturesque ruins of the castle. The night was spent at Birmingham ("The toy shop of the world") after a hard day's ride through the "black country" with its reeking furnaces and rough people. In the evening a visit was made to the Theatre Royal, where a very good performance of "Les Cloches de Corneville" was witnessed. The next day while riding through the city on the smooth wooden pavements one of our party had a fall, while making one of those eagle-like sweeps for which he is so famous. On our arrival near Coventry we were met by about thirty riders, who escorted us to our hotel. In the evening we dined with the firm of Bayliss, Thomas & Co., who

during our stay here did everything to make us enjoy ourselves. Mr. Thomas was especially kind, having ridden all the way from Liverpool with us, — a distance of 152 miles by Pope's cyclometer, which I found to be perfectly accurate when compared with the milestones. The following day was spent in rambling through the town and old cathedral. Coventry is a city of much historical note, and famous for its association with Lady Godiva and Peeping Tom the tailor:—

Then she rode back,
Clothed on with chastity:
And one low churl,
Compact of thankless earth,
The fatal by-word of all years to come,
Boring one augur-hole in fear,
Peep'd—but his eyes,
Before they had their will,
Were shrivell'd into darkness
In his head,
And dropt before him.

Tennyson.

The next day we took a ride to Kenilworth Castle and returned, a distance of 14 miles, on tricycles. The road out was beautiful, especially that through Stoneleigh, the seat of the Right Hon. Lord Leigh. It is pleasantly situated on the Avon, and is surrounded by extensive and beautiful gardens and park. The ride was hard but very enjoyable, affording us an opportunity to test the practical difference between the bicycle and tricycle. It was the unanimous opinion of all that they had rather run the risk of a header or two than drag the extra wheel; but still it is a very good machine, and in many cases would be very useful. In fact several of the post-men around here use them to deliver the mails, and I understand that the police sergeant rides one in going his rounds, which struck me as being an excellent idea and worthy of consideration by the police commissioners, as the expense of keeping horses for the use of our police force is quite large.

In the evening we were entertained at the "King's Head" by the Bicycle Touring Club, and had a very enjoyable time. While here we were introduced to several of the most enthusiastic riders and supporters of bicycling in England. On leaving Coventry we were escorted by several gentlemen, among whom were Messrs. Nairn and Sturme, the genial editors of the *Cyclist*, Mr. Cotterell, the founder and president of the B.T.C., and several others of equal note. The party stopped at Kenilworth, where we had our pictures taken with the ruins of the castle for a background. The next stopping-place was Leamington, where we had dinner with the "boys." A notable figure here was Mr. Locke, whose white hat has been likened to the plume of Henry of Navarre. Mr. Locke, by the way, is one of the warmest and most ardent supporters of bicycling, although not a rider himself.

From Leamington we rode to Stratford over beautiful roads, through picturesque country and pleasant lanes.

At Warwick the Stratford B. Club met us and escorted us to our hotel, which was a B. T. C. house. The houses chosen by the B. T. C. as head-quarters in the different places were found on the whole to be

very good, and worthy of the patronage of all riders. I doubt if anything of the kind could be done in the States, but still it is worthy of consideration by the L.A.W. We found plenty to interest us here in visiting Shakespeare's birthplace, his tomb, memorial theatre, in rowing on the river and meandering on its banks. We took the train from here back to Warwick in order to visit the castle. After a good deal of trouble permission was granted by the Earl. We were shown through the castle by the butler. The Earl has a very fine collection of rare armor. He also has numbers of valuable paintings by Rubens, Raphael, Rembrandt, Vandyke, and others. We left Stratford about 2 o'clock and rode to Alceste (8 miles), where we had lunch, after which we went on to Cheltenham, a distance of 27 miles, the last 10 of which were execrable. The ride next day was the shortest one taken during our tour (9 miles), but of course it would not do to miss Gloucester with its famous cathedral. We spent a very social and pleasant evening with some of the doctor's friends. We left Gloucester in the afternoon and started for Dursley. It had been raining all night, and the roads were in a frightful condition. Just as we were entering the town it commenced to rain again, so hard that we were pretty well moistened by the time we reached the hotel. However, we were soon set at rights by a good dinner and a fire in the grate of our sitting-room.

On leaving Dursley the roads were found to be rather heavy, which necessitated a walk up one or two hills; but as we got on to gravelly roads they improved, and the riding was very good until Clifton was reached, when they got bad again, and, to make them worse, it commenced to pour in torrents; so that the ride, although very pretty, was far from enjoyable. Here we got our first taste of the "greasy" macadam we have heard so much about. I never rode on anything which required so much care and skill in keeping your wheel from sliding from under you. With all the care we could exercise three of our party were not successful in maintaining their equilibrium, but were precipitated to the ground. On reaching Clifton we put our bicycles in a neighboring stable, and sauntered out to the suspension-bridge, which crosses the river Avon at this place; it is over 700 feet in length, and 245 feet above high water.

During lunch we debated whether we should go to Bath by rail, or push on by road. We were obliged to go to Bath that night at all events, as we had accepted an invitation to dine with the Bath Wanderers. After a good deal of discussion we decided that the "wheel" was our legitimate mode of conveyance. This being settled, we mounted, and rode through the outskirts of Bristol, until we struck the Bath road, when we put for our destination, where we knew dry clothes could be obtained. About ten miles from Bath it cleared up, but the roads were still heavy. Two or three miles further on we met several members of the Wanderers,

looking very nice and fresh in their pretty gray uniforms, and natty straw hats. They immediately turned around, and escorted us through the city to our hotel. The dinner in the evening was eaten with that keen appetite which a ride on the wheel always brings, and I think thoroughly enjoyed by all present. As it was reported at length in the papers, further mention is not necessary.

The next morning was spent with Mr. Brumby, the genial captain of the Wanderers, who took us to ride in a wagonnette. The scenery around Bath is most delightful, and the city itself is very picturesque in its situation.

We were delayed in leaving Bath until 5 p.m., on account of a heavy thunderstorm. Box Hill was ridden by four of our party, without much trouble; but the other one and our escorts were content to walk the ascent, which is a mile and a half long. At the top we regaled ourselves with "shandy gaff," which is composed of bitter beer and ginger ale. At the sound of the captain's calliope we mounted, and spun along over beautiful roads for a couple of miles, when another dismount was made to say farewell to the gentlemen who had kindly accompanied us. At Chippenham two of our party stopped for supper, while the rest pushed on to Marlborough; the captain and myself doing the distance (about 22 miles) without a dismount. This ride was one of the best we had during our trip; the scenery was good, and the road splendid, but very hilly. The distance, 32 miles, was made in 3 h. 45 m., including stoppages.

From Marlborough our road lay through Savernake forest, which is the largest forest in England owned by a subject; thence our road lay through Hungerford and Newbury to Reading, where we spent the night. The ride from Reading to Maidenhead was exceedingly pleasant; lunch was eaten at Sonning, a little place charmingly situated on the Thames. On reaching Henley we dismounted at the bridge which crosses the river at this place, and is the head of the famous Thames race-course. Maidenhead was reached in good season, the long twilight affording us an opportunity to accept the kind invitation of Mr. Hinckling, the maker of the Timberlake machine, to row on the river, which was enjoyed exceedingly by all the participants. Shortly after our arrival at Maidenhead the "versatile George," or in other words Mr. Hillier, rode up to the hotel, and dismounted gracefully from his 58-inch Arab. It is rarely one runs across a more genial and entertaining fellow; he has only one fault, which is his quickness at sketching, and his love of making caricatures of a man when he catches him in an awkward position; on the slightest provocation he whips out his book, and there you are as large as life. He rode with us to London, and was the life of the party; he is a very good rider, and when he leans forward so that he can almost touch his wheel with his nose, it takes a pretty good man to catch him. A stop of an hour or two was made at

Windsor, in order that we might visit the castle. After lunch, which was taken at the "Three Tuns," we started for the metropolis, stopping on our way at Virginia Water, a very picturesque place, and reminding us more of our New England scenery than anything we had yet seen. We reached London on the afternoon of June 21st, having ridden 429 miles, and thus completing the first part of our journey.

As a kind of summary I may say that thus far the trip had been a decided success; the roads had been good, much better on the average than ours; the people were exceeding kind to us, but had shown a decided and lamentable ignorance of America, and its state of society. Why, one young man, who was quite intelligent and well posted about other things, wanted to know if all the "ladies smoked cigars;" and another wondered how we could ride on roads made with logs laid crosswise. In truth they are to be pitied. But in justice to them I should say that if they show an ignorance of our roads, they make up for it by their surprising and commendable knowledge of their own routes.

F. F.

THE ROAD TO SARATOGA.

It has been said by a "Bicyclist" that the only way to reach Saratoga, by wheel from Troy, was by the cars. This report has had a large circulation. Now, the mistake arose from an entire lack of knowledge of the country. After considerable study, with the able assistance of our Secretary, I recommend a route that is not only practicable, but highly enjoyable.

The distance from Troy to Saratoga, by the line of rail, is 31 miles; by the road I propose, 33 miles. Starting from Troy we follow the Hudson River to Bemis Heights, on a road little inferior to a park, formed of shale, clay, and dirt, very hard and almost level, the river having but little grade. Four miles from Troy brings us to Waterford, a little north of which we strike half a mile of rather heavy running; then through Mechanicsville and Stillwater to Bemis Heights, which is a good place for dinner. From here take the road to the westward leading over the hill. From this point until you reach Saratoga Lake the character of the country is undulating, but the road, with the exception of one mile, is a hard country road, clay, shaly in places.

Leaving Bemis Heights, you go straight on, passing a road leading to the right at Denisons, then another leading to the left. The road then branches at E. Smith's; take the left branch. Near Wright's another road crosses; keep straight on; pass Walkers' on the right; then the Baptist church; pass another road leading to the left, and we arrive at F. Strang's, where there is a branch with a sign-board directing to the White Sulphur Springs; take the road to the left,—up the hill. Further on, on our right, we reach the Ferris farm, on the top of a hill; stop here and admire the view; this is the water-shed of the region.

You see the mountains to the east,

south, west, and north-west. Now comes one mile of sand, the road runs into another road at J. Brightman's, where hard land begins; keep to the right about 300 yards to M. Brightman's; then take the road to the left. At this turn you will see Saratoga Lake below you. Passing Farr's, W. Abel's, C. Abel's, on the left, you arrive at Hart's, under Snake Hill (quite a landmark on the lake). Take the road to the right, along the shore, over the long wooden bridge; up a short hill, and we strike the Lake road, having run 4 miles over a hard shaly district. Keep to the right, and 4 miles more, on a splendid, well-kept, hard gravel road, brings us to Saratoga. A distance table would be briefly this: Troy, 4 miles; Waterford, 8 miles; Mechanicsville, 2 miles; Stillwater, 5 miles; Bemis Heights, 6 miles; Snake Hill, 4 miles; Lake road, 4 miles; Saratoga. For those who intend to visit Saratoga this summer, I would say that we have many fine roads and no restrictions to riding.

HUGH L. WILLOUGHBY.

WHEEL CLUB DOINGS.

ALBANY BI. C. — Organized 24 August, 1880. Officers: President, Col. R. S. Oliver; Vice-President, Clarence Rathborne; Secretary and Treasurer, C. W. Fourdrinier, (407 Broadway, Albany, N.Y.); Captain, A. H. Scattergood; Sub-Captain, F. B. Hubbard; Bugler, C. W. Fourdrinier. Other members are, John C. Neville, Samuel Ames, Edward Mix, C. V. Winne, George S. Weaver, jr., M. H. Cowell, George Stedman, A. M. Sweet. Uniform is of blue and gray.

THE MANHATTAN BI. C. held a meeting at its club room 10 August, when officers were elected for the ensuing year as reported in your last issue of the *WORLD*. The new members elected were: F. G. Bourne, the baritone; H. H. Walker and S. Conant Foster. A motion to join the League in a body was unanimously adopted.

THE MERCURY BI. C. and several members of the Manhattan took a moonlight ride 16 August to the Harlem river, where they were pleasantly entertained in the Club House of the Nassau Boat Club. The jolly oarsmen introduced the wheelmen to a new drink, especially concocted by their steward, Pat, and called a "black-and-tan."

PROVIDENCE BI. C. — PROVIDENCE, R.I., August 18, 1880. *Editor Bicycling World*:—The Providence Bi. C., with some little aid from people outside who are interested, are now building what, when finished, will be the best bicycle track in the country. It is one-quarter of a mile around, twenty feet wide, and will be a cinder path. It was begun about a week ago, and as the contract calls for its completion in four weeks from then, it will be finished in time for some fine races early in September. We hope in your next issue to be able to have the prospectus of said races, both professional and amateur, together with what other matter

might be of interest to those interested in racing. Yours truly,

ALBERT G. CARPENTER,
Pres. Prov. Bi. C.

SAN FRANCISCO BI. C. — This club held a special meeting on Thursday, the 19th August, at Orion Hall, Mr. R. deClairmont, the President, in the chair. On account of the continued absence of the Secretary, Mr. Hobe was elected to that position. Messrs. Cunningham and Strong tendered their resignations as Captain and Sub-Captain, and Messrs. Eggers and Butler were chosen to fill these positions respectively. A committee on uniform reported one, which was adopted, as follows: Gray coat and pantaloons, with brown canvas leggings, and gray helmet.

Gov. Perkins, formerly a member, was, on account of absence from the city, placed on the honorary roll. The committee to secure the use of the park at all hours was granted further time to make a report. The club now numbers 21 members.

WALTHAM BI. C. — At the meeting held Tuesday evening, 24th August, some new members were elected, making a total of 40 active members to that date. The club will probably be represented by 20 members at Worcester, on the 7th September, and 6 members have entered for the races of the N.E. Fair.

WORCESTER BI. C. — We are requested by Secretary Tolman, of this club, to extend the invitation of the club to all scattered members of the Amherst, Chauncy, Harvard, and other bicycle clubs in New England, to their proposed picnic of 7th September. All club members in New England are invited, and expected to be in Worcester with their wheels on that date, and it is expected to have a larger number of wheelmen present in that city than has yet assembled in America. We hope it may be so. The reason for putting the invitation in this way is that some club secretaries are absent.

NOTICE TO B., M., AND C. BI. CLUBS. The members of the Boston, Mass., and Crescent Bi. Clubs, having voted to accept the invitation of the Worcester Bi. Club to visit them on the 7th September, it has been decided to start on the 6th September, taking the 4.30 p.m. train on the B. & A. R.R., and stop off at Framingham, when we shall ride on our bicycles to Northboro, stopping there for the night, and continue the ride to Worcester in the morning. Those who cannot do this will take either the 8.30 or 11 o'clock train on the 7th, and they will be met at the station in Worcester. Those who would like to ride the whole distance to Worcester will meet at Trinity square, at 2 p.m. on the 6th of September.

Considering that the Worcester Club have always sent a good delegation to all of our excursions, and that we hold their club in high esteem, it is hoped that there will be a large attendance to accept their very cordial and generous invitation, which is to join them at dinner, and afterwards to visit the bicycle races at the N.E. Fair Grounds.

Those who intend going will please re-

port to their club secretary on or before the 29th inst., whether they are going, and on which day they will start, as it is very important that the Worcester Club should know how many to provide for, and we also wish to inform the hotel keepers at Northboro how many are to spend the night there.

Per order of the Committee,
J. G. DALTON, Boston Bi. C.
W. E. SLOCUM, Mass. Bi. C.
H. H. DUKER, Crescent Bi. C.

BOSTON, 21 August, 1880.

THREE DAYS' RUN FROM BOSTON. — The proposed three days' club run will take place on the 14th, 15th and 16th inst., to accommodate those who wish to be in Boston on the 17th. The start will be from Trinity Square at 7.30 a.m. on the 14th, and the stop for the first night will be at Gloucester, the second at Hampton Beach, the third day it is proposed to ride from Hampton Beach to Boston. If the 14th should be stormy, the ride will be postponed to the first fair day. All clubmen are invited, and the secretaries of each club are requested to send in the names of members who will attend, as early as the 10th and sooner if possible, to E. W. Pope 87 Summer st.

The entire route will be ridden over by the committee, and a programme printed giving the distances from one stopping place to another, and the time of arrival and departure. These programmes will be given out to the riders on the morning of the start.

E. C. HODGES, Boston Bi. C.
E. W. POPE, Mass. Bi. C.
H. H. DUKER, Crescent Bi. C.
Committee.

BICYCLE RACES

WORCESTER, MASS. — There will be two-mile, one-mile, and one-half mile bicycle races at the New England Fair, Worcester, Mass., on Tuesday, 7 Sept., at 2.30 p.m., open to all amateurs. Entries free, to Edward F. Tolman, 424 Main street, Worcester, Mass.; close 4 Sept. The prizes (three in each race) will be valuable ones; the park will be in good order, and ample provision made for the convenience of wheelmen.

The Worcester Bi. C. invites all the New England Clubs to be its guests on the 7th September, and hopes for a merry large response.

AMONG THE events at the meeting of the Williamsburgh Athletic Club Saturday, 28 August, 1880, was a two-mile handicap bicycle contest, for which there were seven entries. The following men started: Ranson Underhill, Manhattan Bi. C., scratch; F. Jenkins, Manhattan Bi. C., 100 yards; F. J. Smith, Williamsburgh Bi. C., 100 yards; George Bond, Williamsburgh Bi. C., 100 yards; M. Lazare, New York Herald, 125 yards. Lazare unfortunately attempted to ride a machine too large for him, and fell at the first lap. On the third lap, Smith, who stupidly attempted to pass Jenkins on the inside, although the latter was only two feet from the pole, collided with the latter; result a bad cropper for both, disabling

Jenkins' machine and leaving Underhill and Bond to finish the race. The former easily caught Bond, and won in fine style. Time, 7.53 PEDAL.

"HORSE VS. BICYCLE." — We read with tears, in the *Pacific Life*, that Miss Lizzie Baymer has been "treated in a manner entirely unbecoming gentlemen of honor." She was to ride on bicycle against a trotting horse, at the Agricultural Park in Sacramento, on Sunday the 7th August, and she appeared as per agreement. The race was started, but the backers of the horse changed animals on the second mile, and Miss Baymer, although she had secured a good lead, withdrew from the contest, because the agreement was that she should ride only against one horse. Now, if Miss B. wants to enjoy bicycling at its speediest and best in public, she will do well to keep away from the jockeys and the trotting track, even on Sundays.

It is bad enough for a man to compete against a horse on the same track, but when a woman attempts it, the contrast is really too great; besides, when she goes on the turf, she will learn, if she hasn't already, that when innocence is pitted against the wiles of the horseman the latter generally win, some way.

GLANCES ABROAD

AT SURBITON, 17th July, the fifty-mile handicap race of the Surrey Bicycle Club, was won by J. F. Griffith in 2.54.35, thus making a best on record for that distance, and an average for each mile of 3.92½.

AT CARLISLE, 17th July, Mr. J. W. Lamb, of Newcastle, won a race of 6 days of 12 hours each, making a distance of 1,003 miles, 7 laps, in the 72 hours; R. Roberts of Cramlington making the second distance, 1,000 miles, 1 lap.

AT ASTON, 24 July, a 10-mile scratch race was the chief event of a large number of sports, including bicycle races, and was won by H. L. Cortis in 33.39, with Bennett second by half a yard.

THE CYCLIST reports the resignation of Mr. Lamartine C. B. Yeoman as Hon. Sec. of the Pickwick Bi. C. a post he has filled since its formation. He may be said to be the senior bicycle club secretary.

THE 50-MILE championship race of the Bicycle Union was held on the 8th; there were 9 entries, and the race was won by H. L. Cortis in 2.56.11½. At the same distance championship race last year, Mr. Cortis accomplished it in 2.56.1½; this year a strong east wind and some rain reduced his speed.

THE CYLIST says that a 96-inch bicycle was ridden on the platform of the Tynemarth Crystal Palace, and attracted a very large number of spectators in that borough of wheels.

"THE AMAZON" is a lady's bicycle, which has been contrived by Mr. Thomas Sparrow. In it the large wheel is behind and the small one in front, and it is said to be on exhibition, ridden by a lady in her ordinary dress, every evening, at Queen's Garden, Brompton Road.

A LAW CASE IN INDIA. — *The Cyclist* of 21 July publishes some account of bicycling progress in India, especially at Calcutta, in the course of which it reports a case of *Charriot vs. Burruip*, which was a suit against a bicyclist to recover Rs. 192 for damage done to his gharry by "negligently riding or driving a bicycle in such a manner as to cause damage to plaintiff's gharry." The plaintiff submitted testimony of himself and other witnesses; the defendant submitted no evidence, and the judge, in summing up the case, after a few hours' trial, said, "That plaintiff could prove nothing; that the defendant had as much right to ride his bicycle on the roadway as the plaintiff had to drive his gharry, and that as there was no collision (between the gharry and the bicycle, although the horse bolted and caused a collision with a post) the question of right and wrong side of the road did not affect the case, which he consequently dismissed, allowing the defendant Rs. 8 costs."

MR. H. L. CORTIS (Wanderers Bi. C.) made a best on record at Stoke-on-Trent, 4 August, by winning a five-mile handicap race from scratch, in 14.39½.

AT LIVERPOOL, on the 2d August, there were several very interesting bicycle races, at which "the presence and patronage of His Worship the Mayor and Lady Mayoress of Liverpool, who distributed the prizes, gave éclat to the proceedings."

THE HARROGATE MEET, on the 2d August, otherwise known as the North of England Meet, was attended by 560 wheelmen, of whom 231 were B.T.C. men, including representatives of 94 clubs; and we are pleased to see that "Boston B.C. (U.S.A.) 1" is the second in the list. It was a very interesting assembly for the number of representative wheelmen, and those of individual note; a procession was formed, which wound in and out amongst the Harrogate streets, and ended at the Spa Gardens. After this a lunch was partaken of in a big tent, where the usual toasts were proposed and moistened, and among them one proposed by "Heeland Charley," "Bicycling throughout the world," was responded to by Mr. Frank W. Weston (Boston Bi. C.), of Boston, Mass. A rain set in in the afternoon, but did not prevent the running of a 4-mile race, or the enjoyment of a fête with a concert, etc., in the evening. At 4.30 p.m., on the same date, at the same place, was held

THE SECOND ANNUAL MEETING OF THE BICYCLE TOURING CLUB, at which, in the absence of the President, Mr. S. J. A. Cotterell, Mr. C. H. Holding presided; reports of the Secretary and Treasurer were made, and a new draft of rules for 1880-81 were brought forward, and gave rise to considerable discussion. The election of officers resulted in the following choice: President, Mr. T. H. Holding (Sunderland B.C.); Vice-Presidents, Messrs. Stanley J. A. Cotterell (Edinburgh University B.C.); C. W. Fagan (Druids B.C.); Wm. Cross, C. B. Wilson

(Glasgow); J. B. Tiernay (Edinburgh); W. H. Smith (Bradford); Prof. Everett (Belfast); Thomas Young (Tynemouth); A. G. Perkins (Bradford); J. S. Varley (York); and C. J. Fox, Jr. (North Surrey).

CHIEF CONSULS. — Thos. Robinson (North Shields); C. A. R. Stuart (Hull); C. W. Leak (Wellington); Henry Sturme (Coventry); F. H. Warner (Redditch); F. W. Cramphorn (London); G. H. Lacey (London); W. Cosens (Canterbury); L. Fletcher (Liverpool); James Steel (Glasgow); D. D. Bryson (Edinburgh); E. R. Shipton (Salisbury); W. B. Tanner (London); W. M. Jones (Cardiff); and W. H. French (Winslow); Honorary Treasurer, S. H. Ineson (Bradford, Yorkshire); Secretary, Walter D. Welford (Newcastle-on-Tyne).

L. A. W.

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

ALBERT S. PARSONS,

Cor. Sec. L.A.W.

DETROIT BICYCLE C. "ACTIVE."—Lewis J. Bates, 253 Park st.; Theo. H. Champion, Detroit Iron Furnace Co.; Norman B. Conger, U.S. Signal Service; Chas. G. Conger, U.S. Signal Service; Geo. L. Dunning, 407 Sixth st.; Willis J. Howard, 51 Shelby st.; A. Maurice Low, 73 Jefferson ave.; Jas. C. McCaul, 9 Telegraph block; A. Frank Merell, 51 Shelby st.; Gil. R. Osmun, 923 Third ave.; Wm. W. Seymour, Hilsendegen block; Dudley W. Smith, 114 Woodward ave.; A. C. Varney, 61 Seitz block; Dr. Electus B. Ward, 38 Windsor st.

CAPITAL BICYCLE C.—Clarence G. Allen, 1700 14th st., N.W.; C. A. Beckham J. McKee Borden, 501 13th st., N.W.; J. G. Blaine, Jr., E. H. Cate, 110 1 st., N.W.; J. G. Chandler, 1321 I st., N.W.; Wm. Chester, 125 B st., S.E.; F. G. Collins, 1509 Vermont ave., N.W.; Geo. Cook, cor. 12th and G sts.; A. M. Coyle, 1406 L st., N.W.; H. A. Donaldson, 1113 Penna ave., N.W.; N. W. Fitzgerald, 1014 15th st., N.W.; E. H. Fowler, U.S. Coast and Geodetic Survey; Max Hansmann, 724 13th st., N.W.; C. E. Hawley, J. J. Hawley, J. M. Lewis, City P.O.; J. Hall Lewis, 1009 H st., N.W.; D. F. Merrill, Jr., 1330 11th st., N.W.; F. H. Noyes, 721 1st st., N.W.; F. D. Owen, H. S. Owen, H. M. Schooley, 1113 Penna ave., N. W.; F. Schafhirt, cor. N. Capitol and H sts., N.W.; L. W. Seely, Lenox building, cor. 7th and G sts., N. W.; H. L. Smith, 810 12th st., N.W.; R. M. Smith, F. G. Wood, 520 3d st., N. W.

FOREIGN. — C. B. Wilson, V. P. B. T. C., etc., Frithville Gardens, Shepherd's Bush, London, W.; Stanley J. A. Cotterell, Prest. B.T.C., etc., Glebe House, Ryton-on-Tyne; A. H. Llewellyn Winter, Capt. Hyperion, Bi. C., 17 Woodland's Villas, Blackheath, London, S.E.; J. W.

Benningfield, Capt. Pickwick, Bi. C., Grafton Cottage, Hornsey Road, London, N.; Robert T. Cork, Hon. Sec. Bi. Union, etc., 17 Colworth Road, Leytonstone, London, E.; G. Lacy Hillier, editor *Wheel World*, S.Bi.C., etc., 7 Averly Park, London, S.E.; F. W. Cramphorn, C.C. B.T.C., etc., 146 Leadenhall st., London, E.C.; W. Pye English, Capt. Canonburg, Bi. C., etc., 18 Oxford Road, Upper Tollington Park, London, N.; S. H. Ineson, Hon. Treas. B.T.C., etc., Bradford, Yorkshire; W. B. Tanner, Hon. Sec. West Kent Bi. C., etc., 11 Abchurch Lane, London, E.C., all of England, and names presented through Frank W. Weston, Sec. B. Bi. C., B.T.C., etc.

Unattached.—George A. Strong, care E. A. Strong, 99 Pearl st., Boston, Mass.

THE LEAGUE.

There seems to be no need of reminding the clubs of the advantages of a union of forces for the mutual benefit of all, for they are joining the League very generally, and it is hoped that none will remain outside its ranks; but the attention of Secretaries and others is respectfully called to the following:—

DIRECTIONS AND SUGGESTIONS TO THOSE SENDING NAMES FOR MEMBERSHIP.

1. Please write first names in full and give full address of each person.
2. The fees must accompany the application, and will be returned in case of rejection.
3. Make checks or drafts payable to the order of Hugh L. Willoughby, Treas.
4. Make Postal Money Orders payable to Hugh L. Willoughby, Saratoga Springs, N.Y., and have them payable *there*.
5. Please be particular to write the names very *plainly*, and to notice them as printed in the BICYCLING WORLD, and notify the Cor. Sec. at once if any error is made, as the names will go upon the record as printed there.
6. Write names on *separate sheet* from letter of advice, and write on *one side only*.
7. Secretaries of Clubs (whether applying for membership or not), which have printed Rules, or By-Laws, etc., will confer a favor by mailing a copy to the undersigned.

It may be added that the

ADMISSION FEE—\$1.00 FOR INDIVIDUALS;

Fifty Cents each for Members of Clubs

when the entire active membership joins—secures the card of membership and entitles the holder to all the privileges of the League for the year, no further assessment being obligatory; but badges, League publications, etc., will be an extra charge.

Applications for membership (accompanied by the fees as above) and other communications should be addressed to

ALBERT S. PARSONS,

Cor. Sec. L.A.W.,

Cambridgeport, Mass.

PERSONAL

MR. GEO. D. HOFFMAN, Chicago Bi. C., is at Stuttgart, Germany, where he will remain some little time.

MR. FRED. H. JOHNSON, of Brockton Bi. C., runs over from Brockton to Brant Rock (25 miles) in three hours and a half, and stops blackberrying on the way too.

PRESIDENT Carpenter, of the Prov. Bi. C.; Captain Pratt, of the Worcester Bi. C.; and President Pratt, of the Boston Bi. C., have been invited to act as judges at the bicycle races to be held under auspices of the N.E. Fair, at Worcester, on 7 September.

MR. NOAH W. BRADLEY, of Saugatuck, Conn., is doing much to make the bicycling features of Fairfield Co. Agricultural Society events, on 16 and 17 September, attractive and successful.

MR. T. K. LONGSTRETH, President Philadelphia Bi. C., mentions splendid bicycle roads near Watkins Glen, from the head of Geneva Lake, up the valley, past Havana Glen.

It is to be hoped he will give some more particular account of them, which we may share with our readers hereafter.

MR. C. P. KEMBLE left his home in Peltsburg, West Virginia, on 12th July, at noon, and reports 16½ days later, after riding 700 miles, at Charleston, West Virginia, being on a tour of the State. As he had laid by one day, his average travelling must have been about 65 miles a day, which speaks well both for the rider and for West Virginia as touring ground.

M.M. DELMONTE and ALFONSO, two Cuban gentlemen, arrived at Saratoga Springs, in the latter half of July, with their wheels, where they found considerable amusement, and the summer visitors found as much in watching their graceful riding; they were previously at Long Branch, and report having been stopped there, while riding, by the police.

MR. J. S. DEAN, Boston Bi. C., paid us a visit on his return from England the other week, and gave us very happy impressions of his recent tour in England, among the "fortunate five."

THE DETROIT Bi. C. has a live and gallant captain in Mr. W. J. Howard, whose general orders for riders and runs are stirring even at our distance; for Saturday, 14th Aug., "That most enjoyable, from Saturday to Monday runs to Pontiac and Orchard Lake (or Rochester) will be indulged in; the Genesee Bi. C. will no doubt be represented, and breakfast with us at the lake, Sunday a.m.; the exceeding happy time of last months there ought to bring out every rider." That's an extract from one.

SECRETARY Pennell and Sub-Captain Corse, of the Germantown Bi. C., with Mr. Chas. Tatum, unattached, were wheeling their way from Philadelphia and the Lehigh Valley in July last, and, according to the *Mountain Echo*, passed through Portland to Water Gap, and then had before them a trip up the river to Port Jervis, thence to the Hudson, thence to New York, and thence to Philadelphia. If Long Joe undertakes to write up that excursion we shall have to issue a supplement, and our readers will probably have a pain in the cheek.

THE ARCHERY FIELD

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

BOSTON, 4 SEPTEMBER, 1880

NO OBJECTION to archers reading the editorial "Confidentially to Some," on another page, though it was written for wheelmen.

AT THE ENGLISH GRAND NATIONAL archery meeting, at Shrewsbury, on 28 to 30 July last, some notable excellence in bowmanship was exhibited, specimens of which in individual instances are culled as follows: On the first day, Mrs. Legh, with 24 arrows at 50 yards, made every shaft count and scored 130. Mrs. Horniblow at a single National made 309. Mr. Palaiet, with 48 arrows at 80 yards, scored 196; and he made the single York count him 416. On the second day, three competitors, Mrs. Butt, Mrs. Smith, and Mrs. Horniblow, sent every arrow (24) at 50 yards to the target, the former scoring 138. Mr. Palaiet at 100 yards made 38—160, and at 80 yards 41—205, which is deemed in England a truly fine score. Mr. Everett made three consecutive golds at 60 yards, for which he "received the customary subscription shillings from every male shooter engaged in the match." On the third day, Mrs. Butt illustrated her method at the National round to the following effect:—

Arrows.	Yards.	Hits.	Score.	Golds.
1st 12	60	12	70	4
2d 12	60	12	74	2
3d 12	60	11	53	0
4th 12	60	12	92	5
1st 12	50	12	66	1
2d 12	50	12	66	2
—	—	—	—	—
72		71	421	14

Her fourth dozen arrows counted 5 golds, 6 reds, 1 blue.

None of these feats have been equalled at American meetings yet, we believe; though one or two of them are reported to have been in private practice.

P. P. C. AVERAGES FOR JUNE.

The scores of the members of the Private Practice Club, made in practice shooting during the month of June last, have recently been reported in print by the Secretary, with considerable detail and painstaking computation. No scores were to be reported for July, and the August scores are of course not yet furnished. The scores for June show quite a perceptible increase in hits and value as a result of practice on the part of most of the members, and we condense and arrange in order the following averages based on the aggregate scores for the month, at the York round, and at its ranges, for each:—

	Av. 100 yds.	Av. 80 yds.	Av. 60 yds.
W. H. Thompson	135 2-13	151 6-13	116 4-13
Average York Rd.			402 12-13
L. L. Peddinghaus	116 4-9	139 1-3	110
Average York Rd.			367 1-9
M. Thompson	110 4-9	140 1-9	96 3-9
Average York Rd.			346 8-9
L. Devol	118 4-9	120 1-9	98 7-11
Average York Rd.			341 1-9
J. B. Devol	64 2-3	83 5-6	85 2-3
Average York Rd.			277
T. Hussey	75 2-5	105 1-5	92 13-17
Average York Rd.			270 2-5
E. Devol	92 6-7	82 4-7	86 3-7
Average York Rd.			268 1-6
C. G. Hammond	70 4-13	111 7-11	90 3-43
Average York Rd.			260 9-13
E. B. Weston	84 11-23	85 12-23	85 7-18
Average York Rd.			253
F. H. Walworth	67 1-6	97 2-3	87 51-73
Average York Rd.			245 5-6
T. R. Willard	84 9-13	81 11-14	68
Average York Rd.			235 4-7
O. W. Kyle	77	91 9-15	69 7-12
Average York Rd.			231 11-15
P. S. De Graff	50 1-3	72 5-9	83 2-15
Average York Rd.			198 2-3
E. T. Church	49 5-9	73 2-9	80 10-23
Average York Rd.			195 5-9
C. G. Slack	59	73	70 9-22
Average York Rd.			182
W. Holberton	30	51 1-5	60 6-11
Average York Rd.			147 3-4
M. D. Evell	28 7-8	29 2-3	43 1-4
Average York Rd.			83
C. W. Sherman	8	43	78 3-8
Average York Rd.			
H. Fry		13	78 3-8
Average York Rd.			

Dr. Weston shot the most York rounds, reporting 23 rounds for 18 shooting days; while the average number of single Yorks performed during the month, by the members reported as trying it, shows an activity of 8 5-9 rounds a month. Mr. Peddinghaus' average number of hits at a York was 84 4-9, while W. H. Thompson's was 93 7-13. This club is doing good work generally, and much to establish the York round in America in particular; and its members are to be looked out for at archery meetings, even when they draw at shorter ranges.

DRAWING AND AIMING.—*Editor of the Bicycling World*.—From several discussions that I heard at the national archery tournament lately held in Buffalo, and from a communication in a late number of your journal, I am led to believe that there may be a few archers in this country who have not a perfect understanding of Mr. Ford's method of aiming in at least one or

two of its particulars. That this should be the case with the casual reader of Mr. Ford's work is not surprising, for the statement of his method is not as connected and clear as might be; but the careful reader of his chapters "Drawing," and "Aiming" should have little difficulty in obtaining a correct knowledge of the theory.

The discussion I overheard at Buffalo related to the time of taking aim,—whether the aim should be taken before or after the arrow has been drawn its full length. One of the disputants claimed that the aim should not be taken till the arrow has been fully drawn, and that the taking aim and loosing of the arrow should be simultaneously performed; while the other claimed that the aim should be found on the draw, and before its completion. On this point Mr. Ford leaves no room for doubt. In a description of the different methods of drawing, he says: "A third method to be noticed is, when the arm is extended, and the arrow drawn home before the aim is attempted to be taken at all. This, at the first view, has apparently a great point in its favor, namely, that it insures the arrow's always being drawn to the same point; but is objectionable, nevertheless, as being most trying both to arms and bow, as being generally ineffective, not particularly graceful, and causing the proper loose to be constantly missed from the great overstrain that is laid upon the drawing fingers of the right hand.

"Another method is, to make the pulling of the bow and the extension of the left arm a simultaneous movement, and to such an extent that the arrow shall be at the least three-fourths drawn at the time it is brought upon the aim. . . . This is the system adopted by the generality of good archers, and is decidedly the best, as being the most graceful in action, and by far the easiest as regards the pulling of the bow."

Many other passages relative to this question might be cited from Mr. Ford's work, but the above are sufficient to show his opinion in the matter. Taking aim after the draw is completed necessitates a "dead loose," and puts to severe strain both the muscles and the bow of the archer; and although this style of aiming has many advocates at the present time both in England and in this country, it has not yet enabled any archer to make scores surpassing those of Messrs. Ford and Bramhall and others who caught their aim before drawing the arrow home and loosed on the draw, and has no advantages to make up for the unnecessary wear to which it subjects the archer and his weapon.

The communication above referred to is signed by Mr. A. N. Drew. In this communication Mr. Drew has occasion to notice Mr. Ford's method of aiming, and speaks in a commendatory manner of this method, but thinks that Mr. Ford should have been a little more explicit in regard to the "point of aim." Well, perhaps he should have been. But when we come to consider how very changeable any one archer's point of aim is, and therefore how infinite must be the variations of the point

of aim in a community of archers, we may guess at the difficulty of being explicit in the matter. If we have been told *what* the point of aim is, there is little left to tell us. *Where* that point is, each archer must decide by experience for himself; and each archer will discover that though he may find approximately where his point of aim is at each distance, he will not be able to find exactly where it is for all times and for all circumstances. He will find that his point of aim varies—especially at the long ranges—with the weight of his bow and the weight of his arrows, with the nature of the winds, and with the state of the atmosphere, and his own physical condition; for upon the state of the atmosphere depends the cast of his yew, and upon his physical condition depends the strength of his draw and the ease of his loose. All the archer can do is to learn approximately where his point of aim is at each range, and then on any particular occasion adjust it to the conditions under which he may shoot.

And now, for the benefit of those who may not understand it, let us briefly consider what the point of aim is. Supposing the archer to be in the act of aiming, his point of aim will be an imaginary spot on the target, or near to it, and in a line with his aiming eye (right eye) and the point of his arrow. Mr. W. H. Thompson's point of aim at 60 yards is usually the gold of the target, and at 80 yards the top of the target. Mr. Ford's point of aim was, I believe, at 60 yards considerably below the gold, and at 80 yards the gold. Just to show how the point of aim varies with different archers, and for the sake of being in good company, it may not be out of place for me to mention that my point of aim at 60 yards is usually on the ground right in front of the target, and at 80 yards on the lower edge of the target. It must be borne in mind that the point of aim cannot be used to advantage unless the arrow is drawn up "in its full length" under the axis of the aiming eye—so that it lies in the vertical plane of the line from the aiming eye to the point of aim—the arrow must not be drawn to the ear. Neither is the point of aim serviceable at the point-blank ranges—40 and 50 yards; it comes into use first at 60 yards. After an archer has found his point of aim, all he has to do is to fix his eye on that point, raise his bow-arm—and in raising it draw the arrow to within four or five inches of the head—till the point of his arrow just intersects the line from the eye to the point of aim, then finish the draw, and loose the arrow. That's all!

DEAN V. R. MANLEY.

Toledo, Ohio, 14 August, 1880.

WESTERN PENNA. ARCHERY ASSOCIATION.

PITTSBURGH, 23 August, 1880.

Editor Bi. World:—Representatives of eight archery clubs of Allegheny County met last week and formed the Western Penna. Archery Association. The following clubs comprise the membership: Birnamwood, Edgewood, Killbuck, Lancewood, Oak Grove, Nottingham, Sherwood, Locksley, and Robin Hood, all of Alle-

gheny County. The other clubs of Western Penna. are invited to join.

The following officers were elected: President, O. J. Barker; Vice-President, E. H. Wright; Secretary, Geo. W. English; Treasurer, W. H. Carpenter.

A field meeting is to be held, 1 September, at Edgewood, to which each club will send two ladies and two gentlemen. This is preliminary to a tournament to be held later.

A new club is to be formed called the Allegheny County Archery. This will comprise the best material of all the clubs. They propose to join the National Association and send a team to Brooklyn next July.

EDGEWOOD.

INTERROGATORY.—Chicago, 24 Aug., 1880. — *Ed. Bi. World and Archery Field:* I notice in your issue 21st inst., an item to the effect that W. Holberton was present at the National Archery Association, at Buffalo, and represented the Oritani Archers (so called) of Hackensack, N.J., intimating that Oritani Archers are members of the N.A.A. I would like to ask through the columns of your journal, *how* and *when* they became members? Our club never voted on them, and I can name two other clubs that were not aware of their admission. Perhaps some one can inform us through your columns how this is.

J.

INNOVATIONS.—New York, 20 August, 1880. *Editor Bi. World and Archery Field:* Dear Sir,—Allow me to call your attention to my invention in archery whereby good scores are guaranteed to anybody. My patent bowholder holds the bow perfectly firm, and enables the archer(?) to keep the line exactly. My arrangement of discs behind the target gives exact points of elevation, and are arranged with a patent wind-gauge, so as to give right windage allowance. My patent self-pulling hair-trigger bow-string clutch enables the most thorough muff to loose like a Thompson, and my patent peep-sight is the best yet offered. Respectfully, ARCHER (?)

HIGHLAND PARK, ILL., 17th Aug.—A match was shot today between Mr. Hammond and Mr. Carver, on one side, and Dr. Weston and Mr. Street, on the other. We send the scores simply for the sake of reporting Mr. Hammond's, whose shooting was one of the finest exhibitions of archery yet seen in this country. The match was 144 arrows at 60 yards; the hits and scores are given for each 24 arrows, with totals.

	Totals.
C. G. Hammond . . . 22-128 21-125 23-139	137-769
H. C. Carver . . . 13-47 14-62 19-63	12-50 20-74 17-89 95-385
Grand total	232-1,154
	Totals.
E. B. Weston . . . 17-71 22-88 20-92	22-90 22-98 18-78 121-517
R. J. Street . . . 11-29 12-38 14-64	16-72 21-87 17-49 91-339
Grand total	212-856

CHARLOTTE, MICH., 24 Aug., 1880.—*Editor Bicycling World:* The long-talked-

of match between the "Oakland Bow Club," of California, and the "Crescent Bowmen," of Charlotte, was shot on the 14 August, and resulted in a victory for the "Crescents," of Charlotte. Below is the score:—

CRESCENT BOWMEN.

	60 yds.	50 yds.	40 yds.	Totals.
Parm S. DeGraff . . .	25-107	30-158	30-178	85-443
E. T. Church . . .	26-130	29-147	29-179	84-456
C. W. Sherman . . .	24-116	28-144	28-158	80-418
C. E. K. Baxter . . .	23-92	23-95	26-126	71-313
Grand total	97-445	110-544	113-641	320-1,630

OAKLAND BOW CLUB.

	60 yds.	50 yds.	40 yds.	Totals.
J. E. Cook . . .	26-126	26-132	29-139	81-397
R. J. Bush . . .	23-121	30-136	29-171	82-428
A. F. Coffin . . .	20-82	25-117	28-152	73-351
F. C. Havens . . .	24-112	30-144	30-174	84-430
Grand total	93-441	111-529	116-636	320-1,606

The Oakland Bow Club "hankers for revenge;" therefore the return match will be shot (by telegraph) on 11 September. Yours truly, W. P. LACEY, Sec'y Crescent Bowmen.

COLLEGE HILL VS. WAVERLY.—The series of three matches between teams of four ladies and gentlemen from each, the Waverley and the College Hill Archery Clubs, of Cincinnati, completing a full Columbia round for the ladies and a full American round for the gentlemen, was closed on the 13 August, the contest on that day being at the longest ranges. This time the competition was on the beautiful lawn of John R. Davy, Esq., and the match was decided in favor of the College Hills, giving them the local championship, they having received a total score in the three games of 2,908 to 2,666 for the Waverly Club. A very large crowd witnessed the beautiful sport, which began about four o'clock, with the Waverleys first at the range, as in the preceding match. The result of each of the three games, with the individual scores, is given below:—

WAVERLY—GENTLEMEN.

	40 yds.	50 yds.	60 yds.	Tot'l.
C. S. Upson	134	133	145	412
J. H. Barker	115	150	43	308
Frank Barker	168	85	100	163
E. J. Bruce	171	126	64	361
Total	598	504	352	1,444

WAVERLY—LADIES.

	40 yds.	50 yds.	60 yds.	Tot'l.
Miss Holensshade . . .	160	56	87	252
Miss Sims	120	95	75	290
Miss Worthington . . .	140	96	83	319
Miss Pierson	152	108	94	352
Total	272	352	289	1,213

First Second Third
match. match. match. All.

Grand total of Club 1,170 856 640 2,666

COLLEGE HILL—GENTLEMEN.

	30 yds.	40 yds.	50 yds.	Tot'l.
Adam Gray	160	160	153	473
L. E. Aiken	162	206	123	490
W. H. Wilder	162	142	154	458
C. R. Wild	140	106	85	321
Grand total	624	614	514	1,742

COLLEGE HILL — LADIES.

Miss Morrison....	135	124	75	334
Miss DeGolyer....	142	123	38	323
Miss Simpson.....	68	95	84	200
Miss Gray.....	104	104	81	299

Totals..... 449 446 261 1,156

First Second Third
match. match. match. All.

Grand total of Club 1,073 1,060 775 2,908

The best shooting on the last day was by Mr. H. H. Wilder, of the College Hill Club, beating Mr. Gray, of the same team, only one point. The best gross score at the American Round was obtained by L. E. Aiken, of the College Hills, with a total of 490, which is equal to anything done in the recent National Tournament at Buffalo. The total score of the College Hill Club, 1,742, is 103 better than the Mariettas made when they won the championship of the United States. The Waverleys are a better club at 40 yards than their opponents, but lose on the longer distances. Last year they defeated the College Hill Club two out of three games, but all of the contests were at the 40-yards range.

BRACE.

ARCHERY NOTES

MR. DEAN V. R. MANLEY was prevented from being present at the E.A.A. meeting by business engagements; his regret is more than equalled by that of others who participated.

THE TOLEDO ARCHERY CLUB will have a little tournament of its own in the course of a few weeks.

WANTS IT.—A subscriber writes, "I can go without *some* things in this life, but not you try to choke me off from reading the *World*; please send me the missing number."

THE OLYMPIAN, in a kind and complimentary notice, says of our paper: "The only feature we can't commend in it is that it does not appear often enough." Now, when a *sufficient number* of our readers think so too, we shall remedy that.

OUR SPICY contemporary, the *Olympian*, clips from an exchange with apparent approbation this ominous fact: "As a matter of fact, no sensible man is ever found on an archery range with anything in his pockets but a car-ticket, to carry him home should he survive, and a business card to aid the coroner in identifying him in the other event."

MR. JOHN WORCESTER, Secretary E.A.A., has become a member of the Pequossette Archers, of Watertown, Mass.

IN A RECENT match between the Multnomah Archery Club, of Oregon, and the New York Archery Club, in which the former won by a score of 1,647 against 1,547,—teams composed of four gentlemen shooting the American round, and two ladies shooting the Columbia round,—it was noticeable that the Eastern ladies made the best scores, 366 to 342, and that the Eastern men made the best scores at the longer distance.

HAPPY thought by Frank H. Walworth: "Imagine the Apollo Belvidere gripping

an arrow-holder and squinting through a peep-sight."

NEARLY a coincidence. In a recent summer shoot among the Connecticut hills, Mr. and Mrs. E. I. Horsman, being in opposite teams, scored respectively, 23-117 and 23-113 with thirty arrows each, at 40 and 30 yards.

THE OLYMPIAN, whose archery columns are always entertaining, in its August number, commenting on the Buffalo meeting, observes that Walter Burnham "was in the vicinity of the leaders, and looks dangerous from this distance, and is among the possible future 'dark horses.'"

THERE is very little going on in archery matters about New York at present, most of the archers being scattered among the hills, and along the shore at the various summer resorts.

MR. S. E. FRENCH'S "Draw and Loose" is a simple contrivance for facilitating the drawing and loosening of the bow-string and arrow. It is said to be especially adapted for the use of ladies, and for all whose fingers are not suited for the loose or the string of the draw, and to give all an equal chance to become good shots.

GRAND OHIO STATE MEETING.

The grand annual meeting of the Ohio State Archery Association, occupying the 25th, 26th, and 27th days of August, was held at the Zoölogical Gardens, Cincinnati, and the programme previously published in this paper was substantially carried out with great success.

The tournament was interesting for the large number of competitors who participated, for the general excellence in shooting displayed, and for the picturesqueness, and the fine social enjoyments of the occasion.

It was not wanting in pleasant surprises in some of the individual scores, and a pleasant feature was the presence of Mr. W. H. Thompson, who was the only visiting archer, and whose cheerful encouragement, and graceful speeches as he awarded the prizes, added much to the general pleasure. The weather, upon which so much of the success of such a meeting depends, was on the whole very favorable, although exceedingly warm.

On account of the lateness at which our special report comes to hand, we shall give here only the scores made at the various targets and rounds, reserving for our next issue a more detailed account, and a general summary of the events; our report may thus come rather late to hand, but we can assure our readers that it will be a valuable one as a record, and make very interesting reading, for its suggestiveness and personal notes.

[A telegram from our Cincinnati correspondent reaches us at the moment of going to press, arresting our report of the scores, with a suggestion of mistakes made in the first hasty footings. As we intend to be accurate, if not early, in publishing scores, we suspend these until next issue.

Indulgent readers will be repaid for the waiting, and we—have used all the expletives in our quiver. — Ed.]

MANUFACTURE

THE UNION BICYCLE.—The making of bicycles in this country has not yet become so common that the advent of a new one ceases to be an event. The readers of this paper became somewhat acquainted last spring with Mr. R. H. Hodgson's new styles, and afterwards with the fact that he had sold his stock and machinery to McKee & Harrington, of New York. They have now been for some weeks aware that this latter firm has brought out another, the "Union," which differs in some respects from the



VELOCITY No. 2,

of Mr. Hodgson. Part of the differences will be apparent on comparison of the above cut with that of the familiar advertisement on a subsequent page. The UNION bicycle appears to be a light, staunch and well-looking roadster, and has already done some good service on the road and the track. It is well made of steel and rubber, except the hubs and the nipples, which are of gun metal, the former being shrunk and brazed to the axle, and the latter screwing in to the hubs instead of the rim, as was the case in the Velocity. The bearings are parallel, in hinged boxes, dust-proof; the cranks are detachable; the head is of the open or "Ariel" form, made of one forging, including the lugs for the handle-bar. It has "spokes for inches," and UV rims; the back wheel has cone bearings; and other parts are of the prevailing construction. It is furnished with either short or long cranks, as desired, and with some other optional points. The price-list for this machine shows a range of \$80 to \$100 (with \$10 or \$20 additional for half or full nickeling), with all the accessories. The firm is to be congratulated upon this first of their products in this line, and the public is the gainer of another source of supply and another competitor to strive for excellence in machines.

This firm will probably bring out in the fall another style, though it may be delayed until spring. In the meantime their orders

for the Union are in advance of their stock, and intending purchasers will do well to order promptly if they wish machines promptly.

WHAT has Mr. Philbrick accomplished with the Siamese bi-bicycle?

WHEN YOU GO to McKee & Harrington's, inquire for Mr. Hodgson's wicked oil-cup.

CUNNINGHAM & Co., have had several new things of late, — invincibles, clubs, carvers, etc., of late patterns.

THE WORKS at Hartford are busy now; two new drop forges have been added, and other machinery. The cautious Mr. Day made it clear to us that the present capacity of the works is 1200 bicycles a month, and that this capacity can be increased at any time on short notice.

BOOKS AND PAGES

"NOTHING TOO MUCH" (*Μηδέν ἄγαν*) was a pure crystal of Grecian wisdom, and was never better enforced by an illustrious warning than in the case of Horace A. Ford, whose work on Archery Mr. Manley has recently well edited and rescued from the dust of library shelves. Mr. Ford was exceedingly accomplished, both physically and intellectually, in the "theory and practice of archery," and handled bow and pen with master-hand. For eleven years he held the championship of England against all competitors, and made scores unequalled before or since. But he drew the heavy bow too much. He carried the noble exercise not only to injury, but to aversion. Whether it be in respect to over-bowing or over-wheeling, our enthusiasts need to note the example and its lesson.

ST. NICHOLAS for September is a bicycling number. Charles Barnard's "A Talk about the Bicycle" is a paper that will give many boys and young men a very good idea of the "new kind of fun" and how to enjoy it. It is very entertainingly written, with occasionally a pretty touch of fancy or a nice expression of fact; and the illustrations are quite amusing. "The Bicycle Boys," in the same number, is a story by "a young contributor," who was probably one of them. We wish the "B.B.'s" many years of jolly experiences. Another very entertaining and suggestive paper in this number is Mr. Norton's "Small Boats: How to Rig and Sail Them." And when you read Chapter X. of "The Fairport Nine," don't fail to study Mr. Redwood's sketch of the group at the apothecary's. — Received by A. Williams & Co.

LIPPINCOTT'S MAGAZINE for September is quite up to its usual flavor for elegant, easy, summer reading. Of special interest are the papers on "Canoeing on the High Mississippi," "Newport a Hundred Years Ago," and "Horse-racing in France." — Received of J. B. Lippincott & Co., Publishers.

THE ATLANTIC Monthly, though resisting the modern tendency to pictorial

illustration, is by no means wanting in evidence of modern changes in literary fashions. The September number is rich in verse, in fiction, and in criticism, and is strong and independent in political articles. The paper on "Political Responsibility of the Individual," by R. R. Bowker, deserves to be read and pondered by every young man. — Received of Houghton, Mifflin & Co., Publishers.

THE AMERICAN NEWSPAPER DIRECTORY, George P. Rowell & Co., New York, 1880, is a book of more than 1,000 pages, full of practical value as a reference manual, and a most interesting volume to study over. This annual made its first appearance in 1869, as "an agency for reporting newspaper circulations." It has grown to be something more and better than that; for, as the publishers say, "the circulation of a newspaper is not the only element for an advertiser to consider." It gives a description of each paper and periodical published in the United States and Canadas, from which its character can be understood, and so that it can be compared with others. It also furnishes a list of all the places where such publications are issued, so that you can readily find all the local newspaper districts and all the papers in any district; and then it gives you the papers by classes, etc. It is indispensable to publishers and advertisers alike, and valuable to all business men and — yes, to all who are ambitious to "start a paper." Of course such a book isn't perfectly accurate in details, and wouldn't continue to be so for twenty-four hours if it were so when sent to press; but it appears to be as accurate as the nature of things and men will admit, and is highly creditable to both editor and publishers.

SCRIBNER'S Monthly offers a closer acquaintance with Mr. Pickwick and his father (C. Dickens, Esq.), in the September number; has a capital illustrated article on "Georgetown College, D.C.;" a delightful paper on "Jean Francois Millet, Peasant and Painter;" an intensely interesting analysis of "The Loss of the Oneida;" an instructive one on "The Value of Vivisection," and much more of value.

There is also in "Bric-a-Brac," a noticeable poem by N. D. Urner, on "The Archery meeting," which was worthy of larger type. — Received by A. Williams & Co.

AN ESTEEMED CONTEMPORARY, The *Canadian Illustrated News*, of 14 August, has an illustration of the "Excursion of the Montreal Bicycle Club to Terrebonne." — *Puck*, of 11 August, has a rhythmic soliloquy on "Bicycling," by Kol Kron, which is worth a place in the scrap book.

MUSIC. — "Bicycle Glide" is the title of a sheet of instrumental music, very prettily illustrated with a scene from Fairmount Park, and in which the melody and movement are quite delightful, written by W. Diederich, and published by Lee & Walker, Philadelphia, to whom we are indebted for a copy.

PERSONAL

MR. WILLIAM M. WRIGHT, Mercury Bi. C., of New York, was the first American to own a bicycle, and he will be the first to take an American machine to Europe, probably, as he sails on the 15th September with his 60-inch special Columbia.

MR. SIDNEY H. NEERGAARD, surgeon of the Mercury Club of New York, and Mr. Gibbons Foster, First Lieutenant of the same organization, have been doing the roads in the vicinity of Boston for several days.

MR. FRED T. MERRILL's bicycle school in San Francisco is appreciated by a large number of gentlemen, and is meeting with quite a success. Mr. Merrill has the assistance of Mr. Bennet, who is also one of the speedy riders on the coast.

MR. PITMAN took his usual gait in the New York press, and found a competitor too Manny for him.

MR. H. B. THOMPSON is heard from again, 12 August, this time at Utica, N.Y., where in a "hall 73 by 123, with its lofty roof and ample ventilation, I have again commenced the task of enlightening ambitious tyros. There are four wheelmen in this city, and a fifth waiting for his cycle, while others will soon order."

A MEMBER of the New York Bicycle Club reports, in the N.Y. *Sunday Courier*, excellent roads between Albany and Lake George, via Mechanicsville, Schuylerville, Fort Edward and Glens Falls. From Albany to Glens Falls, distant 64 miles, the route lies by the beautiful Mohawk river, and is a smooth macadam in good condition, barring three miles where it leaves the river; here the clay interferes with riding. From Glens Falls to Caldwell there is nine miles of very hilly plank road, in excellent condition.

MR. J. MOODIE, of Hamilton, Ontario, bicycled his way from that place to London, over 70 miles, and thence to Detroit 110 miles, where he arrived on the 27th July, dropping in on the wheelmen there rather suddenly, but meeting with a very cordial reception.

MR. J. FRANK BURRILL has resigned the secretaryship of the Manhattan Bi. C., finding his present and prospective duties as Recording Secretary L.A.W. to be sufficient for him in that line.

SECRETARY TOLMAN and Sub-Captain Doe, Worcester Bi. C., rode from their city to Providence on the 14th Aug., and were entertained by the Providence Bi. C. in the felicitous manner which has become a well-known characteristic of the latter club.

MR. G. R. BIDWELL, of Buffalo, paid us a chatty call the other day, and reports wheel matters very brisk in his vicinity. We should like to know more about the touring club, which is limited in membership to bachelors, high-wheelers, and long-rangers.

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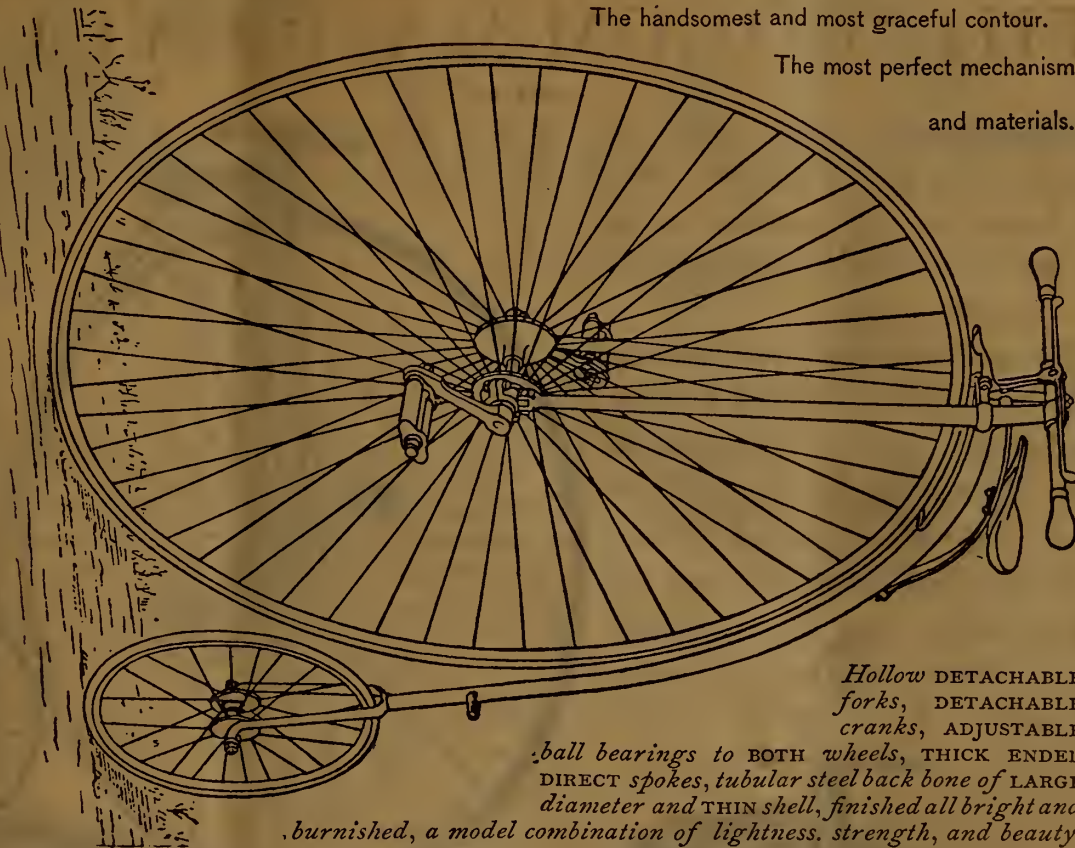
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