

THE Bicycling World

ARCHERY FIELD

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10 cents a copy.]

A WEEKLY JOURNAL OF POLITE ATHLETICS

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LOUIS HARRISON, Editor.
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CHARLES E. PRATT, } Editorial
WILL H. THOMPSON, } Contributors.

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CURRENTE CALAMO

THIS ends Volume Two.

THE INDEX will be sent with Number One of Volume Three.

THE committee on transportation may find the following, from the New York *Sunday Courier*, of considerable value: —

"Messrs. Leve & Alden, of Fulton street, offer for a party of 200 (to go via the Shore Line), a great reduction in prices, viz., from \$10 per head to \$6.00 for the round trip, good for four days. As to making up such a large company, it will be necessary to include the contingents from Philadelphia, Brooklyn, Williamsburg, Newark, Baltimore, Washington, Yonkers, and other adjacent clubs which will have to pass through New York. Messrs. Leve & Alden will also issue through tickets at low rates from those places. Mr. Connor, the passenger agent of the Fall River Line, also offers as follows: For parties of fifteen to twenty, a reduction of 22½ cents per head; 20 to 25, 30 cents; 25 to 30, 37½ cents, and so on."

THERE will be a race between Messrs. Richmond and Burton, of Providence, Saturday, 7 May, for the Howard challenge medal, which the latter holds. The medal, valued at \$75, was given to the Providence Bicycle Club by Mr. Jesse Howard, and has been won successively by R. L. Lippit, E. G. Thurbur, and W. J. Burton, in 10-mile races.

MESSRS. MUNROE, BURRILL, AND GULLEN made a grave mistake when they neglected to consult Mr. Julius Wilcox. The latter gentleman says, "Had my advice been tendered it would have been directed towards smoothing away the practical difficulties in the way here, to wit, stony streets and wooden-headed incumbents of public offices." Mr. Wilcox proceeds to say that the League is officered in Boston; the League, which elected its commander, its secretary, and its treasurer from New York, and gave one office only to Boston, and that only because of the man and not of the place!

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He then proceeds to talk up a split in the League, and to complain that he has n't got his 50 cents' worth of League benefit. He goes on thus, without stopping to consider that the organization, young as it is, and poor as it is, has already taken up one or two cases of importance to bicyclers generally, and that it cannot attend to the matters of roads and hotels until suitable consuls have been appointed. The L. A. W. has been organized for about six months, and in that time has made a much better beginning than did either the Bicycle Union or the Bicycle Touring Club, of England. He says he would discourage all unfriendliness and rivalry between the bicyclers of Boston and New York, when in truth

there exists no unfriendliness, and if there is rivalry, it is not of an ungenerous kind.

There are, of course, other "disgruntled fifty-cent-ers," but they are non-workers, and we are sorry to see that this one uses his pen and influence against those who have striven so faithfully to make the League a success. There is only one thing to do with such a man, if the officers do not give him his fifty cents and let him go, and that is to elect him to the position of corresponding secretary. Give him a chance to work. A year's hard unpaid labor as one of the secretaries will better fit him for the position of League moralist and critic.

THE Philadelphia *Quiz*, a bright and entertaining society journal, has this to say of tricycles:—

"Queen Victoria was so struck, the other day, with the rapidity and apparent ease with which a lady was propelling a tricycle along the Ventnor road, at the Isle of Wight, that she has had one of the same kind ordered to Osborne for the benefit of the Princesses. This must be a great encouragement to tricyclers, who hitherto have been rather sneered at by bicyclists and the world in general. A ladies' tricycle club has been formed, with a special costume suited to the exigencies of the situation."

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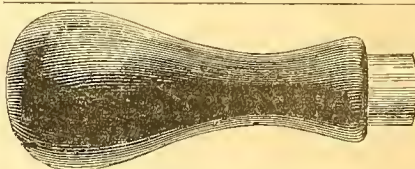
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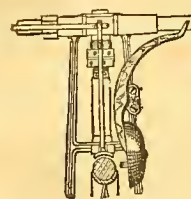
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TALBOT WORKS . . . WOLVERHAMPTON, ENG.



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, 6 MAY, 1881.

THE FUTURE.—At a recent meeting of the publishers the advisability of separating the BICYCLING WORLD from the ARCHERY FIELD was carefully considered, and the separation decided upon. The united papers have, in the past, made sixteen pages, and although the archers have paid as much as the bicyclers for a subscription, they have not received a proportionate share of reading matter. To do away with this injustice, and to give the advocates of each sport an exclusive journal, the publishers have laid aside present financial considerations and have planned for the future pleasure and profit of both classes of subscribers. The BICYCLING WORLD will be issued weekly, with the usual twelve pages; with all the departments conducted as hitherto; with no change in the amount or character of reading matter except such as is necessitated by the inroads of advertisements; but the price for all yearly subscriptions, beginning after the close of Volume Two, will be reduced to \$2.00. The paper will be devoted to bicycling, and as it is in no sense what ever connected with or dependent upon any firm dealing in bicycles, will further the interests of bicyclers as much as is within its power. The present editor,

who has had the entire editorial conduct of the BICYCLING WORLD since the midwinter number, will retain the management, and will receive the same able literary support from contributors and from the former editor that they have hitherto given. New attractions are promised, and will be particularly announced in due time.

The BICYCLING WORLD will thus lead all other journals devoted to the pastime in the character and amount of literary material, will be the only paper of the kind in this country, and will be less expensive than any other American journal which devotes a proportionate space to wheeling intelligence.

To those whose subscriptions date before this issue, we will send the ARCHERY FIELD as usual. All future subscriptions which include any of the numbers of Volume Two will be as usual, \$3.00.

DRILL RIDING IN BALTIMORE.

A PRIVATE LETTER.

Dear —:—On my way back from Richmond, I stopped over in Washington. This was Saturday. I, of course, hunted up Schooley, and he introduced me to a number of his brethren of the Capital Club.

They told me that they had been requested by the Baltimore Club to go there and help them give an entertainment on the following Monday, and invited me to wait and go with them. After some hesitation, I determined to do so, and I am now very glad that I did not miss such an entertainment.

Saturday afternoon the Capitals went to the outside of the city, near a place called the Stewart Castle, to drill, and I went along. They worked like beavers for over two hours, and the cyclometer showed that they rolled off 11 miles. Most of this was done within the space of a block or less. The wind blew furiously, and the grade was steep. They were mainly at work at a platoon drill. The drill was evidently easy for them; but when the whole platoon attempted to come to a stand, it made fun. There were tumbles and tumbles, and once I think nearly every man was down. The wind and grade made it serious work, but they are bold riders and stuck to it till I knew they were sure to do it when the time should come.

At one time a tall fellow on a tall machine buckled his wheel. Another attempted to ride through my old acquaintance F., and he did manage to get so far into him that his foot, leg, and handle bar made a chasm among the spokes of F.'s Yale. F. looked unutterable things, and at times the captain looked like a very hardly worked man. I was told that they drilled only twice on wheels before starting for Baltimore.

On Monday we had a lovely day. I was around with various members of the club, and in the afternoon started off with them for Baltimore. I think there were about fifteen club men, eight being in uniform and having their machines. I noticed especially two very handsome plated 54-inch Royal Challenges.

When we got to Baltimore, a deputation of the B. Club met us and took us to the Biddle street rink, where the visitors very soon got to work again at their drill. The formidable platoon stand was done triumphantly, and everything promised well for a first-class exhibition.

The people poured in till there was an immense crowd. The place was packed full—loaded to the muzzle. Mayor Latrobe was pointed out to me, and—talk about girls! The display of pretty girls was simply astonishing.

The Baltimoreans only participated in the entrée and the slow race. The remainder of the work was done by the Washingtonians.

Smith, of the Capital Bi. Club, is a small, but extremely well built and athletic fellow, and a marvellous rider. He showed his metal in the beginning; a new rider tumbled him over, during the entrée, and the quiet way with which he picked himself up, and quick as a flash vaulted to the summit of his big 54-inch was surprising.

Well! the leader tapped his bell, and out rode, not the six hundred, but the eight Caps for the drill. Not an error was made, and it went on perfectly in dead silence, till a handsome figure all at once woke up the house, and they not only applauded, but cheered and shouted, and they did it again and again, till the tinkle of the captain's bell was drowned, and I could only hear it faintly, amid the noise and excitement. I got excited, too, when the "Jedge," as the riders irreverently call him, came to a stand, and the others circled around him. It was a beautiful performance. The drill ended with a platoon front, in almost perfect line, which the magic little bell converted, in a twinkling, into eight standing figures, as still and fixed as statues. The applause was immense, and an encore was the result. I was so worked up I wanted to go home and get out my machine straight off, and begin drilling. Next came a single act by the tall hero of the buckled wheel, and fairly astonished me. Trick after trick was done with ease and courage, and the well-deserved applause was generously given. A slow race followed, and was fought out stubbornly, the winner beating by eight or ten feet.

A single performance by Smith followed, or as the Caps call him, "Rex." A better name never was bestowed upon a bicyclist. He was indeed a king of the wheel. Quick, graceful, and perilously bold, he went from one thing to another, as though all was but play to him. One feat I observed, as apparently very dangerous, was where, at full speed, he knelt with knees upon the handle bar, toes upon the saddle, and body

upright with arms folded. The bicyclers present led the hearty applause.

Next came a performance of two standing still with their machines, one sitting still and holding the bicycles, while the other stood upright upon his saddle. Another standstill was splendidly done by my friend Smith, who seemed perfectly at ease at a standstill, with his legs over the handle-bar. There were several other double acts, exceedingly well done, and at high speed, — two men riding one machine.

I was told that some of the feats exhibited were impromptu, and several had never been tried but two or three times before.

By special request, he of the buckled wheel gave an imitation of a beginner learning to ride; a big Baltimore 'cyclist assisting in the part of teacher. This was exceedingly well done and intensely funny. It created a great deal of merriment. The tall pupil finally ended his wild gyrations by a genuine cropper, landing on his hands without any injury.

The whole ended with a mile race, in which there were three entries. It was ridden at a furious pace, each fighting doggedly for first place. First one was ahead, then another, and then they went neck and neck, but I noticed one dark horse, my friend Schooley, towards the last, laying behind the others. On the last lap he made a rush at them, and after a desperate struggle, went to the fore and took the race. The excitement was great, and the cheering was deafening. The time was very fast, but I cannot recall what it was. I went up to S. and congratulated the panting victor on his success. He looked me straight in the face for three long seconds, stuck his tongue in his cheek and then winked. I am still studying over that wink. Was it an original way of asserting that he was the fellow to do it, or was there some dark mystery behind it?

The Baltos gave us an excellent feed after the performance, and here I saw as great deeds as had been performed at the Rink. I have an idea that my Washington friends either work very hard, or else fast pretty severely during Lent. The way they laid out the supper was astonishing. The captain told me that he had no dinner, and he was simple ferocious at table.

I saw them off that night, and hope some of them will only come our way so I can return their kind treatment. They are going to send a delegation to the Meet in Boston, and I shall look them up there. You must be on hand without fail. I have lots of wheel ideas to exchange for yours. . . .

Yours always,

* * *

APPLICATIONS MUST BE RECEIVED BY THE CORRESPONDING SECRETARY BEFORE 10 MAY, TO SECURE ADMISSION BEFORE 30 MAY.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

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

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

PEQUONNOCK WHEEL CLUB, BRIDGEPORT, CONN.—George H. Johnson, 129 Stratford avenue, president; Henry A. Bishop, 254 Washington avenue, captain; Norman H. Hubbard, 254 State street, sub-captain; Herbert M. Knapp, Pequonnock Bank, treasurer; F. Russel Samis, Stratford, Conn.; Charles B. Read, 434 Main street; Edward J. Morgan, 336 North avenue; Dr. A. S. Allen, Stratford, Conn.; William W. Lathrop, 58 Cottage street; Charles C. Godfrey, Southport; E. Stewart Sumner, 10 Courtland place, Secretary. P. O. Box, 1684.

HERMES BICYCLE CLUB, PROVIDENCE, R. I.—Additional: Charles Braymon, 304 Broad street; Clarence H. Gardner, 123 Benefit street; Edward E. Phillips, 194 Angel street; I. Winthrop DeWo f, 30 Almy street; Henry Guild, care Richmond Manufacturing Company.

BOSTON BICYCLE CLUB.—Additional: Frank Knox, 227 Congress street; Henry Gray, 66 State street; H. D. Hutchinson, 60 Chatham street; all of Boston. Benj. I. Butler, of Lowell, Mass.

CHELSEA BICYCLE CLUB.—Additional: Roger Clapp, Fifth street, Chelsea, Mass.; William Tyrrell, 250 Chestnut street, Chelsea, Mass.; Edwin S. Crandon, Chelsea, Mass.; George Kimball, Everett avenue, Chelsea, Mass.; S. B. Hinckley, 5 Franklin avenue, Chelsea, Mass.

STAR BI. CLUB, OF LYNN, MASS.—Additional: Hiram R. Haggett, Wyoma, Lynn, Mass.

MILWAUKEE BI. CLUB.—Additional: A. C. Jones; T. K. Birkhauser, No. 82 Wisconsin street; P. H. Sercombe, No. 614 Island avenue, all of Milwaukee, Wis.

UNATTACHED.—James H. Bowen, No. 339 Walnut street, Philadelphia; Cecil H. E. Holder, C. pt. Trinidad Bi. Club, Receiver-General's office of Port of Spain, Trinidad, West Indies; Wm. W. Pendleton, Rahway, N. J.; Frank G. Pendleton, Rahway, N. J.; Linwood Morgan, Allen street, Springfield, Mass.; Neville Keats Bayly, Kingston, Ontario; J. Alfred Olson, No. 129 Sumner street, Worcester, Mass.; Franklin G. Burley, Brighton, Mass.; Alfred A. Ballard, Brighton, Mass.; Herbert M. Clark, Oshkosh, Wis.; D. E. Barnum, Springfield, O.

L. A. W. CONSULS APPOINTED.

NEW YORK STATE.—Geo. H. Simons, house No. 9 Canton avenue, business, 19 Market street, Potsdam; John V. Barross, Loomis Bank, Attica; Frank A. Ferris, residence No. 17 West 126th street, business, No. 264 Mott street, New York, Harlem; Ed. F. Hill, residence, Centre street, business, Union Stove Company, Peekskill; Leon del Monte, Mt. Pleasant Academy, Sing Sing; Curtis H. Veeder, Plattsburg.

OHIO.—W. H. Miller, box 245 or 85 West Long street, G. W. Rhodes, Columbus; E. E. Henry, Supt. Public Schools, Coshocton; G. W. Bowers, Hillsboro'; Gale Sherman, residence, cor. West and Hight streets, business, east side Public Square, Lima.

INDIANA.—John J. Landis, Terre Haute; Howell Stewart, res. 426 6th street, bus. 813 10th street, Washington, D. C.

WISCONSIN.—Andrew A. Hathaway, 112 Mason street, Frank G. Stark, 460 Cass street, Milwaukee; Chas. S. Cornwell, 518 Main street, Fond du Lac.

CONNECTICUT.—N. F. Curtis, Middletown.

CANADA.—W. Noble Campbell, Quebec, P. Q.; J. D. Shotford, Halifax, N. S.; W. P. Despard, London, Ont.; Dr. G. H. McMichael, Brantford, Ont.; Kenneth J. Johnston, St. Catharines, Ont.

PENNSYLVANIA. — Frank B. Whipple, residence, West 6th street, business, 15 Scott's Building, Erie; Milner Zeigler, No. 85 Washington street, New Castle.

NOTICE OF ANNUAL MEETING. — The first annual meeting of the League of American Wheelmen will be held in Boston, Mass., on Monday, 30 May, 1881 (time and hall to be announced later). Members will be admitted on presentation of certificates of membership; and each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs whose entire active membership has joined the League may choose by ballot one delegate for each ten members of the club on the membership roll of the League, to represent them at the annual meeting, and these delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting. A full attendance is desired.

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

RIGHTS IN PARKS AND STREETS.

A LEGAL OPINION.

[THE following legal opinion, relating especially to Central Park, New York, sweeps so broadly over the field of the law of highways and public squares, and the rights of wheelmen in them, that we believe it will be of interest everywhere. The opinion was obtained by the Pope Manufacturing Company, for future action, and to them we are indebted for the courtesy of allowing us to give it to the wheeling public. The opinion is from one who has long been a practical wheelman, and who has long been known all over the country as a gentleman devoted to the success of bicycling and to the interests of bicyclers. He has contributed more than any other man to wheeling literature, and he has worked generously for club, league and unattached men alike. There can be little question as to his ability to pronounce from a practical point of view. But it is not so well known that he has been a well-known lawyer of many years' practice in the courts of New England, and has occupied many official positions, which have given him opportunity to study the scope and limitation of municipal and corporate authority. He cites many authorities, and if any one should question his statements, his course through the "mazes of legal lore" can be readily followed and verified. — ED.]

29 PEMBERTON SQUARE,
BOSTON, 20 April, 1881.

The Pope Manufacturing Company, — Gentlemen: In reply to your request of several weeks ago, for a legal opinion as to the rights of wheelmen to the use of Central Park, New York, I have to submit the following statement of the law as I find it, and my conclusions derived from

a careful examination of statutes, judicial decisions, etc., which might throw any light upon the matter, and after considerable deliberation thereon.

Yours respectfully,
CHARLES E. PRATT.

OPINION.

The facts submitted and assumed are, that there is a large number (amounting to several hundreds) of residents of New York City, who own and ride the bicycle; that Central Park is laid out into foot-paths, bridle-paths, and carriage-ways, — several of the latter having been public streets before the creation of Central Park, — and into ornamental parts, from which all travel is excluded; and that these several parts have been opened and appropriated to public use accordingly; that bicycles and those riding them are entirely excluded from the limits of Central Park, and prevented from entering by the keepers or officers in charge; and that the Commissioners of Central Park, when applied to in behalf of bicycle riders, for the privilege of riding on bicycles within the Park, declined to grant it, and take no action to remove the obstructions.

The questions presented are, —

First, What right, if any, have bicyclers to the use of Central Park with their bicycles? and,

Secondly, Have the Commissioners of Central Park authority to exclude them?

It is not stated whether the keepers act under an express ordinance duly passed by the board, or not. If not, they probably do so under verbal orders; or a construction allowed by the board of some existing ordinance; and so in either case it is by act of the Commissioners: so whilst it might make a difference as to remedy if any right be infringed or wrong done by the exclusion, it makes substantially no difference as to the questions under consideration.

By an Act of the New York Legislature, passed 21 July, 1853, the territory described as bounded southerly by 59th street, northerly by 106th street, easterly by 5th avenue, and westerly by 8th avenue, "is hereby declared to be a public place, in like manner as if the same had been laid out by the Commissioners appointed in and by the Act of the Legislature, entitled 'An Act relative to improvements touching the laying out of streets and roads in the city of New York, and for other purposes.'" — [N. Y. St. 1853, c. 616.]

And by Sect. 2 of the same Act, "The mayor, aldermen, and commonalty of the city of New York are hereby authorized to take the said piece of land for public use, as and for a public square."

By an Act passed 2 April, 1859, the tract was extended to 110th street, the territory between 106th and 110th streets, and between the avenues before named, being "hereby declared a public place, and authorized to be taken as and for a public square." — [N. Y. St. 1859, c. 101.]

By a statute passed 17 April, 1857, it was enacted that the name of the new public place or square should be called "The Central Park," and also, "The said park shall be under the exclusive control and management of a board of commissioners, to consist of eleven persons, who shall be named and styled the Commissioners of Central Park. . . . Three members shall constitute a quorum for the transaction of business; but no action of the board shall be deemed final or binding, unless it shall have received the approval of a majority." And by Sect. 4, "The said board shall have the full and exclusive power to govern, manage, and direct the said Central Park; to lay out and regulate the same; to pass ordinances for the regulation and government thereof; to appoint such engineers, surveyors, clerks, and other officers, except a police force, as may be necessary; to prescribe and define their respective duties and authority, fix the amount of their compensation; and generally in regard to said park, they shall possess all the power and authority now by law conferred or possessed by the common council of said city in respect to the public squares and places in said city."

"Sect. 14. It shall be lawful for said board of commissioners at any meeting thereof duly convened, to pass such ordinances as they may deem necessary for the regulation, use, and government of said park, not inconsistent with the ordinances and regulations of the corporation of New York; such ordinances shall be published," etc.

By Sect. 15, "All persons offending against such ordinances shall be deemed guilty of misdemeanor; and be punished on conviction . . . by a fine not exceeding \$50; and in default of payment, by imprisonment not exceeding thirty days." — [N. Y. St. 1857, c. 771.]

By an Act passed 24 April, 1867, the Board of Commissioners of the Central Park were authorized to lay out and establish streets, avenues, roads, public squares, or places of such width, extent, and direction as to them should seem "most conducive to public good," and also to close, widen, alter, etc., from 155th to 59th streets, and from 8th avenue to the Hudson River, etc.; and by Sect. 6, it was enacted, "and all such public squares and places, that shall be laid out or retained by said Commissioners, . . . shall, immediately after the same are opened, be and remain under the control and management of the commissioners of Central Park, as to the regulating, grading, paving, sewerage, and otherwise improving and maintaining the same; and all parts of any public street, avenue, road, or public square and place, within the distance of 350 feet from the outer boundaries of the Central Park or place, and all others laid out as aforesaid, shall, at all times after the opening of the same, be subject to such rules and regulations, in respect to the use thereof, and erections or projections thereon, as the said Board of Commis-

sioners of Central Park may make therefor."—[*N. Y. St.* 1867, c. 697.]

By Stat. of 1871, Chap. 290, Sect. 6, the Legislature authorized the appointment of a force, to be known "as keepers of the Central Park" for Central Park, and for other parks and squares; "and said board shall have the full and exclusive power to govern, manage, and direct the said several public parks, squares, and places; and cause ordinances for the regulation and government thereof, and generally in regard to said public parks, squares, and places, they shall possess all the power and authority heretofore possessed by the mayor, aldermen, and commonalty of said city, in respect to the public parks," etc., and "all persons offending," etc., as before.

The New York City charter of 1873, as since amended, contains the following, Sect. 83: "The department of public parks shall control and manage all public parks, and streets immediately adjoining the same above 50th street, and public places which are the realty of the city of New York, except the buildings in the City Hall Park, and save as herein otherwise provided, and shall have all the powers and duties belonging to the department of commissioners of parks, not inconsistent with the provisions of this Act."

"Sect. 84. . . . The department of public parks, on and after the first day of May, 1874, shall be under the charge and control of four commissioners, and shall perform all the duties and exercise all the powers now by law conferred or imposed upon the department of public parks of the city of New York."

Under these provisions the territory was taken, and has been laid out, improved, and maintained as a "public place," a "public square," a "Central Park," "for the public good," including "streets," "roads," "avenues," and "places," in the manner of taking public streets at the public expense, and for the public use. Central Park belongs to the public by the manner of its taking for a public easement, by purchase with the public funds and the dedication to public use; and in and throughout its extent the public have vested rights.

The general purpose of the Central Park is the promotion of the health and happiness of the public; and within this general, are several distinct and special purposes of the appropriation and dedication of parts of it: parts for ornament and vegetation; parts for walking, that is, for foot-ways; parts for riding, that is, for animal ways; and parts for driving, that is, for carriage-ways. The uses of some parts may be more restricted than those of others, according to their purposes; but all the parts must, for all the respective purposes to which they are dedicated, remain free and common to all the people.—[*Langley v. Gallipolis*, 2 *Ohio St.* 107.]

The ways in Central Park are of the nature of highways; at least, to the extent that is consistent with their respec-

tive uses and appropriations. The foot-paths are highways for pedestrians; the carriage-ways are highways for pleasure carriages, at least; and those ways which before they came under the Act giving control to the Park Commissioners were highways, and have since been appropriated to all the uses of highways, are highways still, in the full sense of the term. The carriage-ways are streets, and the circumstance of their being within the limits of a park or "public square" does not alter the effect.—[*Commonwealth v. Bowman*, 3 *Pa. St.* 203.]

Now, all persons may travel on a street or highway in their own common modes of conveyance; the use is general and open to all alike. When a street or thoroughfare has been created, and at least until it is lawfully discontinued, it is forever subservient to the right of every individual in the community to pass over the thoroughfare so created at all times.—[*Wager v. Troy, Union R. R. Co.*, 25 *N. Y.* 532; *Inlay v. Branch R. R. Co.*, 26 *Conn.* 255.]

And a street is a place in which all have a right to be, for streets are for the purposes of public travel; neither footmen nor teams, nor any class or variety of teams or carriages have any right of way therein superior to others; they each have the right in common and equally with the other, and in its exercise are bound to use reasonable care for their own safety, and to avoid doing injury to others who may be in the exercise of the equal right of way with them.

In the use of the highways, each may use it to his own best advantage, but with a just regard to the like right of others.—[*Coombs v. Purrington*, 42 *Maine*, 332; *Barker v. Savage*, 45 *N. Y.* 196; *Commonwealth v. Temple*, 14 *Gray*, 74.]

Under these and other decisions enforcing well-established principles of law, it is clear that if bicycles are carriages and are used for travel, they and their riders are fully entitled to the streets; and if they are pleasure carriages and used as such, they are clearly entitled to share the common freedom of driveways or park carriage-ways, equally with any other form of carriage.

The use of manumotive and pedimotive carriages, to greater or less extent, is matter of record and description at least since 1769. The velocipede, in one form or other, is older than our State constitutions and city charters; and so, though not until within 15 or 20 years a frequent mode of conveyance comparatively, it is not a novelty, or an innovation, or an intruder among carriages in its use of highways. A velocipede is defined to be a species of carriage propelled by the rider. It may have one, two, three, four, or more wheels; it may be propelled by the feet or the hands, or both. The bicycle is a variety of velocipede considerably specialized, and consists of two wheels and a frame connecting them, with means of guiding, propulsion, and control, all constructed in the lightest and strongest manner consistent with safety of use.

It supports and carries a rider like a carriage. It is directed and controlled along the roadway by the care and vigilance of the rider, like a carriage; and it enables the rider to travel, that is, to pass along over the roadway, more speedily and more easily, and more enjoyably, than he can go on foot, just as a horse or carriage enables him to do.

This reasoning, from the nature of the thing itself, seems needless, because the fact of its being a carriage, descriptively and mechanically speaking, is so obvious; and any discussion of the question would be unnecessary, were it not so often called in question.

A vehicle which has enabled its rider to cover unaided a distance of 1404 miles in six days, with which hundreds and thousands of travellers have made excursions and tours through every part of Great Britain and the Continent of Europe, and Southern Africa, and India, and Australia, and the West Indies, which is in use to the number of many thousands in the United States, and which every observant and intelligent citizen has seen in use upon nearly all our city streets and country roads from Bangor to San Francisco, and from Detroit to Tallahassee, is certainly entitled to be called a pleasure carriage without question.

When the steel and rubber bicycle was first imported into this country, it was claimed by the Collector of Customs at Boston that it was a machine, and by the importer that it was a carriage; a difference of ten per cent ad valorem duty giving rise to the dispute. The question was referred to the department of justice, and Mr. Secretary Sherman, upon an opinion of the attorney-general, in the autumn of 1877, decided it was a carriage, and so it has been considered in every court and every market in this country without question since.

The English Court of Queen's Bench, in the case of *Taylor v. Goodwin*, decided, all the justices concurring, that a bicycle is a carriage, and the propulsion of it by means of a person sitting on and carried by it is a driving of a carriage.—[*Law Journal Reports*, part 6, June, 1879, Vol. 48, *N. S.*]

The highest courts in this country have not yet passed upon the question, though it has been raised in one or two of the lower courts, where it has been held to be a carriage, following the English law.—[*McFarland v. Browne*, 1 *Bicycling World*, 27.]

So that in every court and every judicial department where the question has been raised for decision, it has been held to be a carriage; and it is of some weight that by the city authorities in this country, when the question has been brought fully and fairly to their attention for decision, they have always decided that it was a carriage.

The law committee of the city of Brooklyn, acting after careful deliberation, and in consultation with certainly competent legal advisers, made a report on 26

April, 1880, to the Brooklyn common council, in which they stated, "As a matter of legal right, your committee believe that bicycles are entitled to the use of the streets the same as other vehicles, no more or less; subject to the same rules, liable to the same responsibility, and their violation to the laws of vehicles to be visited with the same penalties. . . . In all courts where the question has arisen, it has been without exception decided that the bicycle is a vehicle, and as such, has equal right with other vehicles to the use of the streets without discriminating restrictions, and that no authority exists by which the peculiar form of a vehicle for its motive power can be arbitrarily determined to the exclusion of some other particular class. Your committee believes this to be good law and common-sense." And the city council of Brooklyn acted accordingly, and removed all restrictions. — [*Bicycling World*, 242.]

So that as of an old and recognized class of vehicles by prescriptive right, and also as a vehicle recognized by judicial and quasi-judicial decisions, the bicycle and its rider have a clear right on the public streets; but even if it were a novelty, and neither it nor anything of its class from which it is in details a divergence had been used in this country prior to the summer of 1877, it would still be entitled to the use of the public streets.

Said Caton, C. J., in a leading case in the Supreme Court of Illinois, "A street is made for the passage of persons and property, and the law cannot define what exclusive means of transportation and passage shall be used. . . . To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age." — [*Moses v. Pittsburg, etc., R. R. Co.*, 21 Ill. 522.]

Mr. Justice Cooley, of Michigan, in his standard work, has found and expressed the law to be, "When land is taken or dedicated for a town street, it is unquestionably appropriated for all the ordinary purposes of a town street; not merely the purposes to which such streets were formerly applied, but those demanded by new improvements and new wants." — [*Cooley, Const. Limit.* (4th Ed.), 694.]

It is clear therefore that the bicyclers of New York have a right to the use of the streets of New York with their bicycles, subject to the same restrictions and regulations, and under the same general principles of law as are applicable to other carriages. And this is apparently conceded from the fact that they have such freedom of all the streets not included within the jurisdiction of the commissioners of Central Park.

It is also clear that they are entitled to the same freedom of the carriage-ways in Central Park unless there are restrictions under some legal authority vested in the Board of Commissioners for their exclu-

sion, not applicable to the case of other streets.

And this brings me to a consideration of the authority and powers of the Board of Commissioners of Central Park as to the point in question.

Public squares and highways, streets within parks and without them, belong to the public, and are under the control and regulation of the Legislature exercising the sovereign power of the State, either by general or special law. Neither the city nor the Board of Commissioners can act otherwise than as agents of the State and within its authority. — [*Commonwealth v. Temple*, 14 Gray, 74, 4 Abbott, N. Y. Dig. Rep., and St. 555, and cases cited.]

The right of travel in the highways and streets is one of those "privileges and immunities which are in their nature fundamental"; the right of a citizen of one State to travel through the highways and streets of another State for peaceable purposes and pursuits is one of those privileges and immunities guaranteed by the Constitution of the United States (Article 4), and which no State Legislature can take away. — [*Corfield v. Coryell*, 4 Wash., C. C. 380.]

The power of the State legislature over roads and over navigable waters — that is, highways by water or by land — is substantially the same, and is one of regulation and construction, and not of obstruction or destruction; and its power is to be exercised under the restrictions of the United States Constitution and Acts of Congress regulating commerce between the States. It has power to provide police regulations, to govern the conduct of persons using the highways, — for example, to regulate speed of travel, manner of passing, etc.; and to repair and alter them for the public benefit. — [*Cooley, Const. Limit.* 734, 741, and cases.]

"Every thoroughfare which is used by the public, and is, in the language of the English book, common to all the King's subjects," says Chancellor Kent, "is a highway, whether it be a carriage-way, a horse-way, or a navigable river." The law with respect to them is substantially the same. The Crown is trustee for the public, and the use of them is inalienable so long as they remain highways. — [*3 Kent Comm.* 427, 432.]

The Constitution of New York State, Article I., § 1, declares, "No member of this State shall be . . . deprived of any of the rights or privileges secured to any citizen thereof, unless by the law of the land, or the judgment of his peers." This was so in 1846, and to the present time. By the same Article it is declared that no citizen shall be deprived of life, liberty, or property, without due process of law, and that no law shall be passed abridging the right of the people peaceably to assemble, etc.

Now, the privilege and immunity of use of the highway and the public street is necessary to the enjoyment of liberty, and to the right to assemble; since there can be no liberty without action, or move-

ment to and fro, nor any assembling without travel; and the use of the highways, being a necessary incident, is secured by the Constitution. And by the judicial decisions, the use of carriage-ways and streets includes the right to use one's own common mode of conveyance, — such carriage as he has.

I have grave doubt whether any Act of the Legislature of New York prohibiting the use of bicycles under any reasonable regulations in the streets and highways of that State, or any considerable number of them located together, would be a valid or constitutional statute. But as there is no such statute, it is not necessary to discuss the question here; and I have only proceeded in this direction for the purpose of throwing light upon the interpretation to be given to any statute of the New York Legislature respecting the control and government of Central Park by the statutes creating the Park and the Commission, and subsequent ones above cited.

Said board was to have the "full and exclusive power to govern, manage, and direct the said Central Park; to lay out and regulate the same; to pass ordinances for the regulation and government thereof; . . . and generally in regard to said park, they shall possess all the power and authority now by law conferred or possessed by the Common Council of said city, in respect to the public squares and places in said city." And they were authorized to pass such ordinances as they should deem necessary for the regulation, use, and government of said Park, not inconsistent with the ordinances and regulations of the corporation of New York.

The city charter of 1873 continues these powers to the Commissioners; and they have been authorized to appoint a force to be known as keepers, by which they might enforce observance of their ordinances. The same charter confers on the Common Council of the city the "power to make such ordinances, not inconsistent with law and the Constitution of this State," as may be necessary "to regulate the occupation of the streets, highways, roads, and public places by foot-passengers, animals, vehicles, cars, and locomotives," and "to prevent encroachments upon, and obstructions to the streets, highways, roads, and public places not including parks."

So that the control of the streets that were or might be within the limits of Central Park has been taken from the city and conferred upon the Commissioners of Central Park. The Act of 1807, referred to in the above noted Act, under which the lands for Central Park were taken, constituted three persons Commissioners of Streets, with exclusive power to lay out streets, roads, and public squares . . . "as to them shall seem most conducive to public good," and to take, etc., "in trust, nevertheless, that the same be kept open for a public street, road, or public square, forever," and providing how it should be done.

The language of the statutes by which the power and control over Central Park has been conferred upon the Commissioners is the same substantially as that used by the Legislature in conferring similar powers upon city governments and other boards of commissioners. The power is "to lay out and regulate," to pass ordinances "for the regulation and government thereof." The authority conferred upon the board could be no greater than that of the Legislature which conferred it, and was no greater than was expressed or implied in the language of the statutes; and that language is to be construed with reference to its accepted meaning when used in other statutes, and on other occasions to similar ends. In other words, the authority of the board extends to the police regulation of the streets and ways and squares included within the limits of their jurisdiction. They have no more absolute authority than the city government of New York had before they were created, or than county commissioners have. And they must exercise that authority within the principles and rules of law. In this connection the language of Gibson, C. J., in the case of *Com. v. Bowman*, 3 Pa. St. 203, is specially pertinent:—

"County commissioners have no greater right than an individual has, to disturb the citizen in the enjoyment of a municipal franchise, at least beyond the bounds of absolute necessity. . . . The public square is as much a highway as if it were a street, and neither the county nor the public can block it up to the prejudice of the public, or an individual; nor can either assert a right to it by enclosing it beyond a reasonable curtilage. It is dedicated to the use of all the citizens as a highway, and all have a right to pass over it without unreasonable let or hindrance."

It was competent for the Commissioners to lay out squares or parts of the Park for ornamental purposes, to be travelled by no one except in care and maintenance; to lay out and dedicate parts for foot-paths and bridle-paths, and to pass regulations that carriages should not be allowed on these; to lay out and dedicate parts for drive-ways or carriage-ways, or streets. But for each of these classes there must be at least ingress and egress and a passage through. And having dedicated carriage-ways for pleasure use, they cannot exclude from them any kind of pleasure-carriage, unless, for reasonable promotion of the general public use, they designate parts for that kind of pleasure-carriage, with the necessary condition of at least ingress and egress and passage through.

As the Park Commissioners have not designated by way of regulation any particular parts of the Central Park, for the use of those citizens whose carriages consist of bicycles to use, but have designated certain parts as drive-ways, and those parts have been dedicated to the use of pleasure-carriages, the bicyclers have a right, in my opinion, to use any of

such carriage-ways or drive-ways for the purposes of pleasure-riding, within the restrictions and regulations that apply to other pleasure carriages, with their bicycles. In my opinion the Commissioners of Central Park have no authority to exclude bicyclers, with their bicycles, from Central Park drive-ways and carriage-ways, or obstruct them when they enter thereon with their bicycles, as pleasure-carriages, observing the regulations applying to all other vehicles of pleasure.

The Commissioners have right to regulate the use of bicycles in the park; and as to what are reasonable and proper regulations, that is a matter for presentation to the Commissioners, and to be decided in their discretion. Such regulations must not be so sweeping as to prevent either ingress or egress, or passage through the park, for that would be the destruction of a right, and not a regulation; and the discretion of the Commissioners in the matter of regulations must be exercised reasonably and according to the principles of law and usage, and for the promotion of the public good, and in consistent furtherance of the purposes of Central Park as a public square, set apart and maintained for the health and happiness and common use of all the public. Their judgment cannot be exercised arbitrarily, but like the discretion of a court of equity, according to the principles of law and equity.

One other point may be referred to, in passing, which has perhaps been allowed too much force in some quarters heretofore; and that is the alleged dangerous and unwelcome aspect of bicycling to the horse-using portion of the public. The Commissioners would undoubtedly have a right, under their authority to regulate, to prevent pedestrians from carrying strange illuminations, or nitro-glycerine cans, or bombs on the foot-ways; because they are not necessary to the use of the foot-ways, and are unreasonably dangerous. But they have no right to prohibit the carrying of umbrellas, canes, crutches, cork legs, or personal deformities on the foot-ways, although they were objectionable to some, and umbrellas frighten timid or untrained horses; because they are necessary to the full and free use of the footways.

So they might prohibit the covering a carriage with fantastic shapes and colors, and hanging its wheels all over with bells; because that is something more than simply a carriage, and is not necessary to the full and free use of the driveways, and is unreasonably dangerous.

Now the bicycle is no such contrivance. It has by the prejudiced, the thoughtless, or the ignorant, been sometimes called dangerous. But it is simply a carriage (reduced to the lowest possible terms), and nothing else; it has nothing unnecessary to travel, no dangerous additions to the vehicle proper. Ridden at a rate not greater than six miles an hour (the regulation speed for carriages in New York City, I believe), it is capable of com-

plete control,—deviation from its course, immediate stopping, etc.; and not as dangerous as other vehicles, for there can be no runaway or disastrous collision. It is said that horses are frightened by it. The fact is that they are not, any more than they are at umbrellas. But if they sometimes are, it is to be remembered that the highest courts have decided that the drivers of horses have no more rights in streets or carriage-ways than those using other common modes of conveyance, and that the mere frightening of horses is neither actionable as a tort, nor complainable as a nuisance, nor an obstruction which city officers or public boards are accountable for.—[*Moses v. Pittsburg*, etc., 21 Ill. 522; *Cook v. Charlestown*, 98 Mass. 80; *Stone v. Hubbardston*, 100 Mass. 50; *Keith v. Easton*, 2 Allen, 552; *McFarland v. Brown*, 1 *Bicycling World*, 27.]

"An ordinarily gentle and well-broken horse" is the kind of horse to be considered, according to the language of the courts, and these are not frightened by bicycles. The common experience of cities and towns may be well indicated by quoting the language of the London *Standard* (not especially favorable to bicycles), in commenting editorially upon a case before magistrates relating to tolls on turnpikes in August, 1879: "The prejudice against bicycles has all but disappeared in London; the horses are now accustomed to the machines, and are no more frightened by them than by other vehicles; the riders themselves are very careful, and the number of accidents caused by them is surprisingly small; and people in general look with pleasure upon the flying wheels as they scud noiselessly along."

To sum up, however, upon the law as I find it, and the logic of the decisions as closely as I can apply it, my opinion is, in brief, that the drive-ways of Central Park are public streets for the purposes of pleasure travel at least; that all persons have a right to use the public streets with their own common carriages; and therefore that all persons have an equal right to use the drive-ways of Central Park with their own common pleasure carriages; that the bicyclers of New York City are within that class; that the bicycle is a common pleasure carriage; and that therefore the bicyclers have an equal right to use the drive-ways of Central Park with their bicycles.

And further, that town or city or county governments or officers have no authority to exclude, or to regulate so far as practically to exclude bicyclers from the public streets; that the Commissioners of Central Park have no greater authority than such other governments or officers in the matter; and therefore, that the Commissioners of Central Park have no authority to exclude, or to make such restriction as to practically exclude bicyclers with their bicycles from the carriage-ways of Central Park.

CHARLES E. PRATT.



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, 6 MAY, 1881.

DIVORCED.—The publishers, with the desire to give the archers a paper devoted entirely to their favorite pastime at a low rate, have separated the ARCHERY FIELD from its mate the BICYCLING WORLD. Those who contribute need not feel that they are entirely out of the world, as we shall continue to send both papers to those who have sent subscriptions previous to the conclusion of Volume Three. Those who have not subscribed will now have an excellent opportunity to give the publishers substantial assurance that their venture—made with considerable financial loss—shall not fail from lack of support. Those who enjoy reading and giving expression to the thoughts of the day should take an interest in swelling the ranks both of those who read and those who write, as without this interest we fear that the FIELD will soon be a barren one.

In a word, if the archers will unite with us in the endeavor to make the little journal self-supporting, we will contribute our time and labor gratuitously, and will be willing to guarantee, if the enterprise prove profitable, that the profits shall be devoted to the enlargement and betterment of the paper.

Our plan is to issue the ARCHERY FIELD every two weeks, and to charge \$1.00 per year for all subscriptions which begin after the close of Volume Two.

ANNUAL BUSINESS OF THE E. A. A.

THE meeting was held at the Revere House, 27 April, at 12 o'clock.

In the absence of the president and vice-presidents, the meeting was called to order by Nathan D. Abbott. Minutes of previous meeting read and accepted.

Report of the corresponding secretary read, accepted, and placed on file.

Report of the treasurer and executive committee read, accepted, and placed on file.

Voted, that Mr. Samuel Rogers be recording secretary *pro tem*.

Moved by Adolphus Reynolds that Article 8 of the constitution be amended, so that the value of the gold be 5, the red 4, the blue 3, the black 2, the white 1.

Considerable discussion followed. Mr. Adolphus Reynolds read copious excerpts from Messrs. A. S. Brownell, Thompson, and Ford in support of his motion.

Mr. U. S. Dalrymple moved to amend by striking out of the motion all the words after the word "constitution." The motion was seconded, and declared carried by the Chair by 8 to 7, several delegates abstaining from voting.

Mr. Allen then raised the point that the original motion never had been seconded, and that the amendment was void and of no effect.

The Chair declared the "point" was well taken. An appeal was taken, and the Chair sustained by a vote of 14 to 8.

The motion was then seconded.

Mr. S. Phillips made a vigorous attack upon the new system, which at first received a great deal of interruption, but after a short time the cogency of his remarks won him hearty support.

Mr. Charles Allen said both sides were fools. The system of scoring 1, 2, 3, 4, 5, was based upon an arithmetical progression, with a common difference of 1, while the other system had a common difference of 2. One was as good as the other, both being incorrect; what he was anxious about was to hit the target.

The discussion that followed was of the most animated description.

"Pacific Poor Shot," "Capt. Jack," Havens, Holberton, and others were quoted.

Some one asked what kind of a shot "Jack" was, and nobody seemed to know.

Mr. Allen said that "Capt. Jack" was a *nom de plume* of a Chicago archer, — South Side, he thought.

Mr. Dwight said he had made accurate measurement, and could prove the complete incorrectness of the 1, 2, 3, 4, 5 system.

Mr. Baker followed with the same assertion as to the 1, 3, 5, 7, 9 system.

The previous question was loudly

called for and put by the acting president, with the result of 11 yeas to 11 nays.

The president cast his vote in the negative.

Mr. Reynolds, amid much confusion, said that he had been given to understand that the acting president was not an active member of any club, and so could not legally, under the constitution, cast a vote.

The president admitted that he was not an active member of any club, but he had been elected an officer, and in the absence of his superiors, must preside over the meeting.

Mr. Reynolds said he could preside, but could not vote, under the constitution.

Mr. S. P. Abbott said he had informed Mr. Reynolds of the incapacity of the Chair, and made a most vigorous statement of the law as stated in an identical case decided by the Supreme Court at Washington.

Mr. Charles Allen said he did not care a fig for any lawyer in Boston, Washington, or any other country town; what they came there for was to make arrangements for a successful sport, and it grieved him to listen to such talk. The motion not being carried,—"I beg pardon, sir, you say 'carried'?" Then I move a reconsideration."

Mr. Dalrymple asked why; it seemed to him, as Mr. Allen had said both systems were poor, he (Mr. Allen) could not desire a reconsideration. He asked Mr. Allen to withdraw his motion. Mr. Allen refused.

The motion was put, and the vote stood 11 yeas to 11 nays.

The president cast his vote for the affirmative.

Mr. Dalrymple raised the point that the president could not cast his vote, not being an active member of any club, and called upon Mr. Reynolds to make a few remarks. Mr. Reynolds said he considered the call as insulting.

Mr. Reynolds was called to order by the Chair, and apologized for his remarks. Great confusion resulted.

On a reconsideration, Mr. Dalrymple asked that time might be allowed for certain delegates to return who desired to vote in the negative, but delay was refused.

Mr. Dalrymple then announced that he should vote in the affirmative so that he could move a reconsideration.

The vote resulted 14 yeas to 4 nays; Mr. Dalrymple doubted the vote, and a second ballot resulted 15 yeas to 5 nays.

Mr. Dalrymple moved a reconsideration, but it was lost, 8 yeas to 14 nays.

Election of officers followed:—

President.—Major Constable, Brooklyn, N. Y.

First Vice-President.—W. Holberton, Hackensack.

Second Vice-President.—Miss Louisa Mager, Watertown, Mass.

Corresponding Secretary.—Dr. Dwight, Boston.

Recording Secretary. — Mr. Colton, Lewiston, Me.

Treasurer. — Mr. Dalrymple, Poughkeepsie, N. Y.

Executive Committee. — Adolphus Reynolds, Fitchburg, Mass.; Charles Allen, Portsmouth, N. H.; U. S. Dalrymple, Portsmouth, N. H.; Charles Littlejohn, Newton, Mass.; E. R. Dwight, Watertown, Mass.; Cephas E. Renfrew, Lynn, Mass.

Voted, That the executive committee fill vacancies.

Voted, To shoot in September.

Voted, That the executive committee decide upon the place of shoot.

Voted, To print in the ARCHERY FIELD proceedings.

Voted, to adjourn.

MR. SAMUEL ROGERS,
Recording Secretary pro tem.

HERE WE ARE AGAIN!

AMERICAN (?) SYSTEM.

CRAWFORDSVILLE, IND., April, 1881.

THE attention of Andrew S. Brownell and A. W. Havens is respectfully called to the following extract from the writings of the late H. A. Ford:—

"This incorrectness in the number scored for each ring is *altogether unimportant*, for as one man's score is only good or bad as compared with another's, and all use the same target and mode of counting, and so the comparative result is the same." — *American Edition*, page 63.

A REPLY TO "SCHOONER."

Editor Bicycling World: — I have just read "Schooner's" "sensible view" on the subject of target valuation. "Schooner" says I am "a first-rate fellow," but that I am "an Ohio man," and my logic is "fearfully and wonderfully absurd." I thank him for damning me with faint praise; and I admit I am from Ohio, — unlike "Schooner," I am not ashamed to own where I hail from: lastly, I am sorry that my logic should appear so "fearfully and wonderfully absurd" to "Schooner," and somewhat surprised that he has not taken more pains to show wherein the absurdity lies; however, I shall make an effort to clear away the mirage from before his vision. But we will first glance at his "sensible view" of the subject, and see if even he has not a valid claim to a share in logic "fearfully and wonderfully absurd."

In the first place he claims that "a glance at the relative areas of the five colors" will show the incorrectness of Mr. Brownell's valuation, and "at the same time prove that the present ratio between the white and the gold is *correct*": thereby plainly committing himself to the *area theory*.

In the next paragraph he says that "the only fair system of scoring would be by either one of two plans: either measure the distance of each hit from the centre of the target, and add these

distances together, which would give the highest score to the one who had the smallest number of inches, in which case the highest attainable score would be nothing; or *measure each hit from the circumference of the target, when the one having the greatest number of inches would win.*" And then he asserts that "the absolute fairness and correctness of both of these systems no one will gainsay"; thereby plainly committing himself to the *distance theory*.

Shall we not smile at this Janus-faced debater, this double-ended "Schooner"? He first claims to prove the error of Mr. Brownell's position by the *area theory*, and then admits the worthlessness of his argument against Mr. Brownell by avowing allegiance to the *distance theory*.

Bear with me a moment longer. Mr. "Schooner" interrogatively says that "taking the target as it is," the valuation, gold 9, red 3, blue 1 4-5, black 1 2-7, and white 1, is *correct*, but that he is unwilling to admit that it is *fair*. As if in the computation of scores, where justice, "even-handed justice," is the desideratum, any method could be *correct*, and at the same time *unfair*! Yes, he takes indeed "a sensible view of it."

And now let us briefly examine my logic, so "fearfully and wonderfully absurd." Mr. "Schooner" concedes the "saneness" of my argument that a correct valuation of the target would be, gold, 1; red, 3; blue, 5; black, 7; white, 9; but says I "suddenly became insane" when I reverse this scale of values, and claim that, in its reversed form, it is equally correct. My words on this point were that "the only difference between the two scales is, that one starts from the gold ring, and the other from the white ring; one scale shows by symbols how far along a radial line of the target an arrow has struck from the centre of the gold, and the other how far along a radial line of the target an arrow has struck from the periphery of the white." Now, by reading the words of Mr. "Schooner" that I have above quoted and italicized, it will be seen that Mr. "Schooner" allows that the value of an arrow may, with "absolute fairness and correctness," be calculated by measurement, as well from the periphery of the white as from the centre of the gold; and in view of this admission, since he concedes the correctness of the scale of values that starts from the gold, he should concede the correctness of the scale that starts from the white: for the reasoning in favor of either scale is the same. For the 1 to 9 scale the argument is this: If the average gold arrow strikes 2.4 inches from the centre of the target, and counts 1, and the average red arrow strikes three times as far away (7.2 inches), it should count 3, etc., etc. And for the 9 to 1 scale: If the average white arrow strikes 2.4 inches from the periphery of the white, and counts 1, and the average black arrow strikes three times as far away (7.2 inches), it should count 3, etc., etc. "P. R. W." and "C. C. A."

have advanced and so fully explained this argument in No. 23 of this journal, that I do not feel it necessary for me to dwell any longer upon it; however, I will add a few figures for the especial benefit of Mr. "Schooner."

The following score is calculated upon the 1 to 9 scale of values, and its accompanying scale of distances, *i. e.*, gold, 2.4 inches; red, 7.2 inches; blue, 12 inches; black, 16.8 inches; white, 21.6 inches:—

	Score.	String.
5 golds	5	12 inches.
10 reds	30	72 "
11 blues	55	132 "
3 blacks	21	50.4 "
1 white	9	21.6 "

30 arrows. 120 288 inches.

P (the perfect score) = 30 (arrows) × by 2.4 inches (the distance of the average gold arrow from the centre of the target) = 72 inches.

288 inches — 72 inches = 216 inches.

The following is the same score, and is calculated upon the 9 to 1 scale of values, and its accompanying scale of distances: *i. e.*, gold, 21.6 inches; red, 16.8 inches; blue, 12 inches; black, 7.2 inches; white, 2.4 inches.

	Score.	String.
5 golds	45	108 inches.
10 reds	70	168 "
11 blues	55	132 "
3 blacks	9	21.6 "
1 white	1	2.4 "

30 arrows. 180 432 inches.

P = 30 × 21.6 inches = 648 inches.

648 inches — 432 inches = 216 inches.

It will be seen that the above score is 216 inches short of perfection by either scale of distances. I showed in my last letter that the score is 90 points short of perfection by either scale of values.

Just one more illustration in support of my position. We will compare two scores calculated both upon the 1 to 9 and 9 to 1 scales of values and the corresponding scales of distances, and observe what results are obtained.

	1 to 9 scale of values.	Unit of distance.	Strings.
A.'s score	90	× 2.4 in.	= 216 in.
B.'s score	120	× 2.4 in.	= 288 in.
	120 — 90 = 30 points.		
	288 — 216 = 72 inches.		
	9 to 1 scale of values.	Unit of distance.	Strings.
A.'s score	210	× 2.4 in.	= 504 in.
B.'s score	180	× 2.4 in.	= 432 in.
	210 — 180 = 30 points.		
	504 — 432 = 72 inches.		

By either scale of values A.'s score is 30 points better than B.'s; and by either scale of distances A.'s string is 72 inches better than B.'s. In the first instance A.'s arrows are 72 inches nearer the gold than B.'s; and in the second they are 72 inches farther from the white and toward the gold.

If Mr. "Schooner," after another examination of my "logic," is still of opinion that it is "fearfully and wonderfully

absurd," I beg of him to *point out* the absurdity, and not sentence me without trial. It is a very easy matter for any one from behind the screen of a *nom de plume* to find fault with the opinions any theories of others, and I would suggest to Mr. "Schooner" that if he has any *definite* ideas on the subject of target valuation, he would state them, and free himself from danger of being thought a fault-finder for the sake of finding fault.

One more parting word to Mr. "Schooner": Let him look to his topmast; it would seem to need repairs.

DEAN V. R. MANLEY.

TOLEDO, OHIO, 23 April, 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. — *Com.*

WHEEL CLUB DOINGS

MONTREAL. — It is probable that eight members of the Montreal B. Club will be at the May Meet, including Director H. S. Tibbs. "The prospects of the popularity of the wheel here are good. Tricycles, of which there has been only one here until now, are coming into favor, and some half-dozen are in course of shipment to this city."

YONKERS BICYCLE CLUB. — At a recent meeting of the Yonkers Bicycle Club, a new uniform was adopted; the same to consist of mottled brown corduroy coat and knee-breeches, polo cap of same material, with initials Y. B. C. on the front, navy blue flannel shirt, with white trimming, a narrow white canvas belt and navy-blue stockings.

The colors of this club are crimson and gold.

H. E. THORNE, *Secretary*.

25 APRIL.

WILKESBARRE CLUB. — *Editor Bicycling World*: — Though the club organized with five members, and officers were elected on 29 May, 1880, no constitution and by-laws were adopted until 26 February, 1881. On 1 March, 1881, the following officers were elected for the ensuing year, viz.: Edward Gurnsey Mercar, president; A. G. Carpenter, captain; George R. Wright, secretary; and Charles W. Bixby, treasurer.

The membership of the club has gradually increased to ten members, with brighter prospects than ever of further additions before the summer fairly opens.

At our last meeting, the club adopted a new uniform, consisting of a hemlet hat, coat and knee-breeches of light gray, "Yale" shirt, gray, navy-blue stockings, low "Oxford Tie" walking shoes.

"Harvard" crimson was selected as the club color.

The roads leading into the less populated country are getting to be quite good; and though, at times, we experience some difficulty in rolling over an occasional rough or hilly piece of road, yet the variety, beauty, and picturesqueness of the scenery in Wyoming Valley more than compensates for the exertion and inconvenience at times necessary and unavoidable.

We will extend the hospitality in our power, and endeavor to treat kindly all bicyclers who may conquer their prejudices against visiting a small inland city like this while taking a run through the valley.

GEORGE R. WRIGHT,

Secretary Wilkesbarre B. Club.

25 APRIL.

ADVENTURE B. CLUB. — On 26 April, a meeting was called of the bicycle owners of St. John's School, and a club organized under the name of the Adventure B. Club. The suit decided upon is to be of some dark material, with dark-blue stockings, and a polo cap to match, with the gold letters A. B. C. on the front. The club color is maroon, and the number of active members at present is sixteen. The following officers were elected: G. M. Allen, captain; E. V. Connett, Jr., sub-captain; J. M. Thomas, secretary and treasurer.

The by-laws adopted were, with a few exceptions, the same as those given in the "American Bicyclist."

The members are as follows: G. M. Allen, N. W. Bishop, H. Burden, T. B. Burnham, E. V. Connett, Jr., E. R. Connett, C. Darling, G. W. Ewing, G. G. Haven, Jr., J. Humphrey, H. Martine, A. McConihe, C. B. Mitchell, T. Smith, H. P. Tailer, J. M. Thomas.

SING SING, 29 April.

MILWAUKEE NOTES.

THE first club run of the season of 1881 started from club headquarters, on Broadway, Saturday, 23 April, at 4.30 P. M., with a full attendance of road officers, and eighteen wheels in line. The run was principally over the best of the up-town payments, and included a drill on Prospect avenue. By next Saturday, at least three dozen of the new uniforms will be finished, and the appearance of the club will be much improved thereby. Sunday, the 24th, a run of fifteen miles was taken by eight members of the Milwaukee B. Club, being through the Soldiers' Home and return. The party struck a very great diversity of roading, one "novelty" being a walk of a quarter of a mile through a cut that almost baffles

discription. Snow banks eighteen to twenty feet wide spread upon each side of a roadway of deep mud, and a passage was only effected, and with difficulty, by pushing machines over the snow and along a slippery and narrow grassy bank, projecting from under the fence. One of the party accomplished this by walking the top of the fence and leading his wheel by the head: another argument for tall wheels. Two weeks more of warm and sunny weather will put the country roads in good condition, and bread-and-milk runs will then be in order.

As yet, it is evident that the "hoofs" of the village maiden have not been "heard on the hills," and the tow-path is not what it used to be. We are glad to hear some more from "Madeline." Can't she be induced to attend the May Meet.

Will some one interested please inform us what qualifications are necessary to enable one to join the Bicycle Touring Club, and also what advantages, etc., it offers to American bicyclers?

Fairfield, of Chicago, spent half a day with us last week. He reports a booming business in Chicago.

The owner of the first Excelsior cyclometer used here has been much amused lately by the solicitous remarks of his friends, assuring him that his "Cy" was n't turning round.

The following atrocity was suggested by a 56 H. F. H.'er on yesterday's run: —

Why, on a hot day, after a stop for (liquid) refreshments, is a bicyclist like an Indian mother? *Because*, on each rider you see the Pop ooz. (Full explanation, with diagram, etc., will be sent on application.) Yours, SUGNA.

MILWAUKEE, 25 April, 1881.

CONSULS' REPORT.

E. C. HODGES AND F. S. PRATT, *Directors L. A. W., State of Massachusetts*. *Gentlemen*: — We, the consuls of Worcester, wish to report our progress in making arrangements for the entertainment of visiting wheelmen, in order that the information thus given may reach those who will favor us with their company on their way to the May Meet Hotels — Bay State House, rate per day, \$2.50, \$3.00, and \$3.50, Main street corner Exchange; Lincoln House, \$2.50, Main street corner Elm; Waldo House, \$2.50 and \$2.00, Waldo street; Continental Hotel, \$2.00 (a reduction to League members of 50 cents), Main street corner Chandler. These are given in this order on scale of prices, not on excellence or convenience of situation, for we would strongly urge wheelmen to stay at the Continental Hotel, Mr. E. A. Ward, proprietor. The house is pleasantly and conveniently situated, has comfortable beds, light rooms, provides a good table, and has large bath-rooms free to guests.

In the removal of our associate, Geo. M. Doe, from the city, we have lost an efficient and active helper; his absence we very much regret.

We shall be glad to furnish any traveling wheelman who may call on either of us the latest and most reliable information concerning roads in all directions.

Yours truly,
E. F. TOLMAN,
of HILL & TOLMAN,
No. 424 Main street, cor. Pleasant,
A. W. DARLING,
Cherry Valley,
Consuls, Worcester, Mass.
WORCESTER, MASS., 23 April, 1881.

CHALLENGE.

I hereby challenge all amateur members of the "League of American Wheelmen" to run a 100-mile race at the American Institute building, New York City, the day succeeding the "race meeting" of the "League of American Wheelmen" for the 100-mile Amateur Championship of America, and a cup or medal, the value to be mutually agreed upon.

PHILIP T. TIMPSON,
Manhattan Bicycle Club,
791 5th avenue, New York City.

THE TRANSPORTATION TAX.

Editor Bicycling World:—Slight as has been the attention given to this subject by writers who have discussed the League Meet, it seems to me to be the one main question, upon whose proper settlement the success of that occasion will depend. If the three men named in your paper of to-day as "committee on railroads" shall succeed in arranging to have bicycles carried to Boston safely and inexpensively, they will do more towards attracting a large crowd of wheelmen to that city on the 30th May, than all the other committee-men combined. The problems presented to the latter, whether labelled "reception" or "dinner," or "finance," or "hotels," are mere child's play in comparison with the great problem of transportation, which the "committee on railroads" have been appointed to grapple with. Once safely landed in Boston, the barbarian bicyclers from the outlying American wilderness may be readily trusted to find "hotels" which will give a proper "reception" to their "finances," and supply "dinner" therefor. But to bait the bicyclers Bostonward—ah, brethren of the railroad committee, there's the rub! How do you propose to remove from our pathway that disheartening obstacle, the baggage-smasher? Perhaps the story of my own personal collision with that obstacle may interest you now, even though it make your flesh creep a little.

About my earlier experiences, on four of the New England lines, there was nothing particularly terrible, however. From West Brimfield to Worcester, Newton to South Framingham, and thence to Springfield, Springfield to Hartford and back (twice), Chicopee to Northampton, Greenfield to Holyoke, Newport to Taunton, Brighton to Boston, Boston to Springfield, Meriden to New Haven—all these rides did my wheel take in '79 and '80, without any

attempt on the part of the baggage-men to exact tribute. One of them indeed suggested, when I handed it up to him with the remark that it was to "go to Hartford," that it ought properly to go to a warmer place, having the same initial letter; but in general their attitude was one of tolerance, if not of affection. They would give no checks for the wheel, and would assume no responsibility for it as baggage; but if the owner chose to personally stand guard over it, they did not resent his presence in the baggage car. My custom in the case of long rides was to stand by my wheel only for a few minutes at the stations until the baggage had been properly packed. Between times I would occupy a seat in the regular passenger car. I rode eight miles in a train whose terminus was Harlem Bridge, and a somewhat longer distance (Riverhead to Yaphank) on the Long Island Railroad, without submitting to any tax, though the baggage-man in the latter case gruffly drew attention to the printed regulation forbidding the presence in the car of all non-official persons not possessed of an "order." It seems probable that at Hunter's Point, the city terminus of this road, I should have had to pay express rates as a condition of getting my wheel admitted to the car.

When my wheel first struck the New York Central Railroad, at Oneida, the man in the baggage car "struck" me for a quarter-dollar, though I think my ticket to Syracuse only cost twice that sum. From Syracuse to Canandaigua, a distance about three times as great, my wheel was kindly cared for by a baggage-man, whose charge was still a quarter-dollar. The same sum I paid twice between Canandaigua and Niagara; for though the car went through without change, a change in baggage-master was made at Rochester. The rule seemed to be that every individual baggage-master who admitted the wheel to "his" car should be paid a personal fee of a quarter-dollar, whether the distance were long or short. There was no pretence that the railroad company made the charge or received the money; it was simply demanded as an individual perquisite, in recognition of the extra-official service of taking care of the wheel. "The company pays us for handling passengers' baggage in this car, and for nothing else. If we graciously consent to assume additional burdens, persons benefited have got to pay us additionally": such was the sentiment on the "Central."

I next thrust my wheel into a Lake Shore baggage car, one midnight, at Ashtabula, and told the recipient to "put it out at Erie," not quite fifty miles beyond. When he did so I passed a quarter into his palm, and received his affectionate "good-night, sir." Between Dunkirk and Salamanca, a somewhat longer distance on the Erie road, I guarded my machine in the baggage car, and when I suggested to the affable master thereof that "I supposed he

wanted about a quarter for his trouble," he said he was not aware of having taken any trouble, and so declined to accept any fee. The baggage-man between Salamanca and Hornellsville, perhaps a two-hours' ride, accepted with apparent satisfaction my proffer of the standard fee, when he handed my wheel out of his car. At this town I boarded a through express on the Erie, and there were mountains of trunks awaiting shipment in its two baggage cars. The conductor said he "guessed room could be found for me there," in declining to admit my wheel to "the smoker"; and room ultimately was found, after the trunks had all been packed, though I was a little apprehensive as to the final result. Disembarking at Binghamton, after a four-hours' ride, the longest my wheel had ever taken, I asked the baggage-man what he might want for his trouble; and he diplomatically responded, "Whatever you please to give." "Would a quarter be satisfactory?" I inquired. "Not much," said he. "I ought to have a dollar for my work in keeping the thing safe among all this baggage; but give us a half, and I'll call it square." So I passed over the "half" with cheerfulness, for the man's care was under the circumstances well worth the money, and we parted very good friends. The next morning my wheel took another four-hours' ride on the Erie, from Great Bend to Port Jervis; but this time the baggage car was practically empty, and I think I paid only a quarter for the use thereof, though I cannot certainly remember.

I have heard that other wheelmen who have attempted to start out on the Erie, from its terminus at Jersey City, have been caused trouble by a regulation of that road giving to the express company the right to transport anything except "passengers' baggage." My own experience shows, however, that at stations other than the terminus, the king of the baggage-car is not apt to recognize or enforce any such rule to the detriment of his own personal perquisites. Out of fear for a similar regulation on the New Jersey Central road, I secured from the General Passenger Agent thereof a letter, requesting the baggage-master of the three sections which composed its "new line to Washington," to give transportation to my bicycle "at as reasonable rates as possible." The car ran through without change, and I gave each of the men a quarter, which was thankfully pocketed, except by the commander of the P., W. & B. section, who said that the proper charge for such a thing ought to be seventy-five cents or \$1.00; but that, of course, in view of my permit from the General Passenger Agent, if the other section masters were satisfied with the smaller sum, he would be also. Even without my permit, I think I should have had no trouble in getting my wheel passed with the specified fees, except in the case of this Philadelphia and Baltimore man, for no express matter was car-

ried on the through trains. In returning from the Capitol, I put my wheel in the front seat of the smoking car, with which the compartment for baggage was combined, and sat beside it all the way to New York. As this "new line to Washington" has since been discontinued, my experience on it can hardly be taken as a precedent. I met in that city a bicyclist who had brought his wheel from Cincinnati, by express, without a crate, at a cost of \$1.75. My own wheel, crated, has been sent by express from Hartford to New York (110 miles), for seventy-five cents; from New York to Springfield (136 miles), for \$1.00 (by special agreement, usual charge \$1.50), and by freight from Hartford to Schenectady (140 miles), for forty cents.

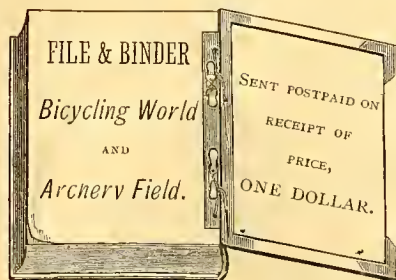
I know of no attempt that has been made on the Sound steamer to exact a transportation tax. My wheel has gone by boat from New York to New Haven and back, from New York to New London, and from New York to Newport, without anything being said against it. Perhaps it was by special favor that, at the time of the Newport Meet, wheels were allowed to be taken inside the state-rooms. At all events, the captain of the boat coming from New Haven refused me this privilege, and snorted defiance of the Newport precedent; but he said the machine should be well cared for in the baggage-room, and it was. Most of the ferries at New York charge a bicycle a tax equal to its owner's fare, whether one, two, three, four, five, or six cents. The boats of the Brooklyn "annex," connecting that city with various ferries of New York and Jersey City, likewise tax a bicycle ten cents, which is the price of a man's passage. The price of passage on the Staten Island boats is the same; but the ticket seller "passed" my wheel when I embarked thither this morning. A similar thing may be said of my experience in 1879, with the excursion boat to Fort Lee, and the ferry thence to Manhattanville. The boats running from Fulton Ferry to Harlem afford an easy way for a bicyclist to "get around" the stone pavements of the city. The fare is eight or ten cents. On one only of these trips have I been asked to pay a similar sum for my wheel. This I refused to do, citing the previous precedent; and the ticket taker, after growling a while to himself, let me alone. I understand that Brooklyn bicyclists, going together in parties on these Harlem boats, have submitted to the tax. The "Belt" lines of horse cars, which run pretty close along the two opposite shores of the city, from the Battery to Central Park—a ride of more than an hour—are obliged by law to carry a bicycle if the owner presents it at the front platform. The regular charge seems to be ten cents in addition to the five-cent fare; but for the only two rides which my wheel has taken on the East Side Belt road, the charge has been five cents. A personal fee of five or ten cents to the driver of a car on any of the other lines, whose charters do not au-

thorize the carrying of baggage, would probably insure a ready welcome of the bicycle to the driver's front platform. I am told that some of Mr. W. M. Wright's friends occasionally secure written permits to place their wheels on the rear platforms of trains on the elevated railroads; but I do not know whether or not they usually pay an extra fare for the privilege. On one occasion at least, the Manhattan Club, starting off thus on a visit to Brooklyn, were allowed to take their wheels "for nothin'."

The evident lesson of the foregoing facts is, that the "transportation question" is in a very chaotic condition, so far as bicycles are concerned. The amount of tax levied depends chiefly on the whim or humor of the individual baggage-smasher. Many of these are good-humored persons, and a solitary wheelman can make his peace with them at a moderate outlay of cash and civil explanations. But when two or three hundred riders try to take their wheels along at about the same time, in the baggage cars running towards Boston, the question assumes quite a different aspect. Unless definite and minute instructions are sent out from headquarters to the baggage-men, "trouble will be brewin'," sure enough. Let the "committee on railroads" find out just what each railroad line will agree to do, and then advertise the result in the *BICYCLING WORLD*. They can't be too quick about it either, if they expect us outer barbarians to swoop down on them in any great numbers. The fact that Newport could be approached by steamer simplified the problem vastly in 1880. I hope that bicyclists, whether travelling singly or in clubs, will stand firm against paying any transportation tax at all to steamboat agents anywhere. In the case of the railroads, it seems right that some payment should be made where trouble is actually caused. The establishment of a uniform tariff, according to distance, on the great trunk lines, is much to be desired by tourists.

KOL KRON.

WASHINGTON SQUARE, N. Y., 22 April, 1881.



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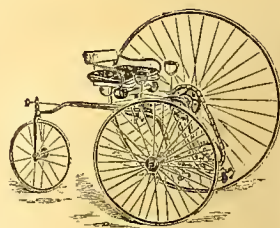
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