

THE Bicycling World

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CURRENTE CALAMO

THE annual meeting of the L. A. W. will be held in Boston, 31 May, 1881. The editor announces this with a great sigh of relief, as the hot discussion of the matter was all fired over his head, and some of it very recklessly fired, too. Immediately upon receiving the decision of the directors, the publishers of the BICYCLING WORLD telegraphed it to the general press, and issued some 3,000 postal cards to subscribers and L. A. W. members announcing it. The stenographic reporter present throughout the meetings was furnished from the office of the BICYCLING WORLD, without charge to the League.

THE League officers postponed their meeting twice to accommodate the directors from New York, who were accidentally delayed in coming to Boston. The other delegates, who had come from a distance, were naturally averse to this postponement; but it was done to give the New York gentlemen an opportunity of presenting the attractions of their city in the best possible shape, and to give them an opportunity of making their three votes count. To bring this about, the routine business was transacted first, and the important issue of locating the Meet was reserved until the delayed delegates appeared. New York City naturally took the prominent place in the discussion of the matter, and was both strongly advocated and bitterly opposed, although it met with but little opposition from New England. Philadelphia was much talked of, and in the discussion took a place second only to New York. Washington and Baltimore were hardly mentioned, and Boston did not even receive the support of the solitary Massachusetts delegate until it appeared that New York was impracticable. The meetings were very protracted, the officers retiring only to eat their meals, and it might be inferred that under the conditions present, some unfavorable sentiment would be excited by the final decision;

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but instead there existed the best of feeling and a unanimous approval of the result.

THE STANLEY BICYCLE CLUB EXHIBITION held at Holborn Town Hall, London, 22 February, under the management of the Stanley Club, was in every way an eminent success. The accounts of it received to this date are not as complete as the American reader would desire; but they demonstrate, as emphatically as did the show itself, that the latter is not only an established institution, but is also a very popular and prosperous one. The exhibition rooms were crowded with elegant forms of bicycles from every prominent manufacturer in England, and in the tricycle rooms were all the kinds of popular three-wheeled machines. The

novelties and oddities seem to have attracted most attention, but to Americans the finer class of bicycles would alone be of great interest. The pets of every maker were there, adorned with nickel, with gold, with fire gilt, and with exquisite black, chocolate, and amber enamels, making an attractive picture even to those who could not appreciate the mechanical beauties. The attendance was very large, and was made notable by the presence of a considerable number of lady visitors, who seemed to feel a lively interest in bicycling matters. The wheelmen had an excellent opportunity of comparing the best of every make, and of estimating the relative merits of machines. This should be not only beneficial to them, but to those honorable manufacturers who strive to produce the best and most reliable work. We shall in future issues particularize, and give a more minute account of the affair.

THE interest in the Xtraordinary and other forms of safety machines is increasing, and we are informed that many will be used this year. The Pope Manufacturing Company will soon have a limited stock of Xtras on hand, and the publishers of this paper will as soon as possible give a full account of the machines.

OUR thanks are due to Mr. Frank R. Miller, of Boston, and to Mr. E. H. Miller, president Buckeye Bi. Club, Columbus, Ohio, for their additions to our editorial photograph album. Photographed with the latter is his little son Harry, four and a half years old, three and a half feet high, mounted on a 28-inch bicycle. The little gentleman is a member of the club, and is undoubtedly a popular one.

It is worthy of remark that in bicycle clubs there is very little of the insensate demand for rotation in office which inflicts a great many American organizations. Such leaders as he who presides over the L. A. W., or as Captain Pope and Captain Hodges, of Boston, Captain Richmond, of Providence, Commander Monroe, of New York, are rare men, as they possess those elements of leadership which should always receive a recognition among bicyclers. Whenever a thoroughly capable leader to a bicycling organization is obtained, his beneficial influence should outweigh all considerations relating to an equal distribution of office and honor.

WHERE were the Directors L. A. W. for Pennsylvania? Had they been present, and as earnest in favoring Philadelphia as was Secretary Wistar, of the Germantown Bi. Club, the question of the Meet might have been decided in favor of the Quaker City.

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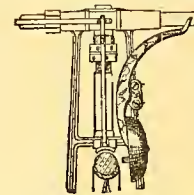
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Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets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

BOSTON, 25 MARCH, 1881.

THE RELATIONS OF THE CLUB TO THE INDIVIDUAL.—A bicycle club is an organization whose prime object is the social commingling of riders of the wheel. It has no serious object beyond the promoting of their interests, and except for the occasional transaction of a little business, it is not a deliberative assembly. It has, however, the right, for its own protection, of making laws governing the members, both on the occasions of business meetings and club gatherings, and of enforcing them in the manner provided in the club constitution; but further than this, any serious action by a club against a member makes the former liable to punishment, and gives the latter the option of recovering damages.

There is very little need for law, as laid down in the statutes, among bicyclers, as they are, almost without exception, a class of gentlemen whose self-respect provides the very best form of club government; but occasions may yet arise when a club member feels called upon to dictate a line of conduct upon a fellow-member, and enforce it through club influence, hence it is well to understand what his privileges are.

It has been said that athletic exercises influence the morals through the mus-

cles; and if this is true of physical exercise generally, it is especially true of so manly and as yet innocent a pastime as bicycling. But notwithstanding this, very few men take up bicycling with the object in view of regenerating their morals; indeed, the idea of associating with the sport any such seraphic halo as hovers over the pastime of trudging to Sunday school, or of committing the catechism, would make it repellent to a very large class of men who are fond of out-of-door sports. A bicycle club is not an ecclesiastical tribunal, and has no right in any sense to act as one. The men who join subscribe to no faith, no mode of living, nor to any belief, except that

"There is a good time a-comin'."

When it as a body meddles with the affairs in private life of a member, it might as well at once attach a spire to the club house and begin the business meetings with a hymn.

There are, however, in every organization, extreme cases of misconduct, and extreme penalties are devised to meet them. Any grave charge against a member's character may be considered by the club, or referred to a committee for that purpose; and they should allow him a fair trial before taking any action towards punishment. If a member should refuse trial, his refusal in any club should be enough to convict him, and the extreme punishment of expulsion should follow. *But in no case must a club publish in any form the charges against an expelled member,* as in such an emergency the law waives the truth of the charges and allows the individual to recover damages. The matter of expulsion is, as it always should be, a remote contingency; but it is not impossible that it may come up, and it is therefore well to understand the subject in advance.

There is prevailing in the minds of some bicyclers a strange idea that they must, through club mediumship, disparage any unbecoming associations with their sport, and must censure all public abuse of wheeling privileges. This exists notably among those who are in the bicycling business, and who feel a commendable pride in supporting the dignity of the sport; but it is in truth a matter as much beyond their jurisdiction as is the matter of fast driving beyond the jurisdiction of stable keepers. As individual bicyclers they have the privilege of expressing their disapprobation of such abuse, or as citizens they may insist that the law shall

punish it, but as a club they have no right to sit in judgment upon the conduct of outside bicyclers; and it is very questionable whether they have the right of becoming the moral guardians of members, except upon a club run or business meeting.

Whenever the bicyclers of a club are inclined to meet and act for the purpose of usurping the public prerogative of dealing with the laws regarding bicycling, they are overstepping the limit of their authority, and they may only unpleasantly involve the club that they desire to protect. The leaders in bicycling carry more influence in their conduct than can the most elaborate club laws. The contagion of example will be felt where an exhibit of authority would have no effect. It is to the influence of the best wheelmen, both in and out of the club, we must look for the preservation of the dignity and decency of bicycling, and not to club jurisdiction.

SPRING MEETING OF THE BOARD OF OFFICERS L. A. W.

A SPECIAL meeting of the Board of Officers of the League of American Wheelmen, called by the president under the rules, was held at the Boston-Massachusetts Headquarters, 40 Providence street, Boston, Mass., on 19 March, 1881. The meeting had been called for 8 o'clock P. M., to take action upon such matters as might properly come before the Board; and was called at this time because the January meeting adjourned without a quorum, and the time for the regular April meeting was scarcely the required two months before the date of the May Meet.

The meeting was called to order by President Charles E. Pratt, at the appointed time, the following officers being present: President, Charles E. Pratt; Directors, C. H. Lamson, of Portland, Me.; R. A. Fairfield, of Biddeford, Me.; C. A. Hazlett, of Portsmouth, N. H.; E. C. Hodges, of Boston; W. H. Richmond, of Providence, R. I.; S. A. Marsden, of New Haven, Conn.

Both secretaries being absent, Director Hodges was chosen secretary *pro tempore*. The president stated the object of the meeting, and that no quorum was present, though other officers were expected. Whereupon, upon motion of Mr. Lamson, of Maine, it was voted that a recess be taken to await the arrival of members. At the expiration of the recess, the president again called the meeting to order, when the following additional officers were present: T. B. Beach, of Hartford, Conn.; Secretary J. Frank Burrill, of New York; Corresponding Secretary, A. S. Parsons; and subsequently, commander C. K. Munroe, of New York,

and Director W. F. Gullen, of Brooklyn. The secretary read the minutes of the last meeting, which were approved.

On motion of Mr. Lamson, of Maine, Mr. Wistar, secretary of the Germantown Bi. Club, Mr. Putnam, of the New York Bi. Club, and Mr. Harrison, of the Boston Bi. Club, and editor of the BICYCLING WORLD, were invited to take seats with the members.

The chair then read several reports from Commander Munroe, offered at the January meeting, and a report offered at the same time by the Committee on Meetings. As the facts have been heretofore published, and the suggestions therein contained adopted, they will not again be given in detail.

The chair then read a communication from the secretary of the *Union Velocipedique de France* relating to the definition of an amateur in France, and asking its acceptance by the L. A. W. The letter was published in full in the BICYCLING WORLD, 11 March, 1881.

After a spirited discussion on the question of accepting the newly created French amateurs, as admitted under the recent French laws on the subject, the matter was referred, upon motion of Mr. Marsden, to the Committee on Rules and Orders.

On motion of Recording Secretary Burrill, it was voted that the corresponding secretary be directed to address a fraternal communication to the *Union Velocipedique de France*, expressing the League's congratulations, and stating that the matter of the rule adopted by them as to amateur and professional is under consideration.

RULES AND REGULATIONS.

The Chair, in behalf of the Committee on Rules and Regulations, reported that the Constitution fixed the initiation fee, but no assessments or after fees. This, he said, was the duty of the board of officers, which had not been discharged. In the opinion of the committee, the board may fix this by a rule which would be simply supplementary to the rules already adopted, and would not require ratification at a subsequent meeting. They recommend the adoption of the following

MEMBERSHIP FEES.

Each member shall pay to the treasurer of the League, on or before the first day of June, in each year following his admission to the League, the sum of \$1.00, as a membership fee, and shall forward therewith his name, address, and membership number on his old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

On motion of Mr. Hodges, the report of the membership committee was accepted. The question then turned upon the adoption of the same as a rule.

Mr. MARSDEN. — Is there any difference between the amount paid by the club men and the unattached?

PRESIDENT. — The committee are of opinion that this was an inducement to new members to join the League, but when once in the League their fees should be the same as others. In view of the finances, it will not do to make a distinction. The League now has, say 1,300 members; at the beginning of the new year, it will probably number between 1,500 and 1,800; that measures the income for the next year, to a great extent. We have to incur certain expenses, and it is the purpose of the League to incur greater expense for printing than it has incurred this year. It is also the purpose of the League to meet counsel fees, etc., and it is evident that the revenues will not be too large if \$1.00 is charged. It seems to us that a yearly assessment of \$1.00 is small enough.

The motion of Mr. Hodges was carried, and the rule as offered was adopted.

LEAGUE UNIFORM.

Mr. HODGES, in behalf of the Committee on Rules and Orders, offered the following report, which was accepted: —

The Committee on Uniforms would report that they have solicited samples and estimates from several of the largest firms in the country, and would respectfully recommend that the uniform should consist of a "Bedford blouse," plaited in front and back, with a belt; close-fitting knee breeches, both polo cap or helmet, gray stockings. Material, gray homespun. The lowest responsible bid was from G. W. Simmons & Son, Boston, Mass., and is as follows: —

Blouse, \$10.00; breeches, \$5.00; stockings, \$1.00; polo cap, \$1.00; helmet, \$1.50; all subject to a discount of fifteen per cent to League members. The committee respectfully recommend that Messrs. G. W. Simmons & Son be appointed League outfitters.

C. E. PRATT,
A. S. PARSONS,
E. C. HODGES,

Committee.

On motion of Mr. HODGES, the following rule was unanimously adopted: "That the League costume shall consist of a 'Bedford blouse' with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional."

It was also *Voted*, "That Messrs. G. W. Simmons & Son be appointed as League outfitters to furnish the uniform, until otherwise ordered."

The Committee on Rights and Privileges, through Mr. PRATT, of Boston, offered a communication from C. A. Hazlett, director from New Hampshire, concerning three wheelmen in Exeter, N. H., who are sued for frightening a

horse last November, thereby causing an accident to a lady, and who have asked for League assistance in defence.

After a short debate, on motion of Mr. MARSDEN, it was *Voted*, "That the matter be indefinitely postponed, for the reason that at the time of the trouble the riders were not members of the League."

FINANCE, ETC.

The Committee on Finance had no report to offer. On motion of Mr. BEACH, of Connecticut, it was *Voted*, "That the officers and committees be requested to make reports to the president, on or before 15 May next, their reports to be made up to 1 May, for their various departments."

On motion of Mr. HODGES, it was *Voted*, "That the Treasurer be requested to make up a report to the date of this meeting to the president of the League, for publication."

CONSUL BADGES, ETC.

On motion of Mr. PARSONS, it was *Voted*, "That the League provide for the consuls, the letter 'C,' to be used as a pendant between the handle bar and wheel of the present badge."

It was also *Voted*, "That members of clubs be requested to wear their club colors underneath their League badge."

Also on motion of Mr. PARSONS it was *Voted*, "That the certificate for appointment of counsel be signed by the directors of the State, and countersigned by the corresponding secretary, and that blanks for such certificates be prepared by the corresponding secretary, and forwarded to the directors."

HAND-BOOK FOR MEMBERS.

The president called the attention of the board to the necessity of publishing a small pocket hand-book, containing a list of the officers, consuls, the constitution and rules, for the use of members, and suggested that it be prepared by the Committee on Rules and Orders, or under their direction, to be furnished to the members at a small price, sufficient to cover expense of printing, mailing, etc. On motion of Mr. HODGES, it was *Voted*, "That the Committee on Rules and Orders be authorized and requested to have published a hand-book for members, containing the names of officers, consuls, and the constitution and rules, and such other directions as they may deem necessary."

COMMUNICATIONS.

Mr. PARSONS, corresponding secretary, read a communication from Dr. E. B. Ward, of Detroit, tendering his resignation as a director, which was accepted.

A communication from the Crescent Bicycle Club, offering to give an exhibition of fancy riding, provided the Meet was held in New York, was referred to the commander, with full power to act.

A letter was also read from the Hermes Bicycle Club, of Providence, which the corresponding secretary was directed to answer.

"CONTINENT BADGE."

The first continent badge being larger than the committee had expected, Mr. PARSONS said they had compromised with the jeweller who had made the new dies, for one half their cost, and asked the board to pass a vote authorizing the treasurer to pay twenty five dollars in settlement, which was done.

The Committee on Membership, Mr. Parsons continued, authorized the jeweller to make badges for the officers, at an expense not exceeding four dollars and fifty cents each; the jeweller now claims that he cannot make them for that price, and renders a bill of five dollars each. Mr. Parsons asked for the action of the board.

On motion of Mr. HODGES, *Voted*, "That no allowance be made for the extra expense claimed by the maker of the League Badges, for making the plates for the executive officers."

MAY MEET.

The president called the attention of the Board to the approach of the time for the May Meet; and in this connection read a communication from the Park Commissioners of New York, giving permission to the League to pass through the Central Park on 30 May; also, a communication from Vice-President Longstreth, in favor of holding the meeting in New York; and letters from Treasurer Willoughby, Directors White, of Baltimore, and Ely, of Cleveland, favoring the same city. Directors Thomas, of Louisville, Munroe, of Buffalo, and Hibbard, of Milwaukee, favored Washington.

F. M. Gifford, of Edina, Mo., favored Chicago, or some other Western city; and Horace S. Tibbs, of Montreal, preferred Boston. The Chair stated further that the report of the Committee on Membership favored Washington.

A recess was here taken for lunch.

On reassembling, Mr. Dillwyn Wistar, of Philadelphia, and Mr. Louis Harrison, editor of the *BICYCLING WORLD*, were invited to express their ideas on the subject of the coming Meet; each being allotted ten minutes.

Mr. Wistar spoke first, as follows: "I would say by way of preface, that Philadelphia did not fully wake up to the question of having the Meet in her city until about a week ago, the reason being that Washington was thought to be the best place for the Meet, and so decided by the advisory committee. When, however, the discussion commenced as to the merits of New York and Philadelphia, it opened the doors, and we finally concluded that Philadelphia was the proper place when it came to be a question between New York, Philadelphia, or Washington.

"Looking at the desirability of Philadelphia, perhaps the first point to take up is its accessibility. Trains leave the New York and New England depot in Boston, at 6 o'clock in the evening, arrive in Philadelphia by 6 o'clock next morning.

By the end of May, passengers can be put down in the centre of Philadelphia, if they see fit, and go at once to their hotels; if, however, they prefer to debark at the park, there is a station there called the 'Zoölogical Station,' at which they can debark with their machines within one hundred feet or so of the main Exhibition building, where we propose to have facilities for storing machines in any number. We propose to have men there, to guard day and night, and to give out checks, if desired, for bicycles left in their care. We also propose to have a mechanic on hand to attend to the machines when necessary.

"The Park Commissioners consist of maybe fifteen members, and like other bodies, are divided up into committees. The committee with which bicyclers have hitherto had to do, under the rules, is a committee called 'superintendence and park police.' That committee sat last Friday, and before them appeared a committee of Philadelphia bicyclers, and stated the wants of the Philadelphia bicyclers, assuming to represent, to a certain extent, the wishes of bicyclers in all parts of the country. We stated the case as fully as possible; but this committee, unfortunately, were not able at the time to give us an absolute decision. It was impossible to arrive at a decision on such short notice. On that committee were several members we know personally are favorable to bicycling, — one certainly is, and another is favorably disposed. The result of the conference with the Park Commissioners was, they told us we might go ahead and invite the League to meet in Philadelphia. In consideration of our desire to invite strangers from different parts of the country, they gave us to understand that they would give us permission to use the park within reasonable limits. They appointed one of their body, — that member was Gen. Thayer, general superintendent of the park, who, I will say incidentally, is a young man and a lover of athletic sports. We conferred with Gen. Thayer very satisfactorily. We made out our request in writing: the gist of it is, that we are to have the use of the park four days, — it may be trimmed down to three, but four is what we asked for; the use of the West Park up to three o'clock; all the drives in the forenoon. After three o'clock we have the asphaltum walks and some of the drives around the main Exhibition building, to the extent of three or four miles, — the choicest walks in the whole park, both as to width and quality of surface. To enlarge upon the park itself is unnecessary. I would simply say that the ground has been held for a park for the last ten years; the roads are all laid scientifically, and the surface is in good condition.

"The main Exhibition building we consider quite a feature, because it contains twenty-one acres under one single roof. The floor of the building is, as a general thing, good enough for satisfactory riding, through the aisles and passageways.

In case of stormy weather, the riding of course would be limited to the building, but it would still have some scope. There is a large space of about 200 feet square, right under the centre transit of the building, and is built so well that roller skating is indulged in. Our convention could be held on that spot.

"As to the hotels, it is unnecessary to mention those. We have, as every city has, many first-class houses, and entertainments are as plenty as in any first-class city.

"We believe that if the Meet is held in Philadelphia it will draw from the whole of the West and New York; as for New England, the New York and New England Railroad Company could take all the bicyclers who wanted to go without change. Bicyclers would have no such trouble getting to the place of meeting as they would have in New York City. The elevated railroad when once aboard is no doubt a good thing, but there would necessarily be great difficulty in the way of mounting and dismounting the stairs."

Mr. HODGES. — I would like to inquire the expense of going from New York to Philadelphia, — the regular rate?

Mr. WISTAR. — The regular rate is from \$2.50 to \$3.00, according to the trains taken. I will add that the fare on the New York and New England Railroad from Boston to Philadelphia is \$8.25; that does not include a sleeping-car ticket. The fare from Philadelphia to Washington is \$4.50.

Mr. HODGES. — Are there any large hotels near the park?

Mr. WISTAR. — No, not in that part of the city; but very soon the railroad company expects to have trains running into the heart of the city. If so, it would take but a few minutes to run to a number of good hotels.

Mr. HARRISON. — Mr. President, I do not think that I can add anything of interest to the discussion, — not even the small weight of personal opinion, as I have been unable to form any as yet.

I have been aided in preserving a neutrality by the letters sent me from the various clubs belonging to the League, as they contain some excellent arguments in favor of nearly all the cities under discussion. As it may be of interest to you to know the popular expression of opinion, I will briefly outline what has been said in these letters. The sentiment in the Lafayette and Wilkesbarre clubs is strongly in favor of Philadelphia, and without doubt the home clubs, which are strong in numbers, favor the Quaker City. From Elgin, Ill., to Columbus, O., the West is in favor of Washington as the most desirable Eastern city. The Chicago men are, however, not bent upon having it in any particular place, as I learn from them that they will turn out as large a delegation as possible wherever the Meet is held.

In New England, the New Haven men rather favor New York City, and I understand that the Crescents, of this city, have expressed themselves in favor of

the same place. The Boston, Massachusetts, Chelsea, Worcester, Brattleboro', Providence, Hermes, Framingham, Waltham, Haverhill, Marlboro', Brockton, Roxbury, New Britain, and Hartford clubs are unanimously in favor of Boston.

This leads me to think that the popular sentiment is for the last-named city; but popular sentiment is but one of the many considerations to be thought of, and I would not have my knowledge of it weigh in the present discussion. The gentlemen here assembled represent, as does the question itself, large and wide-spread interests; and although each of them, perhaps, appreciates the advantages fully of the city of his choice, yet I do not think that any one understands the whole situation so thoroughly as not to be able to learn something from a careful debate of the question.

Mr. BURRILL. — I think that as this question is so divided in opinion, it would be well to arrange in some way to leave it in the hands of the president of this association, to have the Meet in some place where, according to his judgment, it would be for its best interest.

The PRESIDENT. — In answer to the remarks of the gentleman from New York, the Chair will state that the constitution and rules make it the duty of the Board of Officers to decide where the Meet shall be held; and further, the Chair is not anxious to take the responsibility mentioned upon his shoulders.

Mr. BURRILL. — I have no official orders from any one who is connected with looking up the details incident to the Meet, but I know that several committees were appointed from the different clubs in New York. One committee was to procure the park; another to secure ample accommodations; another committee was appointed to secure satisfactory rates at first-class hotels in the vicinity of the place of the Meet, from all of which we would hear if the gentlemen who hold the papers were here. I am satisfied that the delay in their being here is not their fault, and believe that if a recess were taken until their arrival, they will present special inducements to hold the Meet in New York City.

After a lengthy discussion, it was thought best to lay the subject of the Meet on the table and proceed to other business, in the hopes that the New York officers would put in their appearance at the conclusion of other business.

NEW MEMBERS.

The name of R. C. Wander was objected to as a member of the League. After a terse discussion, the following unanimous vote was reached, on motion of Mr. Beach, of Hartford:—

"Whereas, It appears that the objections made to the membership committee to the admission of R. C. Wander are not sustained, but, on the contrary are proved to be erroneous, *Voted*, that Mr. R. C. Wander be admitted a member of the League."

The name of G. H. Craig, of Chicago,

was referred back to the Membership Committee, with instructions to report more fully in regard to the allegations.

Francis H. Craigen, on motion of Mr. Beach, was admitted as a member of the League.

The New York officers still being absent, a recess was taken until 8 o'clock P. M.

EVENING SESSION.

The board resumed its business at eight o'clock, P. M., the belated New York members having arrived during the recess.

On motion of Mr. MUNROE, of New York, it was *Voted*, "That the meaning of Article 10 of the rules is construed by this board to mean that the clubs are to parade in the order of their respective ages as members of the League, and not of the dates of their club formation."

Mr. MUNROE also presented a communication from the united clubs of New York, inviting the League to hold its next Meet in their city, with the following remarks: To supplement that invitation, I will say, that every wheelman in New York, without exception, I believe, is anxious to have the Meet in New York. They appreciate the difficulties in the way, and are willing to use every effort to overcome them. There are certain reasons which would make it appear that New York is an unfavorable place, and there are other reasons why it is desirable that the Meet should be held there. Bicycling at present in New York is conducted under great disadvantage. Almost every one is down on us, and we labor under disadvantages that other cities are free from. We think a successful League meet in New York would place bicycling on a better footing. Certainly the papers would give us full reports. Then we have permission to ride through the park. That may seem a little thing, but it is more than we have been able to do before, and it seems as if we pass it by that we were throwing away a valuable opportunity.

New York is a central point, and we could draw from North, South, East, and West better than any other city could, on account of location.

If you decide to come to New York we can provide ample accommodations for wheels, and for a business meeting of the League, and will try to make the transportation of the wheels from the various termini of railroads and steamboats as easy of possible. We assure you that we will do the best possible for your comfort and enjoyment.

Mr. BURRILL. — I would like to hear the views of others. Perhaps Mr. Gullen will speak.

Mr. GULLEN. — I am in favor of having the Meet in New York, if we can see our way of taking the machines. We will do all that is possible, if you do come, to make the Meet a success.

PRESIDENT. — What concessions have you received from the Park Commissioners?

Mr. MUNROE. — It would seem neces-

sary for the success of the Meet that we should have a day in the park, and when this proposition was made to the Commissioners, they denied it by a tie; upon reconsidering the motion, one of the members who had voted against it said if we would name two hours during the day, he might vote in favor. That being all that could be done, one of the gentlemen named the hours from 9 to 10 in the morning, and from 1 to 2 in the afternoon, whereupon their vote was reconsidered. I think the morning hour could be changed with little trouble to 10 to 11; but more than getting two hours — one in the forenoon and one in the afternoon — is impossible.

Mr. BURRILL. — I move we proceed to ballot for the next place of meeting of this League.

Mr. HODGES. — I hope the gentlemen will not proceed to ballot at present. Mr. Beach has been in attendance up to this moment, but is now absent. I should think it courtesy due him to wait until he arrives.

Mr. BURRILL. — I withdraw my motion.

Mr. MUNROE. — I should be pleased to hear from Boston and other places.

In answer to questions from Mr. Hodges, Mr. MUNROE said: In regard to transporting bicycles on the elevated road, I consider it impracticable; in fact, it would be utterly impossible to transport them that way. As for drays or trucks, it would be possible and it may be practicable, but it would be somewhat risky. The distances are great, and streets rough-paved; and unless great care was exercised in packing machines, the liability to accident is very great.

Mr. HODGES. — I should like to say that when this question of the League Meet was first agitated, I was strongly in favor of New York, and I must confess that I continued to be in favor of New York until this question arose in my mind first about the park. I have expressed myself often that New York was the place to hold the Meet. We could then show the New-Yorkers that we are men, not boys; until, as I said, this question arose in my mind as to the time we should be allowed to parade in the park. If the use of the park was granted for the day, I can see very readily the advantages of going to New York, notwithstanding the difficulties of transportation; but it would be utterly impossible to take a body of 300 to 500 men through the park in the limited time named. If we were guaranteed even three hours in the morning or afternoon, I should still think it practicable to have our Meet there. Owing to the restrictions placed on the New York park, — and as for Philadelphia, I consider that out of the question, — I must say that I recommend Boston as the second choice. I have refrained from doing so because I preferred New York for many reasons, and also out of compliment to Commander Munroe, who originated the Meet. I should now waive my decision if the Meet could be held in New York.

I could not allow this to go to vote without giving one or two advantages in favor of Boston. We have good hotel accommodations and splendid roads. I would like to have it distinctly understood that I would not advocate the claims of Boston against New York were it not for the fact that it would be impossible to take four or five hundred men into the park and out in so limited a time.

Mr. MUNROE. — It seems to me that we should consider whether we are working for the interest of the League, or of bicycling at large. If for the extension of bicycling, I think New York is the place; if for the interest of the League and its members, it is not.

Mr. BURRILL. — All are our friends in Boston, and we are sure of a warm reception. In New York everybody is against us. Therefore I claim that a parade of the League in New York would conquer our enemies and bring them over to us, and make the future of the League a settled thing. I think the first thing to do is to fight our enemies, and not to be as it were hanging around our friends. I think, under the circumstances, that the Park Commissioners are not as lenient as they should be; but I think the League ought to have their Meet in New York or Philadelphia, at any rate outside the New England States. We have had one Meet at Newport; I think, for the benefit of the League, we should hold the Meet in some other section of the country. We are working for the benefit of the League, and not for the pleasure of personal members. We are working now to increase the love for the bicycle, and to bring more members to our clubs, and to make it a settled organization in the United States.

Mr. MUNROE. — I would suggest that if the Meet is held in Boston it may injure the League, and may cause dissatisfaction in the League.

Mr. BURRILL. — The idea is, that no matter where this League Meet is held, every one must do his utmost to make it a success, no matter whether it is held in Philadelphia, Washington, New York, or Boston. Don't let us hold back on account of personal feeling or distance. I think this second Meet should be the strongest and largest.

On motion of Mr. MARSDEN, of Connecticut, an informal vote by ballot was taken, with the following result: —

1st Informal Vote.

5 in favor of Boston.

3 in favor of New York.

On motion of Mr. MUNROE, of New York, a formal vote was taken, resulting:

Formal Vote.

6 in favor of Boston.

2 in favor of New York.

On motion of Mr. MARSDEN, seconded simultaneously by Messrs. Munroe and Burrill, the vote was made unanimous in favor of Boston.

On motion of Mr. MUNROE, it was Voted, "That the business meeting of the League will be called at 10 o'clock

A. M., at such place as the president may designate, and the parade be called for 2.30 P. M."

On motion of Mr. BURRILL, the New York clubs were thanked for their courtesy in asking the League to meet in their city, and a vote was also passed, thanking the Park Commissioners of New York and Philadelphia for their concessions, and requesting the pleasure of their company on 30 May, as guests of the League."

The president next read, as he said with reluctance and regret, a letter of resignation from Mr. A. S. Parsons, corresponding secretary of the League, which called out the following resolutions from Mr. MUNROE: —

"I should like to move that the resignation be declined by the League, and that this meeting of officers pass a resolution of heartfelt sympathy for Mr. Parsons in his affliction, and of thanks for the services he has rendered the League during this, the first year of its existence.

"He has certainly done more than any one or any six members; he has always been ready to answer questions of all kinds, and has stood a great deal of — not exactly abuse, perhaps — but he has received a great many complaints, which he has always answered in the most courteous manner. I think without him the League can hardly complete its first year. We must have Mr. Parsons; he is almost a part of our existence. In declining this, I believe we should offer these resolutions. I think we should beg him as a personal favor to continue his office until the end of the present League year; and I should like to add to that resolution that Mr. Parsons be authorized to employ, at the expense of the League, a clerk to assist him in League duties, from now until the completion of the League year, the expense of clerk to be set by Mr. Parsons, we being sure and feeling confident that whatever he does in the matter will be right and just."

These two resolutions were unanimously passed, and the resignation not accepted.

On motion of Mr. BURRILL, of New York, the April meeting for this year was waived.

MEETINGS OF THE BOARD OF OFFICERS.

On motion of Mr. MUNROE, of New York, Section 12 of the rules was amended to read: —

"Two meetings of the board of officers shall be held each year, one in the spring, at least two months before the annual meet, and one in the fall, at the time of the race meet of the League."

Also, on motion of same gentleman, Section 2, defining the duties of the vice-president, it was voted that the last paragraph of the section, reading, "He shall appoint judges at the race meetings," be stricken out.

These amendments of the rules are subject to ratification at the next meeting. On motion of Mr. BURRILL, at 9.30 P. M., it was voted to adjourn *sine die*.

WHY PRESIDENT BATES'S PHOTOGRAPH WAS NOT RECEIVED.

SOME uneasy wheelman started the idea of a general exchange of photographs among the brethren of the bicycle. Probably the inventor of this scheme was a good-looking fellow, — or he fancied himself good-looking, — entirely willing that his portrait should appear anywhere, and confident that it would adorn any society. The scheme was eagerly adopted by others of poetic temperaments, who thought it would be pleasant to know the forms and features of many of whom they had heard, or might hear, yet never meet; distant brothers, bound to them by the mystic ties of a common fraternity, and a common feeling of delight in the pleasures of the same sport. This is natural, praiseworthy; and I appreciate it justly. But I have been greatly bothered by the scheme; and the many brethren who have applied for my photograph are entitled to an explanation, why they have not received it.

When I had received half a dozen of the first applications for my photograph, I naturally mentioned it to my wife, with a view of getting her opinion on pose and other artistic points, she being a woman of taste and experience in procuring photographs. We were on our way to attend a church social, and were nearing the church. She immediately inquired if I intended to be taken in my knickerbockers. I said that of course I should. She said, rather warmly, that she would be dam — this was just as we were nearing the church door, when we met the pastor and his wife, and stopped to shake hands with them. She explained the matter to the pastor's wife, who is a lady of fine judgment; and they both said together that Mrs. B. would be dam — when the pastor broke in, and said that he should depend upon the two ladies to attend to one of the coffee stands. They did so; but I observed through the evening that they held whispered conferences, during which they looked significantly at me. I was not surprised, therefore, when, as we walked home, my wife and the pastor's wife renewed the photograph subject; and both agreed in urging, as an objection to scattering my portrait all over the country in knickerbockers, that my wife would be dam — that is, in her reputation as a woman of artistic tastes and feelings — damaged by a photograph which would exhibit her husband in knickerbockers and stockings, thereby revealing the appalling fact that he is slightly bow-legged in one of his legs, and not strictly perfect in the other. However, after about six weeks of arguing, I finally obtained her consent, after assuring her, and exhibiting various photographs which I had received, that all wheelmen are governed in this matter by the Boston fashion; and the Boston fashion is to go to a theatrical costumer and get your stockings stuffed before the picture is taken.

But of course my wife told the other

ladies of our club of the impending peril to the reputation of the club. As soon as the leading members of the club learned of my intention, with their usual solicitude for the good fame of their beloved president, they hastily called a special meeting to discuss the question as to in what pose, form, and style the portrait of their distinguished chief should be permitted to go abroad through the nation.

It was urged by Mr. Lowe that it would be better for the club to suppress the portrait entirely. He argued that the imaginations of wheelmen throughout the country have constructed an ideal portrait of our honored and venerated president, and invested it with all the charms of fancy, and all the dignities of the mysterious unknown. He had no sympathy with any grovelling sentiment of utilitarianism which would exercise the besom of actuality to obliterate one scintilla of that refulgent adumbration which imagination has delineated about the illustrious lineaments of our distinguished leader, who has attracted to our organization so much ever-broadening adulation, reflecting upon his admiring constituency such brilliancy of — ah — of — in fact — h'eclaw. [Applause.]

Mr. High said that if the matter is shrewdly managed, by placing the photographs where they will do the most good, and causing each recipient of a portrait to suppose that he is the only person thus favored, as a particular mark of personal esteem, the Detroit club may secure for its popular chief the honor of being elected as the next president of the L. A. W.

Mr. Bumps thought that our president should be taken seated upon his wheel, at the head of the procession, as he usually appears on public occasions.

Mr. Twiddle thought our president should be on the handsomest wheel in the club. He would have the president taken with hollow forks, adjustable ball bearings, and full nickel-plated.

Mr. Condor thought that our president's spokes had better be painted black; but his forks and backbone should be nickel-plated. He thought that a nickel-plated lamp in front of his spindle would show well.

Mr. Broad said the president should wear his lamp on his hub. His hub will be the central point in our president's picture.

After some further discussion, the matter of pose was left to be decided after our arrival at the photographer's rooms.

I was in favor of postponing the taking of the photograph until I could obtain a new pair of knickerbockers, as I had unfortunately torn a small hole in my old ones; but Mrs. B. hastily put on a patch, and said that as I was to be seated on the machine, it would not show. Having consented to the scheme, she was in haste to have the picture.

At the appointed time I went to the rooms of one of our best photographers, where I found the club already assem-

bled, and discussing the question of pose. It was agreed that I should be taken in the act of going down a steep hill, with my legs over the steering bar, and waving my cap in one hand. A canvas picture of a road was laid over the planks, propped up at one end to represent the hill, and my wheel was fastened at the top of this incline with invisible wires and a clamp. The club were grouped picturesquely on each side at the foot of the hill. My saddle was set back considerably by Condor, and I assumed a graceful position on it, and wore a dignified but amiable expression.

Then the operator, who had all along objected to this pose, pointed his instrument at me, and took a look through it, with a black cloth over his head. He jerked his head out, and said it would n't do. Twiddle wanted to know if the photographer thought he knew more about the proper position on a bicycle than an entire club of expert bicyclers. The photographer said he did n't; but he thought he knew something about taking pictures. I remonstrated with the photographer. The photographer said no man could take a good picture of a bald-headed man, who always kept his mouth open and his pocket-book shut. The club wanted to know of the photographer whose picture this was to be, anyway. If customers could n't get pictures to suit themselves there, they could go elsewhere. The photographer said, O well, he would take it, and they should pay for it. If they did n't like it, he had warned them, and they could n't blame him. Then he went and got his prepared glass plate, and put it in the instrument. He acted as if he were mad about something.

While the photographer was taking off the cap of the tube which was levelled at me, I felt the saddle slip. Condor had not screwed it up tight. It slipped back to the end of the spring, and then tilted up; this tipped up my feet considerably, but I said nothing, and held on, carefully preserving my very best expression of countenance. When I was beginning to get tired in the arms, and was fearing lest my face should put on an appearance of anxiety, the photographer clapped his cap over the tube, took out the plate, and went into his closet, saying that I could get down, which I did.

Presently the photographer came out with the plate for us to inspect. By holding something behind it, the picture showed up pretty clearly. Owing to my having slipped in the saddle, the picture showed two prominent shoe bottoms, with new-pegged half-soles, a broad expanse of knickerbocker with a conspicuous patch on the left hemisphere, and the top of a bald-headed man peeping over them, like a full moon just rising behind a ragged mountain range, with a sort of picnic party in knee-breeches at its foot.

The club voted unanimously that it was an infernal botch. The photographer said he told them so beforehand. The

club said if he could n't do better than that they would go elsewhere. The photographer said they had taken nearly half a day of his time already, and they might go to Texas. The treasurer, in a dignified manner, paid the bill, and we went. When we reached the street, the photographer stuck his head out of the window and said, that as the pictures were paid for, he would finish up a dozen and send them to my house. Being at the moment a trifle absent-minded, I replied that he might do as he pleased.

So he did finish a dozen, and sent them to my house, where my wife received them. She opened the package, and sat down and cried.

Mrs. Sprattle was there. My wife explained to Mrs. Sprattle that the reason she cried was, because she had merely basted on that patch for the occasion, with long stitches, and now it would go all over the United States and the Dominion of Canada, that she did n't know how to sew any better than that.

Mrs. Sprattle suggested that as Mrs. B. had the pictures, she could prevent them being sent; perhaps the club had not got any of them.

Consequently none of them have gone out; and except the one that Mrs. Sprattle kept for a curiosity, and one that pretty Widow Spellman took for a specimen, and one that the Rev. Mrs. Hornblower got for her husband to show to his congregation, and one that our particular friend Miss Vivid borrowed, and six or seven others, it has been kept a profound secret.

The club voted not to make another trial until after six months, in which to recruit the treasury. And my wife says that she knew that would be just the way I would act, — let the club do just as they like, — and I shall not be trusted to go for another picture till she can go with me and manage it herself. These are the reasons why my many correspondents have not yet received my photograph.

B.

DEMOCRATIC equality is the only basis on which a club can establish social relations between members. When the discordant elements *caste* and cliques enter a club, they bring with them a discomfort that robs club life of its principal charm. The desire to "run the thing" gets possession of a certain class of members, and if they are allowed to follow out their lofty aspiration they invariably run the "thing" off its legs. Business meetings and discussions undo much of the pleasant ties formed on friendly runs, and often induce enmity, where before was stanch friendship. This is merely because the men who take the front rank in wheeling have to take a back pew when the tongue-lashing begins; and the men who are imaginary club leaders in business affairs get badly left on club runs. There is nothing better than a little philosophic resignation in one case, and a little democratic courtesy in the other.

THE Bicycling World

ARCHERY FIELD

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

BOSTON, 25 MARCH, 1881.

NOTES ABOUT BOWS AND ARROWS.

I.

ANY well-made arrow *will fly directly in the line of the aim*, if the nock of the arrow is directly under the aiming eye at the moment of loosing, provided the bow be inclined enough to the right to prevent the arrow lifting from the bow at the moment of discharge. Usually the cause of the tendency to the left, of the arrows of some archers, is that the draw is so high that the nock cannot come *under* the eye because of the cheek or jaw. This is probably the trouble with "Locksley," who must draw too high, or his point of aim at full draw could not be above the target at 60 yards! The proper and *necessary* draw, in order to shoot with an *aim*, is *just under the chin*.

II.

A yew bow will not cast an arrow as far as a good hardwood-backed bow, but it will shoot much more steadily. The principal excellence of the yew is the absence of vibration, due mostly to its *lightness*. If the nock of a yew bow be loaded with a half-pound of metal, the jar will be as painful as that from the recoil of a self snake. A steel bow, be-

cause of its great weight, and consequent unbearable recoil, is useless. The rigidity of the handle has also much to do with the sweetness of cast in a bow, and very much of the unpleasant jar of hardwood bows could be obviated if makers would take any advice, and give one half more wood than they now do for twelve inches in the centre. But makers will never do this. Ford lectured them for twenty years without avail, and we cannot expect them to change now. Buy you a 60-pound bow, and dress down to 48 pounds.

III.

For target shooting *steadiness* is worth every other quality of a bow, and no *new* bow has this quality. A bow which does not somewhat *follow the string* cannot be depended upon for accurate target shooting.

The *perfect bow*, for an archer of ordinary power, is a self yew, without a pin from nock to nock, being *very large* in the handle, curved toward the string for one and a half inches, pulling 50 pounds at 28 inches, and having a rather sluggish cast. Such a bow will not jar, nor will it rip up in the belly when the string breaks. It will grow in sweetness with years, and will not lose a pound in power after the first month. It will cost about \$75.

W. H. T.

PRIVATE PRACTICE CLUB.

FEW archers possess sufficient hardihood to face the icy winds of such a winter as we have endured; and because of the small number of members reporting for the month of January, the secretary has deferred his monthly report for that month, and now gives it in connection with the February scores. Despite the numbing cold, Walworth and Hyatt give us some of their wonderful scores at 60 yards, the former recording 47 hits with 265 score for his first 48 shots, and the latter closing his February scores with 144 straight hits, yielding 860 score!

What could be more promising for the season of 1881 than this archer's average at 60 yards for January and February, being almost 140 points to each 24 arrows shot!

The Californian members, being blessed with better weather, did more shooting than their transmontane brethren, and it is to be regretted that the P. P. Club cannot boast more members from the favored coast.

The secretary begs to call the attention of the club to the fact, that out of the thirty-six members of the society, only seven have paid in to the secretary the extra \$1.00 voted at the Buffalo meeting of the society for the purchase of a badge

for each member. Because of this failure, the secretary has not been satisfied to purchase badges and send out; for he could not know how many to purchase. Unless the other members send in the amount required by the rules of the society, he shall feel it his duty to refund the \$1.00 paid in by the seven members above named, and await the meeting of the society at Brooklyn before purchasing the badges. Several of the members who have paid their assessments have written to the secretary upon the subject of the badges, and he trusts this may be a sufficient answer upon the question. The following are the few scores reported:—

F. O. HYATT, CORTLAND, N. Y.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Jan. 1.	30-132	40-176	24-152	94-460
" 12.	22-90	36-158	22-146	80-394
" 18.	29-113	32-150	24-132	85-395
" 20.	30-104	34-168	24-138	88-410
" 24.	29-115	32-152	21-113	82-380

24 arrows, at 60 yards (shot in February).

24-138 23-147 22-138 24-132 24-156 24-144.

24-132 24-134 24-152 24-142.

Average York Round = 407 4-5.

" 100 yards = 110 4-5.

" 80 yards = 160 4-5.

" 60 yards = 139 11-15.

A. W. HAVENS, SAN FRANCISCO, CAL.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
January.	9-33	13-47	16-56	38-136
"	8-14	16-62	17-67	41-143
"	4-18	8-30	18-82	30-130
"	13-47	20-90	12-44	45-181
"	11-27	15-65	13-51	39-143
"	8-20	14-60	15-91	37-171
"	9-41	15-69	13-45	37-155
"	4-10	14-50	13-45	31-105
"	9-35	10-34	18-86	37-145
"	14-56	12-52	13-57	39-165
"	9-35	7-33	19-75	35-143
"	15-51	10-42	11-53	36-146
Feb'y.	15-51	12-54	17-77	44-182
"	17-61	17-77	14-48	48-186
"	8-32	14-54	17-75	39-161
"	13-45	25-67	14-50	52-162
"	11-61	16-62	13-65	40-188
"	11-39	23-89	17-81	51-207
"	10-42	20-62	20-102	50-206
"	15-47	22-82	18-80	55-209
"	15-57	23-87	18-78	56-222
"	26-94	23-87	15-59	64-240
"	19-65	15-59	11-53	45-177
"	10-48	23-91	16-76	49-215
"	12-52	18-72	19-107	49-231
"	12-58	13-41	13-41	38-140
"	11-43	17-75	16-50	44-168
"	9-51	15-61	18-84	42-196
"	16-50	18-72	18-86	52-208
"	16-58	26-126	16-90	58-274
"	14-60	17-63	17-83	48-206
"	9-41	27-109	17-57	53-207

24 arrows, at 60 yards.

January. — 16-72 16-62 16-58 18-98 13-35 13-45 17-81.

February. — 17-73 18-84 19-71 13-47
17-69 20-110 16-70 17-63 13-49 14-70
19-101 17-83 18-78 15-59 20-84 15-77
18-76 18-64.

Average York Round (for both months):

" 100 yards = 179 5-8.
" 80 yards = 66 5-16
" 60 yards = 69 40-57.

ANDREW S. BROWNELL, SAN FRANCISCO, CAL.

York Rounds.

Dec.	100 yards	80 yards	60 yards	Total.
4.	12-42	17-83	17-75	46-200
10.	22-92	15-49	14-56	51-197
11.	16-58	24-90	17-65	57-213
21.	18-74	21-83	19-87	58-244
31.	22-84	30-120	20-98	72-302
January, 1881.				
4.	28-106	32-116	20-112	80-334
10.	20-76	20-68	17-77	57-221
14.	18-76	25-89	17-63	60-228
February.				
17.	28-116	22-98	21-95	71-309
18.	29-123	23-87	13-33	65-243
22.	25-99	15-57	14-44	54-200
25.	29-127	26-112	18-90	73-329
1.	21-77	30-126	18-76	69-279
8.	20-70	27-109	20-86	67-265
15.	26-94	30-92	20-76	76-262
20.	29-139	31-123	22-108	82-370
22.	30-128	32-108	24-118	86-354
27.	24-62	25-109	22-112	71-283

24 arrows, at 60 yards.

December. — 15-59 21-87 20-66 20-110
17-83 21-105.

January. — 19-89 21-109 18-80 19-75.

February. — 19-81 19-87.

Average York Round (3 months).

" 100 yards " = 268 5-18.
" 80 " " = 90 10-19
" 60 " " = 94 11-19
" 60 " " = 83 2-5.

FRANK H. WALWORTH, SARATOGA SPRINGS, N. Y.

24 arrows, at 60 yards.

Jan.	23-109	21-119	20-80	20-102
	21-109	23-115	20-98	23-145
	24-132	20-110	23-121	24-136
	21-107	22-118	20-120	23-127
Feb.,	23-135	24-130	23-115	24-108
Average (for both months) = 116 4-5.				

PARM. S. DEGRAFF, CHARLOTTE, MICH.

York Rounds.

1880.	100 yards.	80 yards.	60 yards.	Total.
Dec. 3.	24-66	21-85	12-36	57-187.

24 arrows, at 60 yards.

17-87	19-89	17-85	21-113	23-105
19-79	20-98	24-114	23-113	18-70
23-121	20-80	21-105	21-89	23-117
20-90	23-109	18-78	19-99	22-106
20-104.				

Average York Round = 187.

" 100 yards = 66.
" 80 yards = 85.
" 60 yards = 95 17-22.

SOME PLEASANT NOTES FROM GROWLER.

Editor Archery Field:—In the last edition of your valued journal, I read with keen pleasure, and a thrill of earnest desire, the *Prospective* welcome to

"America's young Bowmen bold
From North, East, West, and South,"

of my old, esteemed friend "W. H. T." on the green turf at the forthcoming Grand National Meeting.

The near-at-hand spring days, when eager archers may indulge the gentle enthusiasm that has been smoldering during the winter months, has awakened within the bosom of my friend a vein of poetic thought and feeling peculiar to the pastime which he so loves and honors, and has done so much to encourage. I can appreciate the halo of romance that encircles him, as sitting at his family hearthstone, with the cold, wild winds outside, bearing him an accompaniment, he musingly hums good old Bishop Heber's—

"The soldier loves the laurel bright,
The bard the myrtle bough,
And smooth shillalas yield delight
To many an Irish brow.
The fisher trims the hazel wand,
The crab may tame a shrew,
The birch becomes the pedant's hand,
But bows are made of yew."

"T is sweet to sit by beauty's side,
Beneath the hawthorn shade,
But beauty is more beautified
In green and buff arrayed.
More radiant are her laughing eyes,
Her cheek of ruddier glow,
As hoping for the envied prize,
She twangs the good yew bow."

Or as, recalling expressions of discouragement in the early days when he was working to gain for archery a foothold in public favor, he bursts forth with—

"The world is too grave our pastimes to view,
The world is too wise our toys to pursue,
The world if it saw us might envy to know
That glad without guilt is the aim of the bow.
"Our arrows may wander, and wander the more,
That our eyes like our arrows have wandered before,
But our hearts when once settled no changes can know,
For love, faithful love, is the lord of the bow."

Every "archer born" will join me in ascribing all honor to my respected friend "W. H. T.," who has done so much toward establishing archery in America.

There is no going backward now. The love of the pastime has taken root, and while life is crowded with cares and absorbing thoughts, and we are engrossed with the details of other interests, the leisure hours will come, when hearts may be renewed in the fresh, open air, and on the green turf, in no way so pleasantly as in bending the "trusty yew."

It lengthens life, it strengthens limb,
It adds to beauty's glow;
Disease flies off on rapid wing
From him who twangs the bow.

At no time since its organization has the Society of Highland Park Archers seemed as strong and full of lasting fidelity to the cause it espouses, as at the present time. At the annual business meeting of the club (12 March), there was an unusually large attendance of ladies and gentlemen, and the greatest enthusiasm pervaded the gathering. As an in-

troduction to the proceedings, the *Prospective* of "W. H. T.," alluded to above, was read by the president, Dr. E. B. Weston, and listened to with much interest. The society made a happy selection of officers to serve during the coming year. The newly elected president, Mr. C. Granville Hammond, is an old and highly esteemed resident of the Park, one of the most patient and persistent archers in the country, and has aided wonderfully by his earnest system of practice, both with the bow and pen, in developing the resources of this suburb in the archery line, and in keeping alive general interest in the pastime throughout the country, by his published articles in the *ARCHERY FIELD* and other papers.

In balloting for first vice-president, it was rumored that one of our respected citizens, whose influence since his advent here (some three years ago) has been directed toward keeping our young streets in order, was making unlawful effort to secure the honor of election to that office by *substantial persuasion*. It was generally conceded that he would have carried his point, had he not opportunely fallen asleep (metaphorically) during the collecting and counting of the third ballot, and thus lost the honor by a (his) single vote. He was promptly censured.

The other officers, Homer S. Taylor, secretary, W. O. Hipwell, treasurer, and Dr. E. B. Weston, field captain, were fitly chosen, and will impart new zeal to the society. An earnest and special vote of thanks was tendered the retiring officers for the highly creditable manner in which they had discharged their respective trusts during the past year.

GROWLER.

CHICAGO, 14 March, 1881.

ENTHUSIASM IN HIGHLAND PARK.—*Editor Archery Field:*—The annual meeting of the Highland Park Archers, for the election of officers, was held at the spacious mansion of Mr. Henry C. Carvers on Saturday evening, 12 March, with the following result:—

C. Granville Hammond, president; Mrs. Richard J. Street, first vice-president; Ford P. Hall, second vice-president; Mrs. W. M. Goodridge, third vice-president; Homer S. Taylor, recording and corresponding secretary; W. O. Hipwell, Treasurer; Dr. Edward B. Weston, field captain.

C. Granville Hammond, Dr. Edward B. Weston, Henry C. Carver, executive committee.

The brilliant parlors, which are ever open to the convenience of the club, were thronged with lady and gentleman members of the society in about equal numbers, and the gathering had the appearance of an evening party more than that of a business meeting of an archery association, enlivened as it was by fun, music, and brilliant repartee. It would have cheered the heart of any true lover of archery to have witnessed the enthusiasm which prevailed throughout the entire evening. The determination of each individual member seems to be to make

this the most profitable season in the history of the club. Most of us are through experimenting, and have settled down to some theory,—the majority adopting Ford's as the correct one, and will strictly adhere to it in their season's practice. We confidently expect to be able to report some fine scores before the season is far advanced. If we can only create a fund of science coequal with our enthusiasm, the hopeful ones might well tremble for their position in the National Tournament, where we shall be well represented. We solicit correspondence to arrange for some matches early in the season,—say three York rounds for the month of April.

H. S. TAYLOR.

ARCHERY IN THE WEST.

Editor Archery Field:—Upon a recent visit to the State of Iowa, I tried to gather up some items of interest pertaining to archery; but midwinter, in such a winter as this has been, is but a poor time for our pastime. In Chicago, I found nothing had been done owing to the extreme cold. Last winter the clubs were able to practise in the Exhibition building, but this winter the inside of that great barn has been colder than out of doors. I regretted that I had to decline an invitation from our friend Mr. John Wilkinson, of the North Side Archery Club, to stop upon my return, and if the thermometer should not be below zero, have a shoot. If clubs in Chicago have been compelled to lie idle all winter, then but little could be expected in the shape of archery practice in the smaller city of Davenport, but to my surprise I found a number of enthusiastic archers there.

In the West the interest in archery is well distributed among both sexes, but in Davenport it seems to have more devotees among the gentler sex than among the lords of creation. The club which takes its name from the city is composed of the following members: Misses Kate Ballard, Fannie Watkins, Eva Rosenberger, May Howard, Lillie Preston, Alice Van Patten, Mary Brewster, and Mamie Berryhill; organized in the spring of 1877, but owing to delays in receiving outfits, did not begin to practise until the following September. Some of the young ladies having read of archery in the papers, thought it would be a pleasant pastime for their summer holidays, and supposed all they had to do would be to expend some fifty cents or a dollar, saved from abstaining from an excess of candy, buy a bow and arrow, and go to work.

But receiving a catalogue from a New York dealer, they saw it to be a sport indeed, and finally ordered equipments from England.

It would be well to state that the majority of the bows having broken, through carelessness they say, they have been replaced by American-made, which are better liked.

With no regular organization, ignorant

of rules, it might have fared badly with this tender offspring, but for the kindly efforts of Mr. Wm. Woodmansee, of the College Hill Archers, Cincinnati, who taught them to take the proper position, etc., encouraging them on by small prizes, of, as one of the ladies expressed it, innumerable baskets of peaches, flowers, etc. The young ladies met upon the private lawns of the members, and generally in the evening, after the "shoot," would adjourn to "tea."

With such anticipations at the finish, it was nothing but natural they all looked forward to the field days with pleasure, and besides they were often invited to friends' houses to give exhibition of their skill. The club members adopted suits of dark-green and gold, which they also made the colors of the club, and for the time they have practised have made some very good scores.

Shooting at 30 yards, 30 arrows, the following are the best: 163; and at 40 yards, 30 arrows, 127.

They have been shooting at a burlap target presented to them, and like it very much.

Having introduced archery, it was not long before other clubs formed, and now Davenport boasts of the Griswold College Club, Nepenthe Club, and I believe one other, and all appear to be making good progress for the short time they have practised.

Mr. Editor, it only needs the ARCHERY FIELD to take an interest in them and their doings, and the contagion will spread, and lead them to take an interest in the "Field." The Davenport Club shot two matches with the Griswold College Club, which is composed of young gentlemen, and having lost one, the deciding shoot is to take place some time next summer, and I know all true friends of archery and the ladies will hope for the success of the latter.

Across the river at Rock Island, although there is a factory there, archery appears not to have taken the hold it should have. At Moline, a few miles from Rock Island, a large club exists, composed of ladies and gentlemen, and they only await the return of pleasant weather to give a good account of themselves.

The Davenport young ladies are considering the question of adding Lawn Tennis to their archery this summer; but were they to love archery as the writer does, they would consider it going backward, taking their attention from the most truly *royal* sport ever known!

MANHATTAN.

NEW YORK, 16 March, 1881.

ARCHERY.

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

the Union for admission into the National Association.

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

WHEEL CLUB DOINGS

A MEETING of riders of Brooklyn was held 17 March, at the residence of Mr. George T. Brown, 144 Wilson street, for the purpose of considering the formation of a club. The meeting was called to order by Mr. Brown, and Mr. F. H. Douglas was appointed secretary *pro tem*.

There was a goodly representation of wheelmen present from Greenpoint, Brooklyn and Williamsburg, and an organization was formed under the name of the "Kings County Wheelmen."

The club elected the following officers for the ensuing year: President, Mr. George T. Brown; captain, Mr. John Clark; sub-captain, Mr. Frank H. Douglas; secretary and treasurer, Mr. Edward K. Austin.

Another meeting will be held on the 24th inst., at the residence of Mr. Douglas, No. 25 Bedford avenue, at which the organization will be perfected, and a constitution and by-laws adopted. All unattached wheelmen are cordially invited to be present.

Any information will be cheerfully furnished by the secretary, Mr. Edward K. Austin, No. 55 Putnam avenue, Brooklyn.

THE HAVERHILL BI. CLUB uniform for the coming season is to be gray flannel shirt and corduroy knee-breeches, with blue belt, stockings, and "hammock" hat.

I can imagine the howl of derision which the unfortunate "hammock" will be greeted with, but nevertheless the writer has found it the most comfortable of the several kinds of head-gear he has tried during the season of 1880.

Three of the club will this year ride larger wheels, with improvements suggested by the past season's riding and—reading the *WORLD*.

The prospects for new riders, and consequently more League and club members, are bright, thereby gladdening Brother Parsons's heart and our own. The favorite machines in the club are those made by Philbrick, of Salem.

Our Lawrence neighbors are wide awake on the subject of the wheel. For example, one lone rider last spring, now a club with fourteen active members, and the prospects are good for more. All ride "Columbias," too.

Peter Lyall, president, a Mr. Cogswell, secretary, and David Smith of Andover, captain of the club. The question of uniform was under consideration when last heard from.

Riders visiting that city this season will find in Mr. E. E. Branch (at the office of the Lawrence Gas Company, on Essex street) an enthusiastic wheelman, and a jolly companion on the road.

"53."

THE HAWTHORN CLUB, of Salem, held their annual meeting Monday evening, 14 March, and elected the following officers: President, A. D. Sanborn; vice-president, George Lawrence; secretary and treasurer, Henry Bowie; captain, L. B. Packard; sub-captain, John A. Landers. The club also voted to join the L. A. W.

THE ELGIN CLUB is one of the live and enterprising organizations that have weathered the severe winter in the West. There is no "discreditable lack of backbone" in it. The secretary, E. T. Ide, writes: "Our club had its annual meeting for the election of officers recently. As the efficient captain, W. H. Pearce, declined to serve another year, we elected to his place our former sub-captain, F. S. Wenk; Sub-Captain Byron Montrose and Secretary Ide complete the list of officers. Our membership is nine, and we expect to see it doubled before fall."

BROCKTON BI. CLUB. — The second meeting of the season was held in the Brockton House parlor Thursday evening, 17 March, and was the very reverse of the first in nearly every respect, being extremely pleasant and harmonious. The club committee reported five new members made since the last meeting. Hon. H. W. Robinson, president of the Brockton Agricultural Society, was then introduced, and spoke at some length in regard to an arrangement between the club and the society, with the object of having a grand meet of 'cyclers, and offering valuable prizes for competition at one of the days of the next annual fair, which is held during the first week in October. As both parties were more than willing, it is very probable that the meet will become a settled fact, and a grand good time guaranteed. Brockton has one of the finest half-mile tracks in the country, is situated only twenty miles from Boston, and but easy riding distance from several hundred riders, and could undoubtedly furnish abundant entertainment for two or three hundred wheelmen. The club cap was adopted, and is a somewhat modified polo, with a small visor, navy-blue in color. The annual dues of the members were placed at the nominal sum of \$1.00.

The club members are looking for a suitable apartment, to be used for a club-room and stable. The expectation now is that the active membership will be at least forty men before the season fairly opens. A visitation to Waltham is being discussed for some time in May or June, and many other trips will follow. The circulation of the *WORLD* is increasing here now, the paper being always obtainable at the store of Secretary Holmes, on Centre street.

A delegation of club members are to

be present at the athletic exhibition in Music Hall, 23 March. GLOBE.

To the Editor of the Bicycling World: — Having been exiled to this city, — the capital of Michigan, — as a member of the newspaper *Sanhedrin*, detailed to watch the proceedings of the Legislature, I was pleased to learn, soon after arriving here, that the Lansing Bi. Club had some plucky and enthusiastic riders who were fretting and chafing over the fact that Jack Frost had laid an effective and rigorous embargo upon wheel work. However, we have watched our opportunity, and as soon as the snow was off the sidewalks about the city, your subscriber imported his long inactive machine from Detroit, and set it whirling about this handsome little Western city, where, in company with the gentlemanly Lansing Club men, some good exercise and pleasant riding has been found. The broad sawn stone walks about the Capitol building afford an unexceptionably good place for practice, and we get in our morning, noonday, and evening work thereon, before the admiring gaze of the grave and reverend law-makers, who take great delight in watching our sport. Indeed, more than one of the members has unbecomingly lost his dignity enough to tackle the steed of steel; and as I write, one of them is engaged in fighting my machine down in the roomy basement, and at last accounts was swearing at a stupid iron column which had given him his first fall. He says that before the week is out he will be a full-fledged bicyclist. The world moves, and if a bicycle bill was before this Legislature, it would go through a-flying. This body legislative knows more in a minute than the New York Park Commission does in a month.

HIND WHEEL.

LANSING, MICH., 10 March, 1881.

CHICAGO NOTES.

AT a meeting of the Chicago Common Council, about three weeks ago, an ordinance restricting the use of bicycles within the city limits to between the hours of 7 A. M. and 8 P. M. was introduced, and recommended by a committee for adoption.

The alderman who introduced this measure, a gentleman of the very highest standing and influence, claimed that a relative of his had sustained fatal injuries resulting from his horse being frightened by a bicycle, and laid the case before the Council so strongly as to make the passage of the ordinance highly probable.

The members of the Chicago Bicycle Club began to investigate matters immediately, and summoned up a force to meet the emergency. The first thing we discovered was, that a bicycle was not responsible for the accident. It was proven to our satisfaction that a boy's wooden velocipede was the cause of the mischief; it was very certain the bicycle had no hand in it. Thus clearing our skirts of any blame in the matter, we set to work to prove it to the Council at the next

meeting when the ordinance was to be adopted; and so successful were we that, despite the apparently glaring evidence against us, over one half of the aldermen declared themselves in favor of a reconsideration of the prohibition. The matter was postponed from meeting to meeting, our forces gaining more strength each time, when it was finally stricken out entirely, and I have every reason to believe that we will be troubled no more with hostility on the part of the Common Council.

In this connection, I would like to speak of the relationship existing between our boulevards, the bicycle, and the wooden velocipede-bicycle. The latter has been a fruitful source of trouble to us. It lost our riders the privilege of the boulevards originally, and has kept us off ever since. They are a nuisance wherever they go, — a source of misery to their riders as well as themselves; yet they are on the increase in our city, owing to their cheapness, and so long as they are allowed to be classed with the bicycle, I am most decidedly opposed to taking any steps towards securing our rights in the parks.

Our people are unlike Bostonians in the matter of bicycles. It is a lamentable fact that the average Chicagoan cannot tell the difference between a "Premier" and the most primitive "boneshaker." The bicycle, as the lineal descendant of the velocipede, inherits the odium attaching to its ancestors; but under the evolutionary principle of the "survival of the fittest," we hope this season to outlive the prejudice and show an enlightened public the difference, and then expect a free and hearty recognition of our rights upon the road.

The Chicago Bicycle Club is divided against itself in the matter of pushing the claims of the bicycles. There are two ways of accomplishing one result: first, through the courts, involving perhaps three years of costly litigation; second, the adoption of a policy that would lead to a voluntary concession on the part of the Park Commissioners.

We have not the time or strength to adopt the first course, and the latter can only be obtained when the character of the bicycle is fully identified. To push our claims until such identification is established would probably result in disgrace; for no sooner would the drives be opened to the bicycle than our wooden enemy, in the hands of reckless boys, would swarm upon them, creating such a havoc as to prejudice the minds of people in a way that would take years to overcome. STENO.

CHICAGO, 10 March, 1881.

ROADS AGAIN.

I READ with interest, of course, the article of Mr. Parsons, in the *WORLD* of 11 March, and note it as the first response to what I meant as a "rousing call" on this subject. I do not dwell in complete ignorance, however, of Boston roads and suburbs, although it has not

been my pleasure to try the wheel on them. I have *seen* them, and wish there were none worse anywhere.

But I did not write altogether from the standpoint of Brooklyn cobble; and the despondent view which is obviously natural in the cobble-barbarism oppression of not only this, but many other American cities, is no narrower, as respects the whole subject, than the jubilant Boston view. We can't all live in and near Boston, and the question of roads is one of the whole country, especially as relating to the probable future of the steel steed.

The advice with which Mr. Parsons closes, — a not unfrequent one, by the way, — to keep off the sidewalk, is excellent — for Boston. If he will come here and try my route, he will perforce do as I do, — ride the sidewalk, rather than wheel his bicycle over the barbarous cobble, unfit for even the butcher carts which thunder over it. I do not ride sidewalks to anybody's disturbance, and assuredly do not enjoy dismounting at every block; but it is walk, or *walk*. What "gravels" me, as I said before, is the ignorance and indifference on the subject of good roads implied by the frequent remark that this "thing" will do very well on very smooth roads. What, except ignorance, and shiftlessness, prevents *all* roads from being smooth and hard enough for the bicycle? The future of the bicycle, not merely in Boston, but in the United States, is a question of roads, and it is time we commence to hammer at the roads.

I am pleased to read what Mr. Parsons states regarding the attractive influence of Boston roads. It *ought* to be so. The first step is to get the fact understood that a road is something more than a strip of natural soil over which a wagon *can* be driven. Let the contrasts be pointed out between good and bad in roads. Let us know where the former are and what they are; let the fact be publicly understood — for fact it is — that good roads are an attractive element in the movement of population and the value of property. In carrying on this work, it would be in point to state compactly and clearly how many the good roads are, radiating from the Hub, whither they lead, how long they are, and what they are. Give us, as nearly as practicable, their cost of construction and cost of repairs, to show to the road-blind the economic advantages of good roads. We must have more than opinions, however firm; if possible, more than estimates.

I conceive that there must be extant some published data on this subject. To find them is in the list of things I am "going to do" (we all keep some such list), and I shall be glad if any wheelman can supply me with trustworthy data from his own knowledge.

The suggestion about the L. A. W. is pat and good. This matter of rights of travel must be enforced, in my opinion, before we get through it, and if the L. A. W. (as I doubt not is the case) has any good purpose in existence, it is to

do something. So I shall be glad to see the "tract" idea taken up, and I will further it by contributing to the tracts.

The discussion is before the meeting. I hope to see it go on, but let us talk to the point and the purpose. WHELE.

THE BICYCLE.

IN the Eastern States a general recognition has been extended, and the bicycle is accorded the rights and courtesies which equestrians and drivers have. In the West, it is still a curiosity and has yet the popular prejudice to overcome; but like everything else which must have a beginning and go through the crucible of criticism, the "silent steed" will win its way into all the privileges which are accorded to other vehicles. It has already been shown in Kankakee that very few horses are afraid of "the wheel"; and those that are, must be broken to regard it without fear, just as many horses have to be taught that an umbrella or a street-sprinkler is harmless. The rapidly increasing popularity of the bicycle in Eastern cities is made noticeable through the recent change of the *BICYCLING WORLD* — edited by Louis Harrison and C. E. Pratt, the former a journalist, the latter a well-known lawyer of Boston — from a fortnightly to a weekly publication.

Following the plan of *Scribner's*, the *WORLD* issued a "Midwinter number," full of racily written sketches of tours through portions of the United States and England, besides a large quantity of bicycling poetry, stories, etc. The lady friends of the editors come to their assistance also, and contribute some sparkling sketches. If any one thinks that bicycling is "boys' play," he would do well to send a dime to the publishers of the *WORLD* at Boston and obtain a sample copy. It would not only afford an insight into the dignity to which the sport has attained, and the ability of the editors of the *WORLD*, but would gratify a natural curiosity to see what sort of literature constitutes a publication devoted to so unique a pastime as bicycling. The Archery Department of the *WORLD* is a valuable and interesting feature of that journal, and would doubtless afford a half-hour's diversion to some of our Kankakee ladies. — *Kankakee Gazette*.

THE FOLLOWING LETTER was received by the editor too late for insertion into the report of the Spring Meeting of L. A. W. officers: —

NEW YORK, 15 March, 1881.

To the Honorable Board of Directors,
League of American Wheelmen:

Gentlemen, — Understanding that at your meeting to be held on Saturday, 19 March, the place of the coming League Meet will be definitely decided upon, the undersigned, in behalf of the bicycle clubs of New York, Brooklyn, and Yonkers, extend a most cordial invitation to the League to meet in New York.

Without entering into a discussion on

the advantages of the various cities that have been proposed for the purpose, and whose merits have been so ably advocated in the many letters written on the subject, we beg leave to submit the following points for your consideration, before you make your decision: —

First. Permission has been obtained from the Park Commissioners for the League to parade through Central Park, and we feel safe in saying that no better roads can possibly be found than those thus placed at our disposal.

Second. Suitable accommodations for the wheels of our visitors will be furnished by and at the expense of the undersigned clubs.

Third. Transportation of wheels across the city from the various railroads and steamers will be found neither so troublesome nor expensive as apprehended; and from the buildings where the machines can be kept, a run of twenty-five miles over good macadamized roads may be taken, with but one or two dismounts.

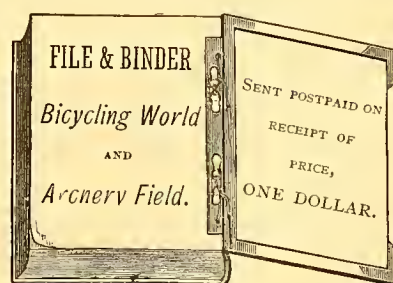
Fourth. There will be no difficulty in obtaining a proper place for the business meeting of the League.

Fifth. New York affords the very widest range in hotel accommodations. A committee is at present actively engaged in seeking information on this question, the result of the facts gathered being intended for publication in the *BICYCLING WORLD*, should our invitation be accepted.

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With much respect, we remain, sirs,
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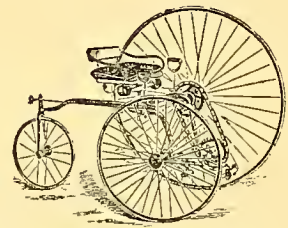
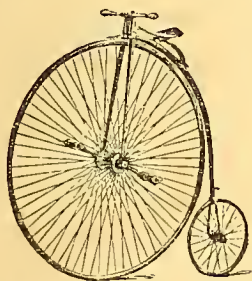
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