

Bicycling & Archery World

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CHARLES E. PRATT, } Editorial
WILL H. THOMPSON, } Contributors.

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CURRENTE CALAMO

FROM the notices in some of the daily papers one would be led to think, because the Park Commissioners have granted the freedom of Central Park to the L. A. W. for a parade, that the decision of the directors in favor of New York City is a foregone conclusion. This is by no means true, as the committee on location have strongly recommended Washington, and there is also a growing popular sentiment in favor of Boston. One or two dark horses have come to light, and may, in the absence of perfect agreement among the League officers, be of service as a means of friendly compromise.

THE addition of the accomplished archer and journalist, Mr. Will H. Thompson, to the editorial staff has been effected so quietly, that although his name has added to the cluster on our title-page, and his genial presence has brightened the gathering gloom of the Archery Department for several past issues, we have had very little evidence of a general recognition of the change. The archers seem, however, to be conscious of a transformation in the editorial tone, and will without doubt welcome as cordially as do we the presence of this best of bowmen, whose contributions to archery literature are always pointed and well aimed.

THERE is in prospect a delightful party to be given by one of the well-known Boston clubs, one that has already demonstrated its ability to entertain in the best of style, which will be looked forward to with pleasant anticipations by the invited guests. These social festivities do much to bind the bicyclers of a club together by associations that they do not meet with on the wheel. They are also very valuable in large cities as a means of making wheelmen well acquainted with each other, and what is better than all, of interesting the ladies in the "selfish pastime."

THE Pope Manufacturing Co. have recently received orders for bicycles from

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Havana, Cuba, from England, and even from far-off Honolulu. Their riding rink is filled with tyros all day long; and from the activity in their trade thus early in the season, it may be fairly inferred that the number of bicycles in use will be doubled, if not trebled, before the end of the year.

THE bicycles of Hickling & Co. excited a large share of attention at the recent Stanley Bicycle Club exhibition in England. The Pilot roadster, a light and rigid machine, with all the latest improvements, and a special feature in the shape of a new spring, with both a forward and a lateral play, received general praise. Their Timberlake and London machines are too well and favorably known to need mention, but it is worthy of remark that

there was exhibited a London which had been ridden upwards of 8,000 miles, and was in remarkably fine condition.

THE Brockton Club men have had it. We have all had it, or have got to have it some time, for no one man will agree to wear a head-dress unbecoming to him simply because it is becoming to ninety-nine other men. There is, however, in this club, as in the Montreal Club, and in fact nearly three quarters of the bicycle clubs heard from, a unanimity of sentiment in favor of Boston for the League Meet.

THE conundrum nuisance is becoming almost unbearable. Yesterday a patient, sad-faced man waited outside of our sanctum door two hours and a half, while a man was trying to sell us a portable folding chair that could be carried on the back-bone of a bicycle; and when the agent departed, covered with perspiration and profanity, the sad-faced man entered and sat down directly opposite us. After scribbling off a line or two of Calamo, we looked up with a resigned expression of inquiry, and found him staring at us fixedly, and indulging in a stony grin.

"Why," he began, and then the editor sank back in hopeless despair, "why are bicycle spokes like the ladies?"

"Because there are a great many fine ones around the Hub, and they are very much attached to attire, and—and—they hang on to the fellows. There, will that do for to-day?" And yet the ungrateful wretch went out with a scared, vacant look on his face, as if he was n't satisfied.

THE Corresponding Secretary, L. A. W., is certainly the hardest worked and the least thanked gentleman in the League. Nothing but the most persistent enthusiasm would carry any man through the arduous duties of the office, as there is attached to it abundance of responsibility, unending hard work, and very little compensation of either honor or thanks. The editor has had opportunity of reading many L. A. W. business letters, and is impressed that some of them, because of their discourteous tone to the *ever-courteous* secretary, are very discreditable to the writers. At present Secretary Parsons has added to the cares of private business and his official duties the pressure of severe illness in his family; and if his correspondents do not receive replies promptly, it will at least be considerate in them not to manifest impatience to him.

It has been grossly and venomously insinuated that the editor's recollection of his speech at the Boston club dinner was so dim, that when cross-examined the next day at his room by a seductive reporter, he could only say, "For mercy's sake [or somebody else's sake] give me another wet towel. I seriously think that my head will soon explode." The falsity of such a statement is stamped on the face of it, for the speech had been carefully written out and rewritten thirteen times, and a full-dress rehearsal

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held before the mirror every day for several weeks previous; and upon the occasion of the reporter's visit, the thirteen copies of the speech, and the mirror, were both in the room. The speech was:—

"Mr. Pres't and Genl'm [prolonged applause]. I am very happy to see you on this suspicious occasion [some applause]. I 'sure you I had no intentions of delivering this speech when I wrote it [faint applause]. I did n't expect to be called upon when I came here, but I will say [great silence] I will say—ah [silence so intense that you could hear a gum drop] ah—ah—" and just here the speech faded gently away like some exquisite fairy rainbow before the steady rays of the sun, or like a bicyclist's enthusiasm the day after his first road ride.

THERE is in preparation a very handsome pictorial number, in which there will be a full illustrated description of the most extensive bicycle manufacturing establishment in the world. Great care will be taken to secure an accurate and attractive account of the works, and no expense will be spared in producing the illustrations. News agents desiring extra copies should send their orders at once. There will be a very large edition, but the greater portion of it is already spoken for.

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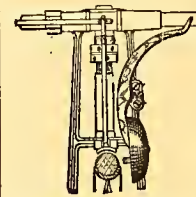
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Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets 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, 18 MARCH, 1881.

THE ANNUAL GATHERING of bicyclers, under the management of the L. A. W. officers, is near at hand, and a location for the grand Meet will probably be fixed at a meeting of the League Directors this week. In the general discussion of the matter, three cities, Washington, Boston, and New York, have presented strong claims for this first celebration of the L. A. W. birthday; and so imperative have been the demands of these cities that a compromise "dark horse" will find very little favor. There is a strong attraction in the magnificent streets, the thorough provisions for comfort, and the generous welcome bicyclers would have in Washington. The public favor and protection bicyclers receive in Boston; the near presence of a majority of L. A. W. members and of a large number of other wheelmen, and the fact that bicycling interests at present centre in this city, are considerations which should have the careful attention of the L. A. W. officers: while, after all the general opposition to New York, the effect of a large procession of bicyclers upon so extensive a non-bicycling community may be thought the best result to be obtained by the Meet, and may decide the matter in favor of the metropolis.

Wherever the Meet is held, it is very desirable that there should be a full and complete attendance of L. A. W. members; and in the parade, all the neighboring riders, not members, should be allowed to participate. It is time now to show the public that bicycling is not a mania, an eccentric sport, with a few hundred devotees. It is time to show the large proportions which it is assuming, especially to the public in the West, which is in almost total ignorance of the development the pastime has received in the East. This occasion of the League Meet is certainly a golden opportunity for discovering the organization to those who have no knowledge of its existence, and of giving to outside bicyclers some practical evidence of its strength.

In almost every city where bicyclers have shown themselves amenable to law and discipline, there has been a growing public respect for them; and in many places they are not only accepted as an established fact, but are also regarded with great interest by a class of people whose respect is worth having.

Without public opinion in their favor, the League members will be subject to much unfair criticism, both from the people and the press; and the Meet may serve little better purpose than to advertise bicycling unfavorably.

Wherever the Meet is held, it is the duty of every bicyclist who has any genuine fondness for the pastime to lend the encouragement of his presence, lay aside all personal prejudice, and to look, act, and ride his best. The matter is in good hands, and if the officers make a mistake in their choice of location, it must be remembered that every place has had a fair representation, and that the decision is as disinterested as all the L. A. W. work done has been. The distinguished bicyclers who have been building up the League organization have done a great deal of thankless labor, and should receive the generous support from the League they have so faithfully given it.

A TOUR IN EUROPE.

LAST summer, Mr. Maurice Espéron, a young man residing at Bordeaux, in France, made a remarkable journey on his bicycle from Bordeaux, through portions of Italy, France, Switzerland, and Germany, visiting a large number of places and cities that crowds of English and American tourists are ever visiting by the usual means of conveyance, —

coach and boat and car, — to satisfy their sight-seeing propensities. His trip was made so hastily that he could not have devoted much time to cathedrals and museums; but the fact that he passed through so many interesting places in such quick time suggests the possible pleasures and delights of a bicycle trip, over the same ground, by a party devoting twice as much time to the excursion. Mr. Espéron left Bordeaux the 2d of August, and journeyed through Toulouse, Narbonne, Montpellier, and Nîmes to Marseilles. He reached Genoa on the 12th, having passed through Toulon and Nice. Continuing his route, he passed through Pavia and Milan, by the lake of Como, through the very heart of Switzerland, into Austria for a little distance, then back into Switzerland. Leaving Vaduz 18 August, he wheeled along the shores of Lake Constance; then, entering the Grand Duchy of Baden, he followed the Rhine to Strasburg; and then, turning toward France, he passed through Nancy, and arrived at Paris 23 August. Here he was dined and wineed by the members of the *Cercle Vélocipédique de France*, who held him for two days, and then gave him a send-off for Bordeaux, where he arrived the 29th.

Thus in less than thirty days Mr. Espéron accomplished a journey of probably not far from 1,500 miles. As he covered about 50 miles per day, he must have found excellent roads everywhere; and as the entire route is through charming country, and interesting, curious cities, one cannot imagine a more delightful vacation tour than this for a little party of bicyclers having two months' time to devote to it. The cities in Southern France, along the shores of the Mediterranean, are charmingly interesting, and the occasional orchards of oranges and lemons with their wealth of fragrant blossoms, and the many fertile gardens and thrifty vineyards, would doubtless prove particularly pleasing to any Americans who might attempt this tour.

Think of the novelty of riding on your wheel into that quaint, curious old city, Genoa, with its long lines of stately marble palaces, looking, perhaps, now, much as it did some hundreds of ago when Columbus, a visionary youth, strolled about its streets, dreaming of voyages to unknown lands. Pisa is hardly more than a good day's run from Genoa, so unless much pressed for time you could hardly resist the temptation to wheel down the shores of the Mediterranean, and take a look at the "Seventh Wonder" of the world,—the leaning tower,—and the other attractions of this city on the Arno.

At Milan rare delights would await you. You would see the rich tomb of San Carlo Borromeo, in the greatest of all marble cathedrals; would see Leonardo da Vinci's famous painting, "The Last Supper"; could sit in the beautiful arcade, built by the late King Victor Emmanuel, and flirt with the pretty, dark-eyed Italian girls, while eating an Italian ice, or sipping a glass of real *Chartreuse*.

and smoking a long, rich, black cigarette, all to the time and tune of real Italian music. You would regret to leave a place like this even to visit the charming Lake of Como, where you would almost expect to be welcomed by some happy "Claude" and "Pauline"; but you could not tarry in even this lovely mountain retreat, for you would feel that your wheel must carry you on over the Alps, down through the wonderful Swiss valleys, amidst scenery unrivalled for grandeur and magnificence. How your blood would tingle and bound as you sped along through this beautiful country, breathing the invigorating air fresh from the snowy Alpine heights; and what appetites the air and the exercise would provoke, and how delightful to stop at some little Swiss cottage, and be helped to bread and milk and honey by some pretty Swiss maid in dainty cap, short sleeves, and black bodice!

Leaving Switzerland, you would get a glimpse of life at the German watering-places; would stroll with the gay crowd in the garden and *kursaals*, where orchestras as fine as that of Theodore Thomas discourse sweet music daily; you would hobnob with Hans and Alphonse and Carlos, for all nationalities are there; would drink your beer and Rhine wine (unless you are a "Massachusetts Club" man), with a satisfaction never before known, and vow you never were so happy.

In that interesting Franco-German city, Strasburg, you would see the famous clock, and wonder why it is so famous, and you would climb to the top of the battered tower of the great cathedral and view the city from above; you would note the stupid-looking storks standing on one leg in their nests on the chimney-tops, and you would see much else amusing and instructive before turning your wheel toward France. From Strasburg you would journey through a pretty pastoral country, and if historically inclined, ruminate over the bloody scenes that have been enacted on these very peaceful-looking fields in times gone by.

Once in Paris, the "American's Heaven," the fascinations of the gay capital might well terminate your little trip.

We Americans can never enjoy such an excursion as this in our own country, for everything is lacking; but to those of our wheelmen who make an occasional trip to the Old World, a vast amount of enjoyment is in store if inclination starts them on a long European bicycle tour.

CARL.

A BICYCLE EXHIBITION IN THE UNITED STATES.

WE learn from the *Cyclist*, that the Stanley Bicycle Club, of London, early in its existence, "began holding those discussions on 'bags,' 'brakes,' and other kindred bicycling subjects," which tended much to make the club a prominent one.

In 1878 this club, for the first time, gave an exhibition of bicycles. This was so successful that it has been re-

peated annually ever since, and the last show of this kind has just passed, having taken place on 22, 23, and 24 February last. This undertaking of a single club has grown so in importance, and has become so popular, that it is looked forward to, among bicycle men, as one of the most important events of the year.

The leading manufacturers send their finest machines, both bicycles and tricycles, to be exhibited, and display, also, the vital parts dissected and exposed to view and criticism. The manufacturers of saddles, lamps, bags, uniforms, and other bicycling necessities send their wares for exhibition. In fact, everything pertaining to the bicycle and tricycle can be found at this annual display. The event is looked forward to with the greatest interest, and the manufacturers advertise, weeks in advance, that their wares will be found at the Stanley show. The new patterns of machines and novelties of the season here first come to light.

This is becoming more and more important. The manufacturers learn the taste and requirements of the public, and the public sees the latest productions of mechanical experts. The benefit is mutual, and tends to the development and perfection of the bicycle and of the appliances of bicycling.

With this view of the Stanley show, I beg leave to suggest that we have an exhibition of bicycles in the United States. It would gratify the curiosity of a very large number, and the desire for information of many who have no means of keeping abreast with the progress of the day.

Our manufacturers and importers could, I suppose, furnish a large variety of machines, including tricycles, and no doubt many riders who own fine machines would be willing to have them exhibited. As an individual, I know that I should be delighted to see a variety of lamps, bells, saddles, and other small wares, from which I could choose, in imagination, a perfect outfit. Even if I could not afford many such luxuries, I should know how to choose in future, or to answer my neighbor's queries on such subjects.

Women have more taste than men, and appreciate the beauty of a machine even which does not enter very much into their relations with the world. Would not such a display have some attraction for the gentler sex, and lead a few of them, possibly, to think of using the tricycle? At any rate, such an exhibition would certainly be graced by their presence and encouragement.

If such an exhibition can be brought about, it seems to me that the meet of the L. A. W. offers a most excellent occasion. The number of wheelmen there assembled would furnish an excellent body of spectators, and the show would, perhaps, draw some to the Meet who might not otherwise attend. At the same time, gentlemen having machines to exhibit might be more willing to bring them at such a time than any other.

There are many things to be considered and acted upon, in order to make this a success. We can hardly look for such a show as the Stanley, as we have nothing like the number of riders and makers to be found in England. In that country distances are so small that it is not a serious matter for a man to travel half its length; but here, under the most favorable and attractive conditions, we can never hope to get together any large number of riders from the extremely remote States.

The L. A. W. might take hold of this and make the exhibition a success by officially protecting it; or some energetic club, located at the place chosen for the Meet, could do it. Perhaps others may suggest still further means of providing for such a display. I do not attempt to solve the problem; I only suggest the idea, and hope others will take it up and throw more light upon it.

H. M.

GLANCES ABROAD

WINTER AMUSEMENTS.

THE Canonbury Bicycle Club, to which belongs, if we remember rightly, the honor of initiating the "Danger Board" movement, have, we are happy to note, made another new departure from the somewhat monotonous lines hitherto followed by clubs in providing winter entertainment for members and their friends. We see one leading metropolitan club giving a successful ball, another bicycling institution astonishing the world of wheels by an admirably performed comedy, while three or four clubs have confined their efforts at winter entertainment to concerts so carefully prepared and thoroughly carried out as to be altogether above the ordinary mark of socials, and immeasurably beyond the monotonous and cloudy level of those entertainments known as "smokers." Recognizing the fact that the tendencies of "smokers" are not beneficial to the youngsters who form club majorities, the Canonbury committee has determined to show that an evening's amusement may be provided, which, while it perhaps does no more for the intellect than is accomplished by "beer and bacca" entertainments at public houses, is calculated to benefit bodily those who take part in it by inducing them to preserve that admirable physical state brought about by bicycling in the spring, summer, and autumn. This Assault-at-Arms business appears to be naturally allied to the wholesome sport of bicycling, and the wonder is that some other influential club has not ventured on the new road now taken by the Canonbury. We are pleased to see this attempt made to substitute for the eternal "smoker" a more manly entertainment, in which the youngest of our clubmen may take an active part with advantage. The proposed entertainment comes just at a time when some effort

of the kind is urgently required, and we know, by complaints which reach us week after week, that hundreds of riders, and friends of riders, would be glad to see the Canonbury lead followed by other clubs in the metropolis and elsewhere. It is very frequently remarked that in the winter months clubs seem only to exist for the benefit of the gentlemen at whose houses their sing-songs are held, and we are quite prepared to believe that the ordinary run of "smokers" are entertainments the reverse of elevating, mentally or physically. When, then, a club like the Canonbury ventures to set other clubs a good anti-"smoker" example by enlisting clubmen in an athletic class of winter entertainment, it is beginning for bicycling a good work, and ought to be certain of securing general support. — *Bicycling News*.

A BICYCLE RIDE TO THE PYRAMIDS.

MR. E. F. ROGERS writes us from Cairo, on the 4th inst., as follows: "I was much interested with the article on 'Cycling Missionaries' in your issue of the 19th ultimo, and wish, with you, that all those who may 'be called away to foreign lands' would carry their steeds and 'missionary influences' with them. I came out to this country in October last, and as I had bought a new 'Stanley' only two months before, I determined to bring it with me. I was rather disappointed at not finding other cyclists in this town, and at first did not use my machine at all. The news, however, soon spread that I had a bicycle with me, and several people came to see it and have it explained to them, and I at last took to riding short distances, in order to gratify their curiosity, the natives standing about the path and road watching me. Last week, however, I made up my mind to have a longer trial of the roads here than I had hitherto had; so, on Friday, at 8.45, started for the Pyramids. I found the roads very fair indeed, though in some places large stones protruded, which I had to avoid; and for the last mile I had to drag my machine through sand several inches deep. About half-way I was joined by some Arabs, who ran behind me the rest of the way. I arrived at 10.30, and — but I need not describe the ascent of Cheops and the demands for *backsheesh*, as they must be too well known to your readers. Suffice to say, I had a pleasant ride back in the cool of the afternoon. I think any 'cyclist' coming here might well bring his 'wheel,' as, although the roads are not particularly good, they are at least rideable, and we have *no hills*." — *Cyclist*.

WHEEL CLUB DOINGS

BUFFALO BI. C. — The annual meeting of the Buffalo Bi. C. was held at headquarters on West Eagle street, last evening. It was one of the largest and most successful gatherings ever held by the organization. A number of new members were elected, and the roll now

contains the names of forty active members, all young gentlemen and each the owner of a wheel. It is evident the club is in a very flourishing condition. During the winter months the members practise once a week indoors; and as soon as snow disappears and the roads are in condition, they will be seen spinning along the highways and byways daily, mornings and evenings. The new officers elected vie with each other in bicycling enthusiasm, and it is safe to say that they will maintain the high standard of the organization, stimulate the interest in the healthy sport, and increase the membership of the club the coming season. They are as follows: Edward M. Bell, president; James O. Munroe, secretary and treasurer; Dr. H. T. Appleby, captain; William P. Walker, sub-captain; George F. Chavel, Frank W. Caulkins, John B. Newman, and Frank F. Williams, club committee. — *Commercial Advertiser*.

THE ARLINGTON AND CAPITAL BI. C.s, of this city, took a short run together Saturday afternoon, through some of the principal streets. After the run the Arlington Club proceeded to the space in front of the Arlington Hotel and gave an exhibition drill in the presence of several of the distinguished guests, and were warmly applauded. — *Washington National Republican*.

MARLBORO' BI. C. — Secretary Ellis sends us word that the club is prospering, and that the prospects for the coming season are most favorable. At a recent meeting of the club, Lewis P. Frye was chosen captain, Geo. E. Whittaker sub-captain, and F. W. Ellis secretary and treasurer.

THE ROCKINGHAM BI. C., Portsmouth, N. H., is the fortunate possessor of a rink to drill in. The officers of the club are: President, L. W. Brewster; captain, C. A. Hazlett; secretary, C. F. Shillaber.

ESSEX BICYCLE CLUB. — The third annual meeting for the election of officers was held in the rooms at Newark, Monday evening, 7 March. The following gentlemen were elected for the ensuing year: —

President, Walter J. Knight; vice-president, Edw. H. Snyder; secretary and treasurer, E. R. Bellman; captain, Llewellyn H. Johnson; senior sub-captain, A. C. Bedell; junior sub-captain, H. W. Knight; bugler, C. A. Knight; consul, H. W. Knight; committee, L. H. Johnson, chairman; J. Lafon, H. W. Knight, W. J. Smith, H. Douglas.

The question of a new uniform was discussed, Mr. Lafon, the chairman of the committee on new uniform, submitting samples. It was found upon taking a vote, that the meeting was evenly divided on dark-blue and light-brown, — the Wanderers present not voting. Several ineffectual ballots having been taken, the matter was tabled.

At the close of the meeting, the president invited the club to participate in a supper, and the Essex Club were soon

seated around a table so long and so heaped with good things that the president at one end and the captain at the other could only catch occasional glimpses of each other's auburn locks. A very jolly evening was passed, with toasts and songs, jokes and wheel reminiscences; and it was after twelve when, with three cheers and a "Royal" for Essex president, the assemblage broke up. S. X.

Editor *Bicycling World*: — THE NAIL CITY BI. CLUB, of Wheeling, W. Va., held its annual election on Thursday night, 3 March, and elected the following officers: Frank Stamm, president; T. A. Hoge, captain; and R. W. Hazlett, secretary and treasurer.

Although we have had no accessions to our ranks since organizing, our little seven have some extensive plans cut out for the coming season. Three or four of our members will make a two weeks' tour during the fore part of July, Cincinnati being the objective point. I notice in your columns an inquiry from Cincinnati in regard to roads, etc., between that city and Chicago. This is certainly a very sensible inquiry, and I trust will be a step toward a more general information on roads in our Western country. I would like very much to hear from our Ohio brethren, and more particularly Columbus, Springfield, Dayton, and Chillicothe. These towns will be on or near our line of march to Cincinnati. Would also like to know what our Cincinnati brother has to say about roads leading into Cincinnati from the direction of Columbus.

FORTY-SIX.

GRAND RAPIDS BI. CLUB. — Editor *Bicycling World*: — At the annual meeting of the Grand Rapids Bi. Club, the following officers were chosen for the ensuing year: President, Dr. J. C. Parker; vice-president, Charles H. Leonard; secretary and treasurer, Harry T. Stanton; captain, Edward P. Thayer; sub-captain, Harry C. Ellis; consul, Chas. E. Allen.

The club enters upon the new season with increased membership, and sufficient enthusiasm to make a *good time* certain. Six additional machines have been already ordered, including a variety of styles, — "Yale," "Club," "Special Columbia."

Several of the members are contemplating a tour down through Ohio and across Kentucky some time during the spring; and if half of what is said in praise of the roads and country through Kentucky is true, an excellent time can certainly be expected. How is it, Kentucky wheelmen?

RAPID.

MONTREAL BICYCLE CLUB. — Editor *Bicycling World*: — Knowing what a kind interest you take in the prosperity of all bicycle clubs, I am sure you will be glad to hear that we have carried through an arrangement which will probably give us the finest headquarters of any "wheel" club in the world.

By increasing our subscription to \$10 per annum, and pooling our funds with those of the Montreal Lacrosse and Snow-Shoe Clubs, we have all become members

of an organization formed by those two and our own club, the headquarters being the Montreal Gymnasium, on Mansfield street. This building contains, in addition to the gymnasium proper (which is, I believe, as well appointed as any on this continent), a large billiard-room, shooting-gallery, bowling-alley, library, and chess-room, and smoking and club rooms, nicely furnished with piano, etc.

In addition, we have the use of the cinder-path on the Montreal Lacrosse Grounds, which makes a first-class riding-school.

Of course this arrangement has largely increased our membership, all members of the association being members of each individual club; our active list will consequently be in very small proportion to the total, which will, I think, reach something like three hundred; still we live in the hope of converting not a few of these to the worship of the 'cycle.

THE CLUB DAWG.

P. S. — When the League Meet is held in Boston, count us in.

RECORDS

KOL KRON'S RECORD.

To the Editor of the Bicycling World: — My first ride in 1880 was on Monday, 19 April, when I went out to Orange and accomplished 21 miles; my fifty-eighth and last was on Thursday, 16 December, when I rode 23 miles in the upper part of the city. Between the start and finish thus named my cyclometer registered 1,474 1-4 miles, say an average of 26 1-3 for each day I got astride the wheel. In 1879, I rode 742 miles on 47 different days between May and December, or an average of not quite 16 miles a day.

My shortest ride last year was 3 1-2 miles, at Newport on that rainy May Sunday; my longest was 73 miles, on Friday, 17 September, when I started at a farm-house about 20 miles beyond Buffalo, and finished at the hotel in Erie, Pa. On the previous day I had ridden from Niagara Falls, 38 miles, and on the following day I went to Ashtabula, O., 45 miles, making 156 miles for the three successive days.

The above-described was the best record of my vacation jaunt of 495 miles, beginning on the tow-path at Schenectady, on Monday, 6 September, and ending here at Washington square, eighteen days later. This was an average of 33 miles, for on three days I did not mount. My shortest record was 8 1-2 miles, made on my afternoon at Niagara, where I found very good fun in spinning back and forth across the suspension bridges.

Previous to this tour, my longest ride without a dismount had been 14 miles, in two hours, on the New York boulevards, 14 August. From Niagara I went without stop, 16 1-2 miles, in two and a half hours; and but for a mistake in judgment at Black Rock, where I took to the sidewalk after crossing the canal instead of continuing in the rough roadway a few rods farther and then taking the street

to the right, I might easily have kept the saddle till I got to the City Hall, in Buffalo, 20 miles. The wind was against me, and the clay road was far from smooth; but there were few inclines to contend against, and no teams to force me from the track.

At Orange, on 22 November, I rode two hours and twenty minutes, when I had to dismount on account of the arrival of the time at which I had agreed to take lunch with a friend. The distance was just 20 miles, and it remains my longest ride to date. In the afternoon of that day I did 23 miles more, making the tenth and last time in 1880 when I rode as many as 40 miles in a day. On 9 December I rode the length of Fifth avenue, from Washington square to Ninety-sixth street, without stop, though the pavement of the first 2 1-2 miles is of square stones, not very smoothly laid, and there are half a dozen lines of car tracks to be crossed. In 1879 I could hardly have done such a thing.

My swiftest and pleasantest day's ride of the season was on 20 September, Erie to Dunkirk, 47 miles, which I made in seven hours and a half, with about two hours' stops on the way. The wind was at my back, and the road in perfect shape, whereas I had the wind against me all the day of my 73-mile ride on the same track towards Erie. On the return spin, my hour's ride ending at Westfield covered 11 1-8 miles, just 6 miles being done in the last half hour, — for a horse caused one brief dismount. This is by far the fastest hour's ride I ever yet took, for 8 miles an hour is unusually good going for me, on my 46-inch. An expert bicyclist on a big wheel could have whizzed along my road that day at a really marvellous pace.

The last four days of my trip were from Binghamton to Great Bend, 17 miles; Port Jervis to Delaware Water Gap, 41 miles; thence to Stanhope, 30 miles; and thence home to Washington square, 53 miles. This gives an average of a little over 37 miles for the five successive days between Erie and New York; and a good deal of walking had to be done on those last two days among the Jersey hills.

My last summer's rides, "Through Long Island," and "From Springfield to Meriden," have been described in detail in previous issues of the BICYCLING WORLD; and I have been hoping for months past to prepare for the same a full report of the roads encountered in my long autumn tour. Such a report might appropriately precede the present summary; but as it still remains to be written, and as I am about to begin my third season's wheeling by trying the Washington pavements on Inauguration day, and as all the other wheelmen are rushing in to you with their records, I sadly realize that unless I want to "get left," I must send you my summary now. So here you have it. KOL KRON.

WASHINGTON SQUARE, N. Y., 23 February, 1881.

THE HAMPTON COURT MEET.

To the Editor of the Bicycling World: A meeting of the representatives of the principal bicycling clubs was held at the Guildhall Tavern, Gresham street, London, on Thursday evening, 25 February, to consider the question of the Hampton Court monster meeting: whether it should be held as in former years.

This meeting of bicyclists is undoubtedly the largest annual one of the world.

Mr. Benningfield, of the Pickwick B. Club, was in the chair, and stated that there were only two clubs that expressed a desire for the abandoning of the Meet, these being the West Kent and London Wanderers.

It was therefore decided, by an overwhelming majority, that the meeting be held as usual.

Propositions were made to the effect that a limited number of each club should be represented, and also to debar unattached riders from taking part, but both were unsuccessful.

It was also decided, after a deal of discussion, that Saturday, 14 May, should be the date, and the time fixed for the formation of the procession as 5.30 o'clock, and that as usual it be held at Hampton Court.

Mr. S. Fussell, Pickwick B. Club, was elected Hon. Secretary unanimously.

The committee was formed, the following being elected: —

Messrs. J. W. Benningfield, "Pickwick"; C. Crute, "Sutton"; W. P. English, "Canonbury"; Chapman, "Temple"; Hamilton, "Druids"; Cook, "Lombard"; W. Sargent, "Metropolitan"; Sallinger, "I Zingari"; J. C. Budd, "Surrey"; W. S. Britten, "Clarence"; C. J. Fox, "A. Surrey"; F. H. Lacey, "Kent"; R. Jourdon, "Belgrave"; Leslie, "London Scottish."

Just before ten o'clock the result was made known, and generally approved of, and with the usual vote of thanks to the chairman, the meeting was satisfactorily concluded.

CHARLES LOCKYER.

LONDON, 26 February.

THE LEAGUE MEET

THE ELEVENTH HOUR.

ON Saturday, March 19, the directors of the League of American Wheelmen hold a special meeting in Boston, to decide where the second annual Meet shall be held.

The question has been agitated quite extensively, and much has been said on the subject in these columns. There is hardly a man who cannot give seventeen reasons why the Meet should not be held anywhere. There are also seventeen very good reasons why men don't marry, but still they do all the same. Now, when our directors meet, they will look the ground over carefully, and finally come to a decision that will, undoubtedly, please the majority of members; and although there will be some "kickers," it will be

a grand success, and every one will go home well pleased, wondering why so much has been said against the place.

There are three cities whose claims have been strongly presented, viz., New York, Washington, and Boston; and latterly, Philadelphia has waked up, and can't see for the life of her why she should not capture the Meet.

She may possibly be the dark horse. I am informed privately that the balance sheets to be presented will stand as follows:—

The Second Annual Meet of The League of American Wheelmen in account with

NEW YORK.

CR.	DR.
The great geographical centre of bicycling.	The worst city in the Union to transport and use bicycles in (excepting South Boston).
By the good effect of holding the Meet in a city that is the last to grant to bicyclers their rights.	Would shut out 100 New England members, including "Juvenis."
The largest number of bicyclers would attend (excepting Boston).	

WASHINGTON.

CR.	DR.
Eighty-seven miles of asphalt to parade on (taken from a sworn statement of the city surveyor).	Hot enough to melt any asphalt that was ever laid.
Allowing Col. Pope three miles all to himself to mount in, it would give the other 499 .168 of a mile each.	Out of the way for every one. The Ohio men would have no show (excepting Parmenter).
Bicyclers allowed to ride anywhere, even in the cemeteries and up the Capitol steps.	Shuts out 500 New England members (but no matter). Would cost each man \$50 (but n. m.).
They might shake with Garfield.	

PHILADELPHIA.

CR.	DR.
Twenty-one acres (and a mortgage) under one roof in the Exposition building.	Every one was there in 1876, and they have just stopped talking about it. Don't give them another chance.
Three laps ahead of Washington on saving of distance and time.	Too many hotels. Sec. Parsons would have to sleep alone, and would miss the opportunity of obtaining any new members for the Massachusetts Club.
Hotels enough to hold 5,000 men, with big charges enough to break 10,000.	Would shut out "Juvenis" and lots of other youngsters who could not leave home.

BOSTON.

CR.	DR.
The home and numerical centre of bicycling, in fact the gun-metal.	Streets blocked with culchaw.
Probably the best arranged city for the meet in the U. S., or even in Hoboken.	Certainly out of the way for Washingtonians.
Pope and Cunningham just aching to make up a pool of \$10,000 to give the boys a lay-out.	The Rhode Island men could walk in. It's all down hill and no dust. The first Meet was held in New England, and no one can expect always to capture the eclat.
Could have headquarters at the Brunswick. Storage capacity for 1,000 machines in the Institute of Technology directly opposite.	New York men would have to engage state-rooms this week, or sit up all night.

Six to 60 miles of smooth macadam (and chilled) asphalt directly in the best part of the city.

"Juvenis" would be on deck.

The sheet-slinger of Edinboro Street would really be here.

Only hotel accommodation for 4873 men, but then the rest could sit up all night. The boys don't require much sleep, at least they didn't at Newport.

Would shut out the Chelsea men (six men and one boy), as the Cunarders only run once a week.

Washington, although a desirable place on some accounts, is out of the question for obvious reasons.

Philadelphia has as many advantages as Washington, and is more accessible.

New York will show well to the front, notwithstanding the many inconveniences attending transportation. If the League were to pay all transportation bills for all members, it would be the cheapest point in the country. The Meet is due to New York in compliment to Commander Munroe and the New York Bi. Club, who first originated and so successfully carried out the plan of the first Meet at Newport.

Boston could show the largest number of wheels, and has better facilities for caring for visiting members and for the parade.

To conclude, were it not for the fact that the first Meet was held in New England, the second annual parade would undoubtedly be held in Boston.

The New England directors will undoubtedly vote for New York, should Messrs. Munroe and Gullen desire to take it there. The second choice will be Boston, and members may rely on a good time and a successful Meet wherever it is held. And now may heaven aid them in their choice, for they will obtain none from

ROXANA.

WASHINGTON.

Editor Bicycling World:—It is a matter of sincere regret to Washington wheelmen, that the attempt to set forth the advantages of their city as a suitable place for holding the League Meet should have been so plainly and unjustifiably misconstrued.

Since the discussion of this matter commenced in the columns of the *World*, but one communication from Washington has appeared; and I am utterly unable to conceive any foundation for the opinion expressed by one of your correspondents, that Washington wheelmen, in a spirit of "calm and unruffled self-confidence," are trying to "force" the League to visit this city.

The bicyclers here claim the right to set forth plainly the advantages offered by their city. Further than that they have not gone, and will not go.

I have conversed with all our leading wheelmen, and find it to be the almost unanimous opinion, that next to Washington, Boston offers greater advantages, and should be selected. There is a general opinion that a Meet in New York would be simply suicidal.

One thing is certain. Wherever the Meet is held, Washington wheelmen will attend. They will most heartily co-operate, by every means in their power, to

make the event a great and thorough success; and whether or not they receive any credit for the disinterestedness of their intentions, they will, at least, have the satisfaction of knowing that they have deserved it. Very respectfully,

L. W. SEELY.

WASHINGTON, D. C., 8 March, 1881.

FROM NEW YORK STATE.

Editor Bicycling World.—I see the humorous correspondence from New York City again has a place in the *WORLD*. This time it appears all alone by itself in an "extra" to your issue of 11 March.

In good truth, Mr. S. Conant Foster's telegram to the editor is, if considered as an inducement to hold the League Meet in New York City, a good deal funnier than anything Knick O'Bocker ever wrote over his *nom de plume*.

"Permission from Elevated Roads to carry bicycles on trains."

Ye gods! just think of it. Who would n't bring his bicycle to New York after that? Just think of the privilege of lugging your new full-nickelled 54-inch up a steep stairway, with two right angles in its devious course—up—up—up—to about the level of the second-story windows (at Chambers street), then through a narrow gateway usually crowded with passengers, then on to the platform of an Elevated car where there is scarcely room for three men to stand, then away to 59th street, or thereabouts, then get your machine off the car into the station and down the stairs, quite as crooked and much longer than at Chambers street. Any one who has ridden on the Elevated Roads in New York noted the steepness and crookedness of the stairways that lead to the stations, and the brevity of the stops made at each station, will appreciate the grim humor of Mr. S. Conant Foster's despatch. If the League Meet *must* be held in New York City, why it *must* (though I trust saner counsels will prevail), and we will try to stand it; but don't hold out the privilege of taking our bicycles on the Elevated trains as an inducement. The roads may consent, but the attraction of gravitation will put in objections.

Forbear, O Tobias, Isaias, Elias! Remember the conundrum, "Why is a bicycle like a whale?" answer, "Because it can't climb a tree," and don't try to play the L on confiding rural wheelmen. Boston can offset this Elevated Road privilege by offering wheelmen the right to take their machines to the top of Bunker Hill Monument.

G. E. B.

PHILADELPHIA.

It has occurred to some of us Philadelphians that as the recommendations of the Committee of L. A. W. in favor of Washington, D. C., for the grand Meet of American Wheelmen, have met with so much opposition, our city should present her claims for respectful consideration, if we can only obtain from the

commissioners the use of our glorious 3,000-acre Fairmount Park. There are some thirty miles of drives, principally turnpike, with smooth surface of fine gravel; roadway, from 25 to 100 feet wide, winding about among fine old forest trees; level stretches of a mile or more, interspersed with gentle hills and undulations; and landscape views of great beauty. An English bicyclist, upon being driven through our Park, exclaimed with enthusiasm, that he knew of nothing like it in Europe or America. As to the facilities for reaching the Park from the centre of the city, they are already excellent; but by 30 May, the Pennsylvania Railroad expects to have its hundreds of trains daily, from all parts of the country, running over the new elevated railroad into the heart of the city, within ten minutes' walk from all the principal hotels and places of amusement.

Wheelmen can take a car at Boston, Chicago, Washington, Baltimore, etc., and come without changing into this city; or be landed at a certain station in the Park (Zoölogical Garden) from which they can ride over the Park on their machines. As to hotel accommodations, nothing need be said in recommendation; the Centennial Exhibition tested all that; they are unlimited. Five hundred wheelmen dropping in on us at an hour's notice would n't occasion a ripple among all the hotels. A list, however, of hotels especially recommended, with terms, and with directions to strangers for finding them, could be given in the BICYCLING WORLD in due season for the grand Meet.

The following arrangements have been devised, and have met with the approval of several prominent gentlemen interested in bicycling:—

1. Three full days' (28, 29, and 30 May) use of the West Park, and, if possible, the whole Park.

2. Free storage of bicycles in the Exposition building (the "Main Building" of the Centennial Exhibition), with men on duty day and night, to guard machines, and give out checks for them to owners. Also, to have a competent mechanic on hand to make such repairs as may be necessary. Permission can, no doubt, readily be obtained from the managers of the Exposition building, to ride therein at all hours. This will be very advantageous in case of stormy weather: there are *twenty-one* acres of it under *one* roof.

3. The best rates will be obtained from the railroad companies leading into the city for the transportation of bicycles in baggage cars or otherwise; and in the case of the Pennsylvania Railroad, an agreement will be obtained to stop as many trains as may be necessary, at the Zoölogical Garden Station, which is quite near the Exposition building.

There are numerous restaurants, hotels, etc., in and near the Park, where meals and refreshments can be obtained at any hour, for almost any number of persons, without previous notice.

These are a few points in the claim for Philadelphia as a place for the Meet, and

we think New York nor any other city can excel them, if we can only obtain the required permission to use the Park.

If such permission cannot be obtained, we in Philadelphia will waive our claims for this year. Philadelphia *with* the Park should take first rank among all the cities under consideration for the Meet outside of Boston, as, except the latter city, she could muster a greater number of wheelmen than any other city in the United States. We shall know within the next ten days whether the Park Commissioners will grant our request, which will be made forthwith; and until then, we, in the City of Brotherly Love, hope that the Board of Officers L. A. W. will withhold their decision as to where the "May Meet" shall be held. QUAKER CITY.

NEW HAVEN.

Editor Bicycling World:—We have read with a good deal of interest the various letters you have published during the last few weeks, concerning the coming grand Meet of our now world-renowned L. A. W.

While we had personally determined to be present at said Meet, wherever it shall be decided to hold the same, yet we feel more and more convinced that to make it in all respects a success, it should be held at the most available place for the majority of wheelmen.

No one could for a moment object to the *roads* of Washington, for they are certainly equal to anything we have ever seen, either in this country or abroad. But the objections we find many wheelmen are making to Washington—*i. e.*, its being so far west of the homes of the majority of wheelmen, the consequent loss of time and money in reaching there, and the probability of a much smaller attendance there than at some more Eastern city—seem worthy of consideration.

A recent correspondent aptly remarks, "The whole West, including Washington, Philadelphia, and Baltimore, will not turn out three hundred League members, wherever the League meets, while there are nearly six hundred members of the League residing in New England and New York State alone."

The same correspondent well sings the praises of his own loved Boston, and almost convinces us that Boston is the place of places for a League meet, as well as for many other things.

We must confess, Mr. Editor, we have from the first looked with more favor on New York, with a run down *the* Avenue and a spin on *the* Park, under command of our genial friend, Captain Munroe. It had also seemed to us it would be better, if practical, to have the Meet at the home of the "Commander" who was, at Newport, appointed to take charge of the coming Meet.

New York is certainly *central*, and always easy of access from everywhere. But objections have even been raised to New York. It has been said we are "not wanted there" by the city fathers; and

the lovers of the wheel have not as yet succeeded in melting the cruel hearts of the terrible Park Commissioners, although they are still laboring hard to convert them.

The great day is near at hand, and something must be done at once. The Meet should be held in some central place, where the roads are good, where our craft are welcome, and where there is a good race-course.

All of these virtues, and more, can be found in New Haven, Conn. The roads of the beautiful "City of Elms" are all excellent for the wheel. The famous shell roads of New Haven are quite celebrated, and certainly equal to anything we found at Newport last summer.

A favorite run for New Haven wheelmen, and one which would be magnificent for the League, is over some of the fine avenues of the city, through the adjoining and well-named village of Fair Haven; thence over the shell road which goes along the brow of a series of hills or ridges near the shore for a number of miles; all the way commanding a magnificent view of New Haven, its environs, the New Haven harbor, and finally, the broad blue waters of Long Island Sound, as far as the eye can reach to the east and west, and the white cliffs of Long Island just showing themselves about twenty miles to the south; passing very near the ancient Fort Hale, a crumbling monument of past greatness.

The road leads on through East Haven, and winds around the beautiful "Morris Cove," a charming and popular seashore resort; then on to "Lighthouse Point" and "South End." This run can be made easily in less than an hour each way. The shell roads, of which there are twenty or thirty miles around New Haven, are generally equal to any asphalt walk.

There is a very fine half-mile track at New Haven, where races could be held. The city also boasts the largest bicycle rink in the world, which is run by the American Bicycle Company. It is an oblong brick building, I think about one hundred by three hundred feet, with plank floor, tin roof, and windows on all sides; a ten-lap-to-the-mile track, twenty-five feet wide, around near the outer edge, with raised corners; plenty of seats and fine piano for ladies in the office, which is built at one side of the track, with windows close together all around.

New Haven can be reached by rail or boat from New York, —fare on boat, \$1.00; on cars, \$2.00. All trains from Boston and the East for New York pass through New Haven.

There are over a hundred bicyclers in New Haven, including the New Haven Club of now over forty members, and the Yale College Club of about thirty members, each and every one of whom would vie with the citizens generally in making the wheelmen welcome, and the Meet a success, should they decide to accept the hospitality of New Haven as a "promise."

S. A. MARSDEN.

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, 18 MARCH, 1881.

MEASUREMENT AND SIMPLICITY vs. AREA (?) AND INJUSTICE.

A CONSIDERATION OF MR. THOMPSON'S
ARTICLE.

Editor Archery Field:—The ARCHERY FIELD, with Mr. Thompson's view of the other side of the "target valuation" question, has just reached the benighted and deluded archers of the Pacific Coast.

Were they the only ones in that condition the case would not be quite as serious; but the disease had spread, even a year ago, to such an extent that many of the Eastern, as well as the Pacific archers, were affected thereby, and would have then adopted the American values, but for the request of myself and others, that we, according to the entreaty of Mr. Thompson, give the English values another year's trial, that we might be shown the error of our ideas, and turn back to the good old way. The year has been given, but with what results?

Our arguments have not been met. Nothing has been done to show the folly of our opinions; on the contrary, everything has tended to prove the opposite, and the English method has gone on from bad to worse,—i. e., the system of "points" has been tacked on.

We had understood that Mr. Thompson was to give "a carefully prepared article on the subject." Imagine our surprise to find in such an article, propositions, some irrelevant, others supported

by errors which, from the very nature of the case, should be well known to Mr. Thompson as such.

One is reminded of the advice of the experienced lawyer to the young practitioner:—

"If the law is in your favor, talk law strongly; if equity be in your favor, talk equity."

"But if I have neither law or equity?"

"Then talk all around the case."

This may seem very strong language, as well as a degree of assumption scarcely pardonable in so comparatively young an archer; but one is obliged to defend their statements against all misunderstandings, and an archer in the position of Mr. Thompson—one whose statements will be accepted by many without question—should not misquote any one or misapply propositions.

Unfortunately the writer has not that happy faculty and control of language which enabled Mr. Thompson at Buffalo, during the business meeting, to account for a change of opinion by the answer, "A judge is not responsible for what he may say while off the bench." He can only present, as simply as possible, the plain facts as he sees them; and if he cannot prove to the unprejudiced mind the truth of his assertions, he is ready to give it up, and beg pardon for having ever doubted anything that Mr. Thompson may have said.

I propose to consider the several propositions in the article referred to; but for the information of those who may not have seen the articles presented during the discussion of a year ago, and as some of them will necessarily be referred to, a brief *résumé* of some of the points presented at that time, in the columns of the ARCHERY FIELD and the *Forest and Stream*, is necessary.

My opinions will be found, by reference to these papers, to have been stated as follows:—

1. That distance (*i. e.*, measurement) was the true basis of comparison of merit in target shooting.

2. That the values 1, 2, 3, 4, and 5 exactly express that comparison, *proved both by theory and practice.*

3. That under the 1 to 9 values the gold and red received *too large a proportion* of the total value of the target.

4. That the new (1 to 5) values take of the total value of the target 2-3 per cent from the gold, 1-3 per cent from the red, add 2-3 per cent to the white, and 1-3 per cent to the black.

5. It should be remembered that I referred particularly to the York round in considering the question.

The scores which I used for my first comparison, though not York rounds, had the relative conditions of the average York rounds, as shown in in my next statement.

6. That the average of the *best scores* in England for 1879, derived from the four best scores at each of the three Grand Meetings,—the average of these twelve best scores are 68 per cent in hits of the

whole number of arrows shot, with an average score of 4-1-3 to each hit.

7. That no scores which *exceed* these (unnecessarily high) averages are pertinent to the case.

It is only in the comparison of a score of many hits and small values with the score of few hits and large values, that the relative positions are changed.

Mr. Thompson denies the validity of my statement 1; at least, he asserts a counter proposition. One of us must be in error. As it is quite necessary that the basis of an argument should be sound, I will attempt to meet his proposition, and then to prove my own. He says, "The perfect *theory* as to the proper valuation of the colors would, of course, be according to the area of each color."

A mistake, evidently.

He does not advance a single argument in support of his statement: on the contrary, he at once admits its error, saying, "But in practice it would be as far from the truth as the present system."

Note in the above the admission by Mr. Thompson of an error in the present (1 to 9) values.

To support my opinion, 1: as between a single shot by each of two archers, that one is best which is least distant from the centre of the mark; to be strictly accurate, this principle must be extended to each and every one of any number of shots, and the less the aggregate or average distance, the better the shooting.

Now, I will attempt to apply this theory, and show it in practice with a target divided, as we have it, into five spaces of equal width, from centre to circumference.

In measuring by inches, or parts of inches, we should of course commence at 0 for the absolute centre, as no distance from the centre is perfection; and *each* distance, therefore, must be rated in numeral order. We would then have our target valued as follows:—

Absolute centre	0
First space, gold	1
Second space, red	2
Third space, blue	3
Fourth space, black	4
Fifth space, white	5
Sixth, misses	6 (or more.)

I must here allude to an error of some of my friends, who, in their figures of measurement, *only included the hits in the target.*

It will be seen that such a procedure must be radically wrong; for giving no distance to the misses is to give them the rating of perfection.

By this schedule, the smaller the aggregate of value of the shots, the better the score; but as we desire the comparison to be in an inverse ratio, we simply invert those values, and have—

Misses	0
First space, white	1
Second space, black	2
Third space, blue	3
Fourth space, red	4
Fifth space, gold	5
Absolute centre	6

The absolute centre being improbable (if not impossible), it is of no extra value. (It may if we choose be counted an offset for the hornspoons, "so near and yet so far" from counting.)

Thus we have the values 1, 2, 3, 4, and 5.

The first statement in Mr. Thompson's article was: "If any gentleman will go out with an honest scorer, and have him, on a full-sized cheap paper face, score accurately the position of *each hit made* [italics mine], I will prove to him that out of *fifty* scores thus honestly recorded there will not be *one* in which the old system will be as far from the *real truth* [italics mine] as the new."

Now, what does he mean by the *real truth*? Area? He has already proved area wrong.

There has been but one other proposition offered as to the *real truth*,—i.e., distance; and I will venture to assert that any archer can, by following the proposition of Mr. Thompson, with a fair allowance for misses, prove the fairness of the 1 to 5 values over those of 1 to 9, in the majority of scores which have the relative conditions of the average York rounds. Mr. Thompson's propositions 1, 2, and 3 are irrelevant.

They involve a question not under consideration or material to my propositions.

We have a standard target and a standard round; *as they are we propose to keep them*, and make the best of it, without questioning whether the target be "fair" for a variety of distances or grades of skill.

The support of these propositions are thus immaterial, yet we cannot pass without comment some of the assertions to be found therein.

He gives several scores with string measurements, as he makes them,—No. 1, 4.8 inches; No. 2, 7.8 inches; and No. 3, 2.3 inches,—and argues, "This proves that the string measure would sometimes be outrageously unfair."

Why? Because of his error in figures.

I make No. 3's average 5.6 inches, thus: Centre gold, 0; centre red, 7.2; inner blue, 9.6 = 16.8; and $16.8 \div 3 = 5.6$.

Of his fourth proposition he says:—

"First, the greatest evil of the old system comes in here in an exaggerated form; that is, the *greater proportionate advantage given to the red ring*."

A mistake.

"Yet this evil is vastly aggravated in the new; for whereas, in the old system the red bore the proportion of 7 to 25, in the new system the proportion would be as 4 to 15: each red is raised 5-28 of a point in proportion to the whole valuation."

Another mistake.

I find $7 \cdot 25 = 21 \cdot 75$, and $4 \cdot 15 = 20 \cdot 75$; thus reducing the value of the red 1-75, or 1-3 per cent of the whole valuation.

Is it an aggravation of an evil to reduce it?

Further on he says of the red ring and of myself: "Yet he thinks this ring should be given greater advantages."

An error.

Is that a sensible interpretation of my statement that the gold and red receive *too large* a proportion of the total value?

To quote further:—

"Do I hear a faint hurrah for the new system from my conqueror at Buffalo? If he had been acting under the proposed *improved* system, he would have beaten me worse."

Another error.

It may be found that by the proposed values, Mr. Thompson's score would have been 431, and the champion score 429.

It may also be noticed that by the point system the same change would have been made, as by points the score is 7 to 3 in favor of Mr. Thompson.

His proposition 5 has been, we think, fully and particularly met by our article in your issue of 21 January, and I will not review it or expatiate further, as I would not have my feelings in this matter misinterpreted as have been my propositions.

I have great respect for Mr. Thompson as an archer, but it cannot extend to such arguments, and one can but wonder at such an article from an archer of his known ability. We are reminded of the expression in his article a year ago on the subject, "We think we see a grievance where there is none, and be it enemy or windmill, we at once charge!"

It would seem as if he in imagination sees the proposing of a vast and radical change, a disposition to overthrow all that is ancient and honorable in archery; and straightway his honest indignation is aroused, and "the feelings of his heart rise up and overflow from his lips" in expressions not called for on the occasion, or at least those that would be recalled on mature consideration.

That I have fallen into one error must be acknowledged, as Mr. Thompson says. "I have *never* advocated a system of counting by *points* as a fair one."

Possibly I ought not to have received the impression that he favored the point system, by what he said in favor of its adoption at the Buffalo business meeting; or further, to suppose from his intimation that the English knew all about archery before we knew anything, and that having the sanction of English adoption and use for many years, the point system should be accepted as the correct thing. I, as much as any one, am opposed to changing archery from what it is or has been; but where complication can be simplified, I think it should be done.

Let us consider, for a moment, if the American values are a change, in the sense in which the word has been used.

One might as well condemn American bows for the change from the English method of marking their weights, while the experience seems to be this,—tell the marked weight of your imported bow, and nine out of ten archers will at once transpose it to its equivalent in our best understood schedule of weights.

The American values do not change any part of archery or of its implements. It can only be compared as a change with the change to revaluation by points.

This proposition was submitted in my last article, but seems to have been lost sight of in the general misunderstanding of my previous assertions. From this standpoint, we now propose considering the subject, and will endeavor to state it in one simple proposition before closing. Our long explanation being necessary, from the fact that one would be giving a silent assent to such statements, not to explain their errors.

We must not neglect to thank Mr. Thompson for the simple method of overcoming one of the greatest objections which were found to the American values,—the difficulty of comparing our new scores with those of old. Now, we have only, to reduce an English to an American score, to add hits and score and divide by two; or, to change American to English, double the score and deduct the number of hits.

Other information, which we could not obtain last year by asking, we have been obliged to get by experience.

Judging of cause by effect, we say there is an error in the 1 to 9 valuation, which the system of points is designed to remedy.

Mr. Thompson, while speaking of the system of points, during the discussion as to its adoption, remarked: "At 100 yards, it is skill that hits the target, and luck what part of the target is hit."

The effect of the point system is this: In the occasional scores, where the *best archer* gets many more hits with a little less in total value than an opponent, the positions are changed, and that *best archer* is given the first rank. It having been found just to apply such a remedy to the best scores, why should it not be applied to all?

The difficulty, if not impossibility, by *that method* has hitherto prevented.

It seems to me that the method of bestowing the championship should be the most equitable method, and if all scores can be compared in the same manner by a simple process, is it not worth applying?

Now, I should like all archers to take the three propositions in my last article:—

"That the 1 to 5 values give the result by one simple computation, designed by the point system in conjunction with the 1 to 9 values."

"That the rank so derived is not changed by the comparison of one or many other scores therewith."

"That chance in deciding between scores would thereby be obviated."

Compare these propositions with my illustrations in support thereof, and with all scores which they may find where the relative position would be given by points, and give me the result, either through the columns of this paper or privately.

The American values for such scores can easily be found by Mr. Thompson's rule.

I have endeavored not to mispresent and to state the matter fairly, to the end that a right and just conclusion may be reached by all interested.

If there are errors in this statement, as there may be, show them up. If wrong, we want to leave our error.

After all these assertions and counter assertions, the whole matter can, I think, be summed up in one simple proposition. If it be correct, the action of the Pacific Archery Association in adopting the American values will soon be followed by the Eastern and National Associations. If the propositions be incorrect, it should be shown at once, to prevent action, which has already been postponed a year for the accommodation of those who had some doubts in the matter.

The proposition is this:—

The adoption of the 1 to 5 values is a simple method of following the English precedent of revaluing by points, applicable to all scores.

We think it has been shown to give the result designed by the point system, and without the latter's defects. It is simplicity and equity *vs.* complication and (occasional) injustice.

Am I not correct?

ANDREW S. BROWNELL.

SAN FRANCISCO, 22 February, 1881.

P. S. Since writing the above, your issue with Mr. Walworth's remarks is received.

Can the point system or its equivalent be "the method for muffs"?

ARCHERY IN THE WHITE MOUNTAINS.

BY GENEVIEVE.

WHILE spending the summer at a small hotel among the mountains last year, the ladies of the house became much interested in archery. This wicked sport—at least, it afterwards turned out to be wicked—was first introduced by an Indian who came to the hotel several times during the summer to sell articles of his own making, such as baskets, canoes, canes, etc., and also bows and arrows. Whether he foresaw the results which would attend the introduction of the last-mentioned weapons into our innocent company, and took pleasure in the discomfort which he entailed upon the old people round, as a weak revenge for the many wrongs inflicted by our race on his own, will never be known. Yet I incline to think it is so, for I remember a faint but diabolical smile spread over his face, as one young lady after another gravely toddled up and bought the coveted weapons.

The bows and arrows ready, the next necessary article was a target. The gentlemen, who had viewed these proceedings very favorably from the first, kindly scoured the small villages around us for a target, but none could be found; therefore, not to be daunted, though the day was unusually warm, and flies, mosquitoes, and spiders were unusually impertinent, to say nothing of their ordinary affectionate

demonstrations, some of the gentlemen managed to prepare for us a most excellent target, constructed according as their whims directed. Its gayly painted face was presented to us toward the end of the afternoon; and as we did not wish to be ungrateful, our praises were most enthusiastic, and we retired that night with many hopes of the success the morrow would bring out, faintly stirring in our hearts.

But alas! It seemed but an easy thing, at least to *hit* the target somewhere on its broad face; but when we came to try it, our self-reliance treacherously and rapidly deserted us. Some arrows would skim gracefully above and beyond the mark, and neatly bury themselves in some out-of-the-way spot, to baffle the efforts of the gentlemen, who sought to return them to their owners. Others would whiz to the right or left, sometimes but very rarely making a mistake and heading directly for the target. What an exultant shout would go up when such an accident occurred! Yet others of these capricious toys developed a tendency to turn corners, dart through windows, terrify old ladies and nurses with small children, till the sport was finally given up for the day.

Matters continued thus for a week or so, through favorable and unfavorable circumstances. But oh! how much greater in proportion were the unfavorable to the favorable circumstances! In the first place, the weather was not propitious. One gloomy day after another passed, all more or less accompanied with rain; and though the young ladies were quite willing to practise under the protection of the roof of the broad piazza, the gentlemen evinced a most decided dislike to seeking truant arrows, which had overshoot the mark, and taken up resting-places in the largest puddles they could find. But disagreeable weather cannot last forever, (thank goodness!) even in the White Mountains, so this stumbling stone would have been removed in time. But what galled us most, and weakened our perseverance greatly, was the utter contempt with which our attempts were looked upon by those not in our "club." Let us appear with our arrows for an hour's practice, and such evident hustling, such too apparent scattering of groups in all directions wherever they might be, said but too plainly, "Place no confidence in their skill! They may *aim* at their target, but Heaven knows what they won't *hit* within a radius of a mile."

What ambition would not be overthrown with such discouragement always at its heels? We became less and less confident, and even the gentlemen were not so rapturous on the subject as at first; to an outsider it was apparent that we had started down hill, and that we needed but a harder shove than usual to roll us ignominiously to the bottom. And one dark, gloomy day,—that is, for us,—that final shove came. It happened thuswise: Several guests were leaving the house one morning after breakfast, to

take the morning train for Boston. Just as the stage was about to roll off, one lady leaned over from the top of the coach and cried out, before all the assembled multitude, "Oh, Mrs C—, will you ask the 'Champion Archery Club' to defer the time of their practice till I get a few miles away? for *sometimes* they fail to hit the target, and it would be so disagreeable for the proprietor were I to be killed." A universal titter was heard, except from the members at whom this parting shot was fired. We hung our heads for the rest of the day; and though we managed to hold them up a little subsequently, our bows and arrows helped to build a big bonfire in the woods.

"NEW YORK" AND "SPUYTEN DUYVEL."

Editor Bicycling World:—Several members of the New York Archery Club invited a few of the Spuyten Duyvel Archers to visit their hall for a friendly contest.

Yesterday, the match took place between teams of six, and owing to the storm, they shot without any spectators. The following are the scores. The regular return match between these two clubs (the first was shot last summer) we understand will take place Saturday evening, 26 March.

SPUYTEN DUYVEL ARCHERS.

90 Arrows at 40 Yards.

	1st 30.	2d 30.	3d 30.	Total.
Hopkins.....	181	168	169	518
Hayden.....	143	168	190	501
Whiting.....	145	148	160	453
A. Johnson.....	115	155	169	439
Apgar.....	157	137	143	433
G. Johnson.....	119	148	148	415

2,763

NEW YORK ARCHERS.

90 Arrows at 40 Yards.

	1st 30.	2d 30.	3d 30.	Total.
Frazer.....	174	166	196	536
Auten.....	164	178	192	534
De Luna.....	168	185	162	515
Elliott.....	165	162	185	512
Pond.....	156	155	170	481
Roper.....	149	111	183	443

3,031

Yours,
MANHATTAN.

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. — *Cont.*

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 Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

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.

MERCURY BICYCLE CLUB, all of New York. — Pierre Noël, 109 Waverly place; William M. Wright, 160 Fulton street; John H. Olmstead, 34 East 28th Street; Sidney H. Neergaard, 34 East 28th street; Thomas E. Brown, Jr., 71 Broadway; William E. Willmerding, 56 Broadway; Theodore E. Neergaard, 110 Madison avenue; Harry Blake, 21 Cortlandt street; Charles Noël, 109 Waverly place; Lewis E. Neergaard, 34 East 28th street; Sydney B. Wright, 160 Fulton street; Paul Bunker, 17 Broad street.

CENTAUR BICYCLE CLUB, of Philadelphia, Pa. — Captain, John E. Le Conte, 1625 Spruce street; secretary and treasurer, Richard D. Baker, 1414 Arch street; bugler, L. Harrison Dulles, 262 South 16th street. N. A. Stockton, 714 Spruce street; Charles P. MacArthur, 4203 Walnut street; S. P. Hutchinson, 1835 Pine street; B. C. Tilghman, Jr., 321 South 11th street; C. Leland Harri-

son, 1628 Locust street; Wm. DeFord Baker, 1414 Arch street; Thomas D. Whitaker, Olney P. O., Pa.

ARLINGTON BI. CLUB, of Washington, D. C. — F. H. Sturtevant, Mt. Pleasant, D. C. Unattached, Charles B. Olmstead and George H. Simons, Potsdam, St. Lawrence County, New York; Richard F. Borden, Red Bank, Monmouth County, N. J.; G. Edward Olson, 129 Summer street, Worcester, Mass.

PORTSMOUTH NOTES.

Editor Bicycling World:—I propose giving you a few items and random thoughts on bicycling events that have occurred in the southern part of New Hampshire since my last letter.

The first part of the winter the Portsmouth Club was losing in membership, by reason of the removal from the city, and other causes, of a part of their members. A few weeks ago, four of its members hired, at their own expense, a new hall (forty by sixty feet), to which they invited all parties interested in bicycling; and the result has been, that during the first three weeks they trebled the number of riders in the city, and have taught four or five new riders each evening the hall has been opened, besides perfecting themselves in fancy riding: so that, at a public exhibition on 22 February, the old members performed the stand-still; rode with one foot in saddle, from which position they dropped down into the saddle; took off coats and put them on without touching the handles of their machines; cut the figure 8 with left foot on step and right one on left pedal; and, assisted by some of the new riders, gave a very creditable exhibition of club riding and drill. The same hall is used as a roller skating rink, under the management of one of the officers of the bicycle club, and is well patronized.

The marine bicycle, which was fully described in my letter in No. 15 of Vol. I., has been greatly improved the past year by its inventor, Major Urch, and promises to excel, in comfort and speed, its successes of last year. Many visiting wheelmen have examined and made short trips upon the boats, and among the most enthusiastic were three L. A. W. directors, who trusted themselves upon them, in the face of a strong tide, on one of the perfect moonlight evenings last October.

One of our officers, who uses his bicycle about as much as he does his hat, was seen in October, mounted on his wheel, with a two-gallon can, in which, without assistance, he was carrying home, a distance of nearly two miles, over a hilly road, one hundred and fifty good-sized gold fish for his aquaria, and the can contained a sufficient amount of water to sustain all of them. He smiles at the reports of the mishaps of several of your correspondents, and their warnings against bicycling on ice, he having ridden hundreds of miles the past two winters, on icy sidewalks and ponds, without a fall. I have also seen him at the

head of the political processions here during the campaign; and his well-known bicycle, hat-torch, and calliope informed the people, on election night, which party had won. By request, he measured the route of the processions; and to verify his cyclometer he made use of the following table, which may be of service to brother wheelmen who are without cyclometers:

A forty-eight-inch wheel makes about four hundred and seventeen revolutions to the mile; a fifty-inch, four hundred and three; a fifty-two-inch, three hundred and eighty-eight revolutions; and other sizes can be easily estimated.

I have had a number of inquiries about the stand-still feat, and as I could not find it explained in any of the bicycling publications, my experience may be of service to others: The rider, after mounting, should turn his large wheel to the left as far as he can, with left pedal forward, and horizontal with right pedal; in case the rider falls to the left, he should press down gently with left foot and run the machine forward, changing its base until the rider is upright; if it inclines to right, press with right foot, running the machine backwards a few inches. Some old riders learn the trick at once, while others require hours of tiresome practice. The latter will find it will aid them to practice alongside a high fence or rail, which will save them frequent dismounts.

I would speak a good word for the cradle spring. I find its variety of easy movements a decided advance over the ordinary spring, which had no side or forward movement.

The lawsuit between the friends of a young lady and several members of a bicycle club in a neighboring town is exciting considerable interest in this vicinity. The lady was sitting in a carriage, carelessly holding the reins, while she was talking with another lady who was at the window of a house opposite; and when three bicyclers came in view, riding in the road, the horse became frightened, turned and threw the lady from the carriage, and injured her wrist. The bicyclers, though holding themselves in no way liable, offered to pay damages to carriage, etc., and the doctor's bill of services rendered the lady; but this was declined and a suit brought. The club have engaged a well-known lawyer, and intend to make a vigorous defence, and have the matter of rights of bicyclers to the road definitely settled in this State.

I want to whisper to the bicyclers who attended the two-days' run from Boston to Ipswich last October, of the funny position in which a modest member of the W. B. Club was placed at Salem. The paved and muddy street in front of the hotel was well filled with people, who waited to see the start of the wheelmen. They laughed at the mishap which the commander had (I do not refer to the cat header); then the boots of "Juvenis" called forth a few remarks, but the safe position in which he places his saddle afforded him an easy mount; but our friend from W., who was the last to

mount, did it so gracefully as to call out applause from the audience: but, alas for him! when he reached the street crossing, there were two young ladies nearly across the street, who, woman-like, thought it better to run back, and of course into our modest bicyclist.

His wheel stopped, inclined slowly, and his arm was around the neck of one of the young ladies, who held him and the machine safe from the muddy street, neither of them daring to move for fear of a more unpleasant position, until aided by her companion and others; and all the while the ever-present small boys were shouting, "Let him drop, sis," "Don't hug her so," and other soothing remarks.

The club favors New York as the place for the May meeting, but will cheerfully acquiesce in the choice made by the L. A. W. directors. After the strong presentation of the attractions of New York and Washington, it is probable that the first ballot will not result as did the informal one at the baby show, which allowed the mothers to be judges, and cast one vote each, and as a consequence, found that every mother of them had voted for her own. TELZAH.

THE BROCKTON BI. CLUB.

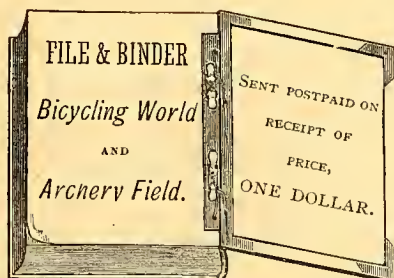
THE annual meeting of this club was held in the Brockton House parlor, Tuesday evening, 8 March, and as preparations had been made for the annual supper and a general good time, there were more than two thirds of the active membership present. The election of officers, being the first business to come before the club, was soon despatched, with the following result: President, William H. Bryant; secretary and treasurer, G. C. Holmes; captain, F. H. Johnson; first lieutenant, W. B. Swett; second lieutenant, George M. Washburn; club committee, president, secretary, captain, F. B. Howard, and E. M. Thompson. After the election was settled, a circus was inaugurated, the cause being the selection of a new club shirt and head-gear. The forces were drawn up in battle array, — white shirts and polo caps *v.* gray shirts and stiff blue helmet hats, — and before the subject had been before the club ten minutes, it was very evident that neither would suit a majority, if it did any of the members. The vote of the strongest advocate of polo caps would have carried his pet project (with the assistance of the captain), but he stubbornly refused to vote, and the helmets carried the day; whereupon the irate individual at once tendered his resignation, and the club kindly refusing to accept the same, all hands were summoned to the supper-room, where animosity was buried in oysters, and peace once more reigned; the member acknowledged himself a four-legged animal; the club decided that finally they did *not* want the helmets; and upon dissolving the meeting, it was understood that the club should go bareheaded the coming season unless some new fashion could be devised that would satisfy all.

The uniform for 1881 will be navy-blue coat, pantaloons, and stockings, light-gray flannel shirt, and probably some style of light, soft, blue cap.

The bicycle interest is increasing here, and there are now four applications before the club committee for admission. F. H. Johnson and G. C. Holmes have taken agencies for the sale of machines from Pope and Cunningham respectively, and report encouraging progress. Mr. Johnson has received his appointment as L. A. W. consul for this place, and is a good man for the position.

The club is unanimously in favor of Boston for the League Meet, and would probably turn out over twenty wheels if it is held there. GLOBE.

NON-SLIPPING TIRES. — *Editor of the Bicycling World:* — In your issue of 25 February, "C." asks for some one's experience with Hancock's non-slipping tires. I have used them on my "Special Club" for about a year, and have thoroughly tested them on all kinds of roads. They have *never* slipped or loosened from the felloes. This is due to the corrugated inner surfaces of these tires, which allow the cement to take an exceptionally strong hold on them. The outer surfaces, having two grooves in them, seem to expand much more in proportion to their width than the ordinary round tires, and prevent their slipping on wet or greasy pavements. Permit me to add that my experience with the "rubber suspension saddle spring" of the Coventry Machinists Company has been to prove it the easiest of all I have tried or examined. The rubbers, which suspend the spring, reduce to a minimum all that vibration which even the most elastic of steel springs transmit to a rider's spinal column, and is so apt to cause stiffness in the back and a sensation of lassitude, after a long ride. C. W. L.



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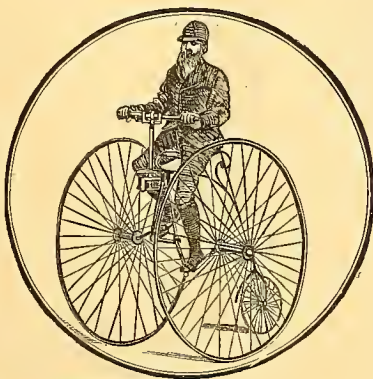
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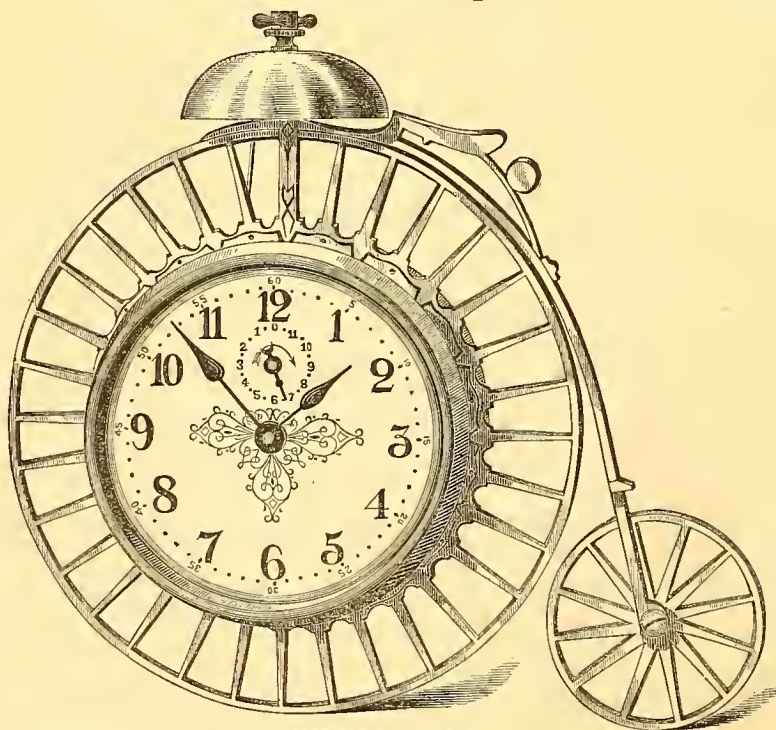
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