

Bicycling & Archery Field

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CHARLES E. PRATT, } Editorial
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CURRENTE CALAMO

THE League Meet day is 30 May.

THE Editor got it into his head that it was to be on 31 May, and it has taken two weeks of boring to get it out.

THE Pope Manufacturing Company have licensed Stoddard & Lovering, of Boston, one of the oldest and best equipped importing houses in the country, to import bicycles. The firm has a branch house in New York, and agents all over Europe, and their facilities for handling a business of this kind are unequalled. They will import all makes, but will supply the trade only.

THERE is a mistaken impression prevailing among American wheelmen that English bicyclers do not exhibit the same interest in the mechanical construction of the bicycle that we do. There is less reason for them to be critical, as their manufacturers are enough so; but notwithstanding this, we owe much of the beauty and elegance of form that the wheel now has to the suggestions of English club members. Many of the clubs have made a practice of introducing at business and social meetings discussions of the details of bicycle architecture, and often the feature of a meeting is the reading of a paper upon an especial part of the machine. If their discussions have done no more than to lead men to subject their machines to critical examination, they have accomplished much; but they have in reality directed the attention of manufacturers to unnoticed features of the wheel, and have brought out original ideas, which may yet bear fruit. Any one who asserts that English riders are not as critical as we, upon the whole and every delicate part of the bicycle, asserts at the same time his own ignorance of their methods.

BILLY BERNHARDT says that a modest bicyclist may be a curiosity; that a club which will agree on a uniform may be a wonderful curiosity; that the solitary League member from Missouri, who thought that the meet would be in St.

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Louis, may be an incomprehensible curiosity: but none of them can compare with the impertinent curiosity of the naughty little boys who yell at him, "What is it?" "Who let it loose?" "Will somebody please take it apart, and see what it is made of?" We expect, from what we know of Billy's temper, to hear of his getting off, and assisting some little red-headed carbuncle to find out what it is.

Now is the time for the theoretical riders to show up. The gentlemen who, during the winter, have become so filled with enthusiasm that to relieve their pent-up feelings they have been giving the old riders points, will now have a chance to rub off a point or two on a cobble-stone pavement, or sandy road. There is a

fascinating interest in whiling away the club-room hours with vague theories on mechanical construction, and profound discourse upon the best methods of riding; but on the road the matter becomes sifted down to commonplace sound lungs and active legs.

THE WHEEL, with commendable enterprise, doubles its last number, in order to reprint several pages of the BICYCLING WORLD. We like to see such enterprise, but wonder that so sensitive an organ should omit the important essential of appending to the report the title of the paper from which it was culled. The same paper reflects rather discourteously upon the gentlemen on whom devolved the duty of determining where the L. A. W. Meet should be held. With those who are personally acquainted with Messrs. Munro, Hodges, Burrill, Gullen, Pratt, and the other gentlemen who had the matter under discussion, there can rest no suspicion that there was any "managing" done by a "clique of directors." The directors present were representative men, who have been trusted and respected by bicyclers generally and who have worked generously for the good of the League. That they should be subject to the petty criticism of men who have done nothing is to be expected, but it is not just or fair. New York City had a full representation and strong friends from New England, and if it or Philadelphia or Washington had been chosen, there might have been some dissatisfaction over the result here, but it would not have found expression, and we should at least not question the good faith of those whose duty it was to decide the matter.

THERE will be a meeting at the headquarters of the Boston and Massachusetts clubs, No. 40 Providence street, Boston, to elect a committee of entertainment for the occasion of the League Meet. Bicyclers of Boston and of New England, League members, club members, and the great "unattached," are all invited to be present. The burden of entertaining will be borne by Boston men, but all who are interested in making the Meet a success should send representatives to this preliminary meeting. It will be held 9 April, Saturday, at three o'clock P. M. For those out-of-town men who wish to make a day of it, there will be a Meet at No. 40 Providence street at 10 A. M., and a run through the suburbs.

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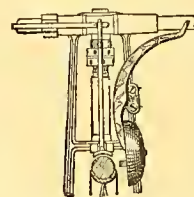
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Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets 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, 8 APRIL, 1881.

THE PARK COMMISSIONERS.*—Until quite recently a large part of the bicycling community moved comfortably along in blissful ignorance of the fact that the public parks, made for the public, and paid for by the public, are no longer for the public. They awakened to a realization that Central Park, in New York City, the pride of the metropolis, and the principal object of attraction to thousands of visitors, is now a plaything of the men who were appointed to keep it in repair; that the miles of bridle-paths are not for bicyclers, as they are reserved for impetuous tramps and apoplectic policemen; that the broad and generous driveways are not for those gentlemen who take their recreation on the wheel, but are to be used as a parade ground for John Kelly's Micks. In Philadelphia, a similar condition of things exists, but not in so bad a form. On the surface of the park driveways, where wheelmen are not allowed, a man may walk, may wheel a barrow, a baby carriage, or a hand-cart; he may drive a dangerous horse, hitched to any kind of a vehicle; may ride a mule, a goat, or a bull-pup, and

might ride a bicycle if he could hitch something to it.

On these public driveways an intelligent class of men, mounted on vehicles which take very little room, which are under perfect control, and which do no harm whatever, are not allowed, because they have not ridden there before. They are held under restrictions by a set of old women, who understand drawing a salary, but do not even understand the business they are appointed to do. In proof of the latter, witness the remarks of the *New York Herald*, 2 April:—

"The most melancholy spectacle on Manhattan Island is the dilapidated condition of our public parks. Central Park looks as if it were the remnant of some fine old estate, whose illustrious owner had died and left it to the neglect and profligacy of a worthless son. The principal objects of attraction at the main entrance on Eighth avenue yesterday, were the unfinished and ragged ends of the stone wall; a cheap, unsightly section of picket fence, forty feet long and unpainted; a few rods of an apology for a wire fence, and three seats badly weather beaten. The grand west side promenade, which is supposed to add glory to that portion of the Park, begins with one hundred feet of inferior composition asphalt, and ends with a rough imitation of macadam. The gateway entrance is disfigured with two or three sickly saplings, a tall, vigorous telegraph pole bearing a good crop of wires, and a lot of unhewn stones lying around the roots of the trees as if to keep them in position. Piles of dirty-looking lumber lie on the grass near the seats, where the boards have been used for visitors to rest their feet on in wet weather.

"In the public driveway, nearly opposite the Morgan mansion, a heap of garbage was visible. Then came more dirty boards stacked up on the grass over which the public are requested not to walk.

"On every hand the reporter saw evidences of neglect and carelessness. Even the signboards warning visitors to keep off the grass were battered and disfigured, and in some instances the ornamental mouldings were missing. Nearly all of the rustic cedar seats on the west side walks were half rotten and broken. The tin roofs of the boat-houses are rusty and the paint is off in many places, the balustrades are whittled up and disfigured, the fences which enclose the flower beds are down, and the promenade plazas in front of the main boat-house are in shocking condition. The immense cracks in the pavement have not been filled; the pavement itself is of the poorest and most unsightly quality of imitation asphalt; the shores of the lake are lined with driftwood and other rubbish; the grand promenade on the Mall, under the elm trees, is an absolute disgrace to the city. Patches as large as

a house have been worn out, until the bare earth of the Park is visible, and the entire place appears like a lava bed of broken pitch and cinders."

Comment is unnecessary. The New York wheelmen did all in their power to get the use of the park for the League Meet, but it was deemed to be too delicate and valuable a piece of property to be desecrated by bicyclers, and they were refused everything except a very brief time to skurry through with the police at their heels. The recent action of the commissioners has, however, aroused the indignation of men who have the power to make them repent it; and we feel safe in predicting that if the park is not opened before the close of the present season, it will not be because of the lack of a vigorous effort in that direction.

TRAINING. I.

By ROX.

THESE notes have been written for a double purpose: first, to provide a suitable code of training for those who are anxious to take advantage of every possible chance to improve their condition, and enter a race in the best possible form; and secondly, to lay a basis of training for men whose business engagements prevent their following closely the line of a thorough preparation.

I have tried to adjust the method to the largest class of American racing men. I might as well say right here, that strict training ought to be followed for a certain time previous to a race, even *if only for a day*; but better for a week or two, and still better for a full month.

The reader should bear in mind that, should he find it impossible to adhere closely to the method, a little common-sense will enable him to adapt it to his particular case, and it will rarely lead him astray.

A race well trained for is half won.

Overtraining is worse than none.

Properly prepared for an event, he should come to the wire feeling not only in good health and spirits, but with plenty of confidence and cool, steady nerves.

The overworked man enters the race with a half-tired, nervous feeling. The vital energy that he should possess has been spent in preparatory work; and although his muscles are hard, his wind good, and not an ounce of superfluous flesh under his skin, he finishes behind the man who weighs twenty pounds more, but who has that energy still in him to stimulate the muscles and limbs to quicker action.

The man of business, or the boy at school or college, having the natural qualifications for speed, wishes to develop them to advantage on the path. He commences a course of training, adapting it to his circumstances and habits of living, which, if properly fol-

* COMMISSIONER, a species of fungus, which usually clings to and thrives upon decaying public institutions. Park Commissioner, a fungus that lives on parks.

lowed, makes him hardier, increases his lung power, and gives him a stronger and a longer lease of life. No one should think of entering a race without preparation of some kind. The principal object of training is, of course, to win; the second, and *most important*, to bring him to the finish in such a condition to enable him to recover quickly from the strain without injury to his health.

Let no one who has heart disease, or any other organic trouble, enter the racing lists. Although such a one might with impunity take long and severe rides or tours for many years with impunity, the excitement of the trial, combined with the exertion, will in most cases result in injuries, if not fatally.

DIET.

This important feature of training is taken up first, as upon it depends everything. Wholesome diet, with regular habits and moderate exercise, will do more towards winning a race than hours spent with a trainer on the track.

There are as many methods of dieting as there are days in the year. The object of dieting is not to starve or even stint in anything that is easily digested and is not conducive to the excessive accumulation of flesh; therefore, all kinds of vegetables containing a large quantity of starch or saccharine matter must be either avoided or partaken of sparingly, also quantities of water. Water will soften and increase the fleshy tissues as much as any one other article, besides interfering with perfect digestion. Good, new-cooked meats — beef and mutton preferred — are to be considered the staple articles, with eggs either soft-boiled or dropped on toast (dry), soups, and fish; light vegetables, such as lettuce and celery. Potatoes should be baked *only*, and not more than one or two a day indulged in. Butter in quantities should be avoided, although it is by no means necessary to discard it entirely. A moderate quantity of any food can be used, in order to render the meals palatable. Great care should be taken not to change the diet too suddenly.

Probably upon no other subject is there more variety of opinion than on the proper fluids to be used. We may consider water out of the question, except for an occasional swallow, or to rinse the mouth out after exercising. Beer or ale may be used sparingly, except in cases where one is inclined to be bilious, where lemonade with but little sugar may be used to advantage. Hard liquors, such as brandy, whiskey, and the like, should in no case be touched. Dry light wine is preferable to any other liquor, as it has less body, and is therefore not so heavy or heating. These instructions may not necessarily be followed closely at the commencement of training, but should in all cases be followed certainly two weeks previous to the event. Milk should not be taken in any quantities, excepting, perhaps, with a raw egg or two beaten in it.

Of course a good deal of judgment must be used, as it is impossible to give a formula for diet such as will fit every case. Let us suppose a man commences training a month before the race, perhaps in the fall months. The spring and summer riding has reduced his flesh somewhat, and strengthened and toughened his muscles. He is desirous of doing all in his power to prepare himself for the trial. Let him at once go into training. Let him make it his special study to *feel well every day*. The following is a rather liberal *menu*, to be followed as closely as circumstances or taste will permit:—

BREAKFAST.

This should not be a heavy meal. Eat enough to satisfy the hunger, but not to overload the stomach:—

	Meats.	Accessories.	Drinks.
EITHER.	From 2 to 4 Mutton Chops, quickly cooked.	One Baked Potato.	Weak Coffee.
	½ Broiled Chicken.	Eggs on toast, or boiled.	Weak Tea.
	½ pound Beef Steak	Dry Bread (sparingly).	Cocoa.
		Fruit.	

DINNER.

	Meats.	Accessories.	Drinks.
EITHER.	Roast Beef.	Baked Potatoes.	Ale or Beer.
	Roast Mutton.	Lettuce.	Light Wines.
	Beef Steak.	Celery.	
	Roast Fowl.	Dry Bread.	

DESSERT.

Blanc Mange. Sago Pudding. Currant Jelly.

SUPPER.

This meal should be a light one, and should consist of toast and tea, with possibly a bit of cold fowl, with jelly and sponge cake.

In no case should track work be indulged in within an hour and a half after any meal.

The question of diet should be looked into very carefully on the eve of a race, as an attack of indigestion would undo all the good results hitherto obtained. Should a man actually have no time for track work in preparing for a race, let him give strict attention to his diet alone, and his chances would still be good for carrying off the prize. Nothing makes a man so happy and contented as a good, sound digestion with plenty of sleep. A good deal is said concerning an easy conscience being conducive to sound sleep; but a good deal of the so-called ease in mind comes directly from a healthy stomach. Mental excitement will disturb the digestive organs; therefore, keep cool, and allow nothing to disturb or trouble the mind. If the flesh is not reduced with hard work, do not worry. If hard work with a moderate diet won't bring your weight down, you may make up your mind that you are about right in weight, and are capable of carrying all your superfluous flesh around the track in good style. Some care must be observed in not reducing the weight too speedily, as it is apt to enervate and weaken the system. In ordinary cases, two or three

pounds a week is sufficient. A good meal well digested, two full hours before the race, gives a man strength and confidence.

I know of a case where a man (and a good one, too) entered a five-mile-heat race at nine o'clock in the evening, having tasted nothing since breakfast that morning. By good luck and hard work he won the final heat, but was found half an hour afterwards in a swoon, and on coming to, remarked that "he felt hungry." That was carrying the precaution too far by some six hours. In the next article we shall take up the subject of exercise.

SAFETY BICYCLES.

THE so-called "safety" bicycles are among our most useful machines, and are daily becoming more popular.

One firm has imported considerable numbers of the 'Extraordinary Challenge into the United States, and say that there will be an increasing demand for them this season.

This letter will be entirely devoted to this machine, as it is the best known, and the oldest in the market, of all safety machines.

Many men who will never ride the ordinary bicycle will gladly take to a machine affording the manifold advantages of the one in question.

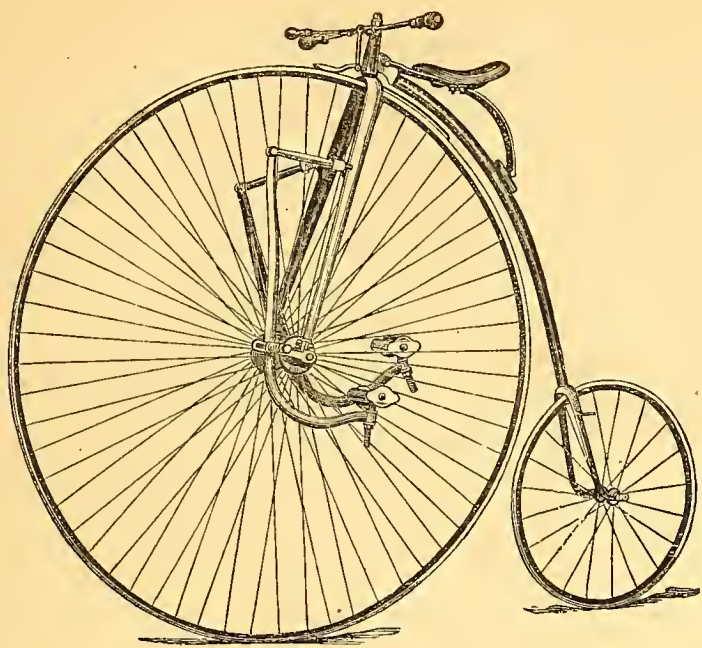
These are generally quiet business men, or men of middle age, who have neither time nor inclination to learn fancy riding, or to go through the long training which any one must have, to be reasonably safe from headers on the ordinary bicycle. Such persons will care most for comfort, safety, and ease in mounting and dismounting; and these are points in which, I have abundant testimony to show, the 'Extra is superior to any other bicycle.

This machine has from seven to ten inches rake, and as can be seen in the accompanying design, is driven by side levers connected with the crank. These side levers are connected by light guide rods with the fork. Both the side levers and guide rods are made of weldless steel tubes, flattened and shaped.

The path of the pedal is a compound curve similar to the outline of a longitudinal section of an egg, the small end up, and the whole pointing downwards to the front. The saddle is some three inches lower than on the ordinary machine, and is nearly midway between the centres of the two wheels. The rear wheel is twenty-two inches in diameter.

The manufacturers wrote me 1 March, that "the 'Extra has long passed its experimental stage, and is universally recognized as a bicycle which combines both speed and safety. It is just as fast on the road as the ordinary, easier uphill and safer down-hill, and has climbed steeper ascents than any other bicycle in existence."

Henry Sturmey, whose testimony carries conviction on all matters pertaining to bicycling, say that he has ridden the



'Xtra over roads hilly and level, good, bad, and indifferent. He says it is a decided success as a safe and easy-going machine, and continues thus: "I find that I can mount hills quite as easily as with the ordinary bicycle. . . . Over rough ground it has a decided advantage, for it can be driven over such at a pace at which the ordinary machine would capsize, unless the rider were very careful. Large stones, brick-ends, etc., can be ridden over with impunity, the only penalty for so doing being a sharp jar, though nothing like what would be felt on an ordinary bicycle. On a smooth, level road or on a path, I should say the neater machine has the advantage in pace, but not so much as would be imagined by some,—a quarter of a mile in an hour's ride, perhaps, if so much. . . . The chief objection that can be brought against it is its peculiar appearance, which certainly will not contrast favorably with the neat appearance of the older machine. . . . It is a capital thing for night riding."

Waller, the long-distance champion, says that it is a first-rate machine, and that when mounted on his 'Xtra, he has always held his own against other machines. He remarks, "in fact, I think it is easier up-hill," and declaring it comfortable and safe, states that he was saved from one very bad fall by its use, "it being almost impossible to come to grief from it."

The editor of an English journal says, of a well-known amateur, that his big 58-inch 'Xtra is propelled up hills and along the levels as easily as an ordinary bicycle. These gentlemen rode together; and

on hills, the big 58 went away from the ordinary machine. This same amateur writes me from England, that "we have a lot of 'Xtras in our club, and they are giving wonderful satisfaction. They are quite equal to the ordinary in speed, and faster on a journey, owing to their being able to run hills much faster and in safety."

The ordinary bicycle has never made any record in the United States to compare with that of the 'Xtra in England.

Hebblethwaite, at Surbiton, made one mile, with a wind against him, in 2 min. 57 3/4 sec.

At Coventry, 2 June, 1879, a rider only eighteen years old made three miles, in a drenching rain, in 9 min. 43 sec., riding a 52-inch 'Xtra.

At Pembroke Dock, Waller made ten miles in 35 min. 40 sec.

Bowman, at Newcastle, made thirty-three miles in 1 hour 59 min., and also made one hundred miles in 6 hours 51 min.

All of the above were made on 'Xtras.

Mr. H. Wyke, writing from Rome, says: "Except on one or two of the roads here, which are in tolerable order, any ordinary machine would be quite out of the running. I generally do the journey to Ostia (16 miles) under 1 1/2 hours." This is the record of a 50-inch 'Xtra.

A writer from Cork says that he has ridden his 'Xtra over 1,000 miles, and would not exchange it for the best ordinary machine which could be made. A prominent citizen of Philadelphia made a journey of over six hundred miles, last autumn, on an 'Xtra. The account of it can be found in the BICYCLING WORLD,

of 17 December last. Another gentleman, a Philadelphia merchant of high standing and character, writes me that he is now riding an 'Xtra, and is well satisfied with it. Both of these gentlemen gave up the ordinary bicycle to adopt the 'Xtra.

Another business man writes me from New York, that after riding a number of bicycles, large and small, nothing would now induce him to give up his 'Xtra, and go back to the old machine.

Still another, a good rider, and a man whose judgment is second to none in this country, in all matters pertaining to the proportions and construction of the bicycle, says that he has been using an 'Xtra for nine months, "and can truly say that it is a thoroughly good and safe machine." He thinks that it drives up-hill easier than the ordinary, and is about equal to the latter on a level. He descends hills, legs over and hands off, and rides levels constantly with hands off. He says of the 'Xtra, "Its superior points are: its safety, ease in mounting and dismounting," and that the pedals are brought more directly beneath the rider, so that it is not necessary to lean over the handles when it is desired to drive hard. He also says that it can be ridden over any road in the dark, as it will stop against any obstacle without throwing the rider over its head.

I can add much similar testimony, of reliable persons, but think I have quite proved the value of safety bicycles.

The elements of beauty and symmetry are of less importance than safety and comfort, and while the ordinary is better looking, the 'Xtra is safer and more comfortable, and easier to ride and propel on rough ground. The easy mount and dismount are most valuable points in favor of the 'Xtra. This comes from a slightly lower seat, together with the position of the saddle farther back from the centre of the large wheel. The 'Xtra is not an ugly-looking machine, by any means, as the reader can see in the accompanying sketch; and it is not only much superior in looks to the tricycle, but the rider appears to vastly better advantage than when seated low down between the wheels of the tricycle.

For short distances, of a few miles, over smooth and level roads, and for street work in cities, or for carrying packages, the tricycle is probably better than the bicycle; but it has serious drawbacks. It costs much more than a bicycle; it is harder to propel; it is heavier by fifteen to thirty pounds, and cannot pass through an ordinary doorway. This is harped upon continually in English bicycle journals, and prevents some from using the machine because they cannot store it. A humorous writer in the *World*, signing himself "Park St.," makes this objection very forcibly and with excellent reason.

Personally I do not like a tricycle, with its low seat, its complications of gears or chains, and great weight, but I acknowledge my neighbor's right to do as he

pleases, and am ready to respect his choice.

The 'Xtra weighs about five pounds more than the bicycles made by the same manufacturers. Their work is of the heavy class. Other makers would probably reduce its weight somewhat. It was originally troubled with loose spokes, but not a particle more than other bicycles made by the same firm. This defect has been remedied in the modern machine, the 'Xtra going on now successfully in its fourth year.

The steering requires more frequent adjustment, and the lower end of the spindle wears out in front more rapidly than on the ordinary machine. These are defects of detail in construction, which do not affect the principle of safety and convenience, and which can be easily remedied. They are not serious drawbacks. One rider states that he has ridden his 'Xtra three thousand miles, and that it still runs as true as ever. Aside from the named defects this machine wears about like any other two-wheeler.

It has little more friction to overcome than any other machine. Its small guide rods have but very slight strain upon them, and the crank-pins are the same as on any other bicycle. Its pedals have but very little friction as they move slowly and through a very limited space. Its defects are more than offset by its advantages, as I have shown in the foregoing pages.

I will only add a few points which I have not touched upon. Unlike any other bicycle, the 'Xtra permits the most powerful application of the brake with perfect safety. It has only twelve inches tread, while other bicycles have fourteen and a half to sixteen inches. This narrow tread gives a more natural position to the legs and a minimum side thrust on the pedals. I have heard that at high speed the 'Xtra sways to one side and the other more than other bicycles, and I have also heard it stoutly denied. I believe that it occurs only when the rider has a machine too small for him, and the side bars are too long, and the pedals too low. An old rider informs me that this is the real cause.

The rider sits nearly midway between the two wheels of the 'Xtra. In consequence, the motion of the body is less than on other machines. In riding over a brick, for example, the rider is lifted one inch, but on the ordinary bicycle he is lifted full a half-inch higher, and probably somewhat more. The elastic, easy motion of the 'Xtra is notorious, and is a point of real superiority.

I advise all men who wish to make a journey of several days' or weeks' duration to ride the 'Xtra, as easier and better for such work than any other machine, and let the ordinary bicycles be kept for town use, racing, parades, and short journeys. Most young men with youthful blood, and full of dash and energy, do not need the 'Xtra, and I do not write for them; but men who have come to maturer years or quieter life can find more pleas-

ure and comfort on the 'Xtra than on any other bicycle.

I have no interest whatever, direct or indirect, in bicycling or bicycles, except as an amateur rider. I have written the foregoing, hoping to encourage all classes, and especially to bring into the field a large number of men who will not use the ordinary bicycle, and who may be induced to take up the safer and more convenient machine.

Safety machines are attracting much attention in England, and several new ones have come upon the market recently. As soon as I can obtain reliable information, in regard to the more prominent ones, I shall ask permission of the BICYCLING WORLD to publish it for the benefit of its readers.

C. E. HAWLEY.

WHEEL CLUB DOINGS

MONTREAL BICYCLE CLUB.—The third annual meeting of this club was held on Friday evening, 1 April, at headquarters, Montreal Gymnasium, Mansfield street, when the following officers for 1881 were elected: Chas. I. Sidey, captain (re-elected); Horace S. Tibbs, hon. secretary; A. T. Lane, 1st lieutenant; J. D. Miller, 2d lieutenant; G. M. Smith, 3d lieutenant; C. A. Whitham, 4th lieutenant; G. De Sola, 5th lieutenant. It is expected that by Good Friday, at the latest, the roads will be in a fit state for the opening Meet to be held. The club intend to send a large deputation to the Annual Meet of the "League of American Wheelmen," of which all are members, to be held at Boston, on 30 May. It is also proposed to hold a race-meeting at Blue Bonnets, probably in the early part of September, when handsome prizes will be given for the open events, as an inducement to draw first-class competitors: so that some good contests may be expected. Mr. Raphael, the well-known artist, is composing a group for Mr. Martin, who has a photograph of the members in hand, which will be framed and placed in the club-rooms.

THE BRATTLEBORO' CLUB members are much pleased with the decision of the League Committee in having the next Meet at Boston. We hope to be represented in full force. Our club membership will be increased this year. We are just uncovering our wheels. Let us not lose Corresponding Secretary Parsons from our League. He is too prominent.

ARTHUR W. CHILDS, Sec'y.

BUCKEYE BI. CLUB.—The second general meeting of our club was held recently at the residence of the president, Mr. W. H. Miller, with seven new members since last meeting, making our club number twelve. We have lost since our organization by removal. The meeting was called for the purpose of adopting by-laws and rules and the election of officers, and was in every respect harmonious and enthusiastic. A committee

on by-laws and rules was appointed, and was able to report the same evening,—the report being satisfactory. By-laws and rules were adopted, and the old officers re-elected as follows: President, W. H. Miller; secretary and treasurer, W. B. Waggoner; captain, G. W. Rhodes; lieutenant, H. B. Hutchinson. Columbus is splendidly situated for bicycling, and a number of trips to adjoining towns are being planned for the summer. The club has adopted a uniform of a drab flannel coat, gray Yale shirt, drab corduroy knickerbockers, polo cap, and dark-blue stockings. Five of us are League members, and the rest will soon follow. Wheelmen visiting this city will find in our president, Mr. W. H. Miller, superintendent of the Columbus Gas Company, West Long street, an enthusiastic bicyclist and an agreeable gentleman.

BUCKEYE.

THE KINGS COUNTY WHEELMEN held their second regular meeting Thursday evening, 24th inst., at the residence of Mr. Frank H. Douglass, 25 Bedford avenue, Brooklyn. A set of by-laws were adopted, and club colors and uniform decided on. The colors are to be seal-brown and cardinal, and the uniform is to be seal-brown coat, breeches, polo cap, and stockings, and gray shirt. The club has about decided to join the L. A. W., and expects to send quite a delegation to Boston, to attend the Meet of the League. The organization will, in all probability, number fifteen active members this spring, all mounted.

THE BOSTON BI. CLUB held its second run of the season, 2 April, starting from the club headquarters, and proceeding to Braintree via East Milton; after a short stop at Braintree they returned to East Milton, where the night was spent at the Blue Bell. On Sunday they were joined by several other riders, who rode with them back to the headquarters, where they arrived about 2.30 P.M. One pleasant feature of the run was the official call upon Mr. Pitkin, consul for Braintree, by Mr. Hodges, director for Massachusetts, and Mr. Dean, consul for Boston.

THE ROCHESTER BICYCLE CLUB will take its first club run 12 April, at 6.30 P.M. An invitation was received by the editor per postal card. It is gotten up neatly, and is accompanied by a spirited illustration of a weary, homeward-bound, grub-struck bicyclist, with his whole soul absorbed in getting up a steep hill, while his movements are watched by an audience of two small boys and a dog. The figure of the wheelman is evidently that of Secretary Learned, and is very accurately executed: while the derision of the small boys, and the shameless, half-contemptuous smile of the dog, are admirably pictured. We will R. S. V. P. Secretary Learned by simply stating, D. S. C. (Very sorry, can't come.)

THE BOSTON AND MASSACHUSETTS CLUB meetings of this week will be reported in our next issue.

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 A. S. Parsons, Cambridgeport, Mass.

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 corresponding secretary, 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.

ADDITIONAL MILWAUKEE BICYCLE CLUB, all of Milwaukee.—W. C. Temple, care of Mitchell's Bank; H. Weller, N. W. Telegraph Co.; W. Weller, N. W. Telegraph Co.; G. Messer, M. L. S. & W. Railway; J. G. Donnelly, Court House; Fred M. Mann, Mann Bros.; John Owens, E. P. Bacon & Co.; Howard J. Gilson, Nat. Exchange Bank; Chas. Hsley, 572 Marshall street; Henry Rogers, care of P. McGeogt; D. G. Rogers, Jr., 260 South Water street; Willis Story, care of Wells, Brigham & Upham; W. A. Friese, care of Sentinel Co.; W. Miller, 559 Marshall street; L. M. Richardson, 15 Broadway; R. Burke, 123 Prospect avenue; L. Ellsworth, County Treasurer; A. Zinn, care of Nunnemacher & Co.; F. B. Keene, Greenbush street; E. L. Dixon, 53 Prospect avenue; Arthur Young, care of B. Young & Co.; Sam Marshall, 40 Prospect avenue; Geo. Nash, care Newhall House; J. M. Miller,

Jr., corner Astor and Knapp streets; Louis Ogden, Farewell avenue.

F. G. STARK, Secretary.

COLUMBIA BI. CLUB, OF NORTH ATTLEBORO', MASS.—Wm. E. Lull, Wm. C. Ames, Edward C. Stanley, Thomas E. Bell, Byron F. Blackinton, Elseworth E. Blackinton, Louie T. Jones, Paul L. Pratt, Louis W. Morse, Geo. W. Blackwell,—all of North Attleboro', Mass.

STAR BI. CLUB, OF LYNN, MASS.—Frank J. Faulkner, 18 Johnson street; Walter O. Faulkner, 18 Johnson street; Asa Barker, Jr., 42 Johnson street; Frank H. Hobbs, 75 Newhall street; Fred. A. Winship, 255 Essex street; Frank S. Winship, 255 Essex street; Wm. E. Smith, 237 Chatham street; W. E. Alley, 25 Hollingworth street; Charles Howe, 16 Johnson street; Washington Melzard, Swampscott; J. Horace Pope, 335 Western avenue; Wm. O. West, 46 Market street; Elmer F. Davis, 26 No. Common street; Albert W. Fuller, 29 Baker street; Edward S. Freeman, 91 Summer street; Charles H. Johnson, 9 Franklin street; Wm. Boyle, 2 Central square; Thomas P. Garde, 55 Shepard street; Horace Tarr, 31 Harwood street.

HAWTHORNE BI. CLUB, OF SALEM, MASS.—Fred. C. Packard, Lucius B. Packard, E. Victor Emilio, John H. Bickford, Henry Bowie, J. B. Burbank, A. D. Sanborn, F. Pickering, George H. Lawrence, Clarence Murphy, S. B. Henderson, R. B. Chipman,—all of Salem. J. A. Landers, Lynn; Joseph Cleaves, Beverly; Charles W. Hood, Danversport; Clarence O. Hood, Danversport; Clarence S. Whittier, Danversport.

STONEHAM BI. CLUB, OF STONEHAM, MASS.—Harry E. Hersom, president, Maple street; Herbert Sheldon, captain, Lincoln street; Bradley Tay, Tremont street; Samuel C. Batchelder, Maple street; Homer C. Hay, Central street; Hiram S. Drew, Gould street; Thomas H. Gerry, Central street; Charles Poor, Franklin street; Frank H. Messer, Common street; George A. Osgood, Maple street; Frank H. Burrill, Main street, Greenwood.

UNATTACHED.—Charles H. Sanders, Fisherville, N. H.; James M. Denniston, Pittsburg, Pa.; De G. H. McMichael, Brantford, Ont.; C. A. Brown, Framingham, Mass.; Benjamin B. Hooper, Oshkosh, Wis.; Curtis H. Veeder, Plattsburg, N. Y.; W. F. Curtis, Middletown, Conn.; Ransom D. Pratt, Marlboro', Mass.; Harry C. Waldron, Farmington, N. H.

REPORT OF TREASURER L. A. W.

THE following is the report of H. L. Willoughby, Esq., prepared up to date 19 March, 1881, and forwarded to me for publication, in accordance with a vote passed at the late meeting of the board of officers.

CHARLES E. PRATT,
President L. A. W.

League of American Wheelmen in Account with Hugh L. Willoughby, Treasurer.

Dr.

To cash—Renting the Rink.....	\$15 00
Printing and book for treasurer.....	5 25
Parade badges and stenographic reporter.....	9 20
Books and stationery for corresponding secretary.....	15 75
Printing treasurer's blanks.....	3 00
Postage stamps.....	1 00
Printing of corresponding secretary. Stenographic reporter at officers' meeting, N. Y.....	14 25
Membership tickets and postage (corresponding secretary).....	10 00
Parlor for officers' meeting New York, 18 September.....	9 00
Membership tickets and postage.....	5 00
Printing badge receipts.....	6 25
L. A. W. championship badge.....	2 00
Envelopes and express.....	77 25
Postage and stationery.....	3 70
Bill in the "Haddonfield Turnpike case".....	17 00
Money order.....	50 00
40 silver badges at \$2.00.....	25
Postal cards.....	80 00
50 silver badges at \$2.00.....	50
50 silver directors' badges at \$2.50.....	100 00
Express.....	125 00
Engraving, printing, postage (corresponding secretary).....	90
Membership tickets.....	72 00
40 nickel badges at \$1.00.....	13 00
Engraving, postage, express.....	40 00
Balance.....	10 11
	45 26

\$730 67

CR.

By cash—From 940 Members of clubs at 50c.....	\$470 00
" 86 unattached at \$1.00.....	86 00
Collection taken at Newport.....	54 67
Deposit for 57 silver badges.....	114 00
" 6 nickel.....	6 00

\$730 67

By balance cash on hand..... \$45 26
On hand, 34 nickel, 43 silver directors' and 40 silver badges.

HUGH L. WILLOUGHBY,
27 MARCH, 1881. Treasurer.

CONSULS OF L. A. W. FOR NEW YORK STATE, appointed by W. F. Gullen and confirmed by J. O. Munroe.—Abraham P. Cobb, Flushing, Queens County, L. I., business address, G. F. M. Lockwood & Co., 8 Exchange court, New York City; William S. Wintringham, Brooklyn, Kings County, L. I., business address, 168 Hicks street, Brooklyn, L. I.; R. O. Osborne, Poughkeepsie, Dutchess County, N. Y., business address, 37 Market street; E. Nott Schermerhorn, Schenectady, Schenectady County, N. Y., business address, Tradesmen's Fire Insurance Company; James S. Allen, Garden City, L. I., business address, 940 Broadway, New York City; George A. Mosher, Troy, Rensselaer County, N. Y., business address, No. 1 Mutual Building; F. B. Graves, Rochester, N. Y., business address, corner Centre and Frank streets; E. M. Bell, Buffalo, N. Y., business address, 48 East Mohawk street; George A. Griggs, Hornellsville, N. Y., business address, Bank of Hornellsville; Roderick H. Smith, Dunkirk, N. Y., business address, 53 Centre street; James H. Gilmore, Utica, N. Y., business address, 3 Pine street; Charles F. Hurd, Medina, Orleans County, N. Y.

CONSULS FOR BALTIMORE, MD., appointed by Samuel T. Clark and Clymer Whyte.—T. J. Shryock, business ad-

dress, Eastern avenue and Union Dock, Baltimore, Md.; Blanchard Randall, business address, care Gill & Fisher, corner Gay and Lombard streets.

CONSUL, OSHKOSH, WIS. — Benjamin B. Hooper.

QUERIES

Ed. Bi. World:—Your Nevada readers want to be enlightened in regard to the pronunciation of the word bicycle. In a back number of the WORLD, in answer to several queries, you state that the *y* in the second syllable is pronounced *long*, but you do not give any reason or authority for so stating, which leads your humble servant to presume that your authority is based on popular usage among the Eastern wheelmen.

Now, I am a firm believer in the WORLD, and have ever since pronounced it "bicycle"; but in an argument, to-day, a friend brought the last edition of Webster's Unabridged to bear against me, and I could say nothing, only could reserve my decision until I could hear from you.

In the revision of 1880, — Webster's Unabridged Dictionary, — supplement, page 1515, you will find "bicycle" with the *i* long, the first *c* soft, the second hard, and the accent marked on the first syllable, but the *y*, the bone of contention, unmarked.

On page XLIV. of the "Principles of Pronunciation," in the same volume, Sects. 42, 43, and 54 lead me to think that the *y* must be short.

Now, this has nothing to do with the League Meet (which, by the way, I suggest we have in Reno, and I am authorized to offer you the freedom of the city), but it is of interest to the lone Nevada bicyclist, and I hope you will send me authority conclusive enough to enable me to theoretically sit down on this Philistine, and greatly oblige C. M. FASSETT.

[RENO, NEV., 16 March, 1881.]

ANS. — Your friend can pronounce "cycle" right, and he probably knows that it is from the Latin *cyclus*, in which the quantity of *y* is long, and has the sound of *i* in "vice." It is alike in Latin and in English. His grammar will inform him that compounded Latin words retain the quantity of their elements; and also that derivatives from a foreign language retain the quantities and accents of their originals, with the exception that accent often changes to follow the usage of the adopting tongue. The *i* in *bi*, prefix, is long, as in *biacid*, *bibasic*, *bidental*, etc., and it does not change either accent or quantity in the word to which it is prefixed. So when it is prefixed to *cycle* to make the word in question, it is *bi-cycle*, the *y* remaining long and retaining the sound of *i* in *dice*, and keeps to some extent its accent, too. But here is a trisyllabic word, with the first two syllables long in quantity, and both, from the necessities of our tongue, having accent; so it has succumbed to the strong English rule and takes the primary ac-

cent on the antepenultimate syllable, and we have not only a *cy*-cle, but also a *bi-cy*-cle. In "Webster's Unabridged," 1880 edition, referred to, the *y* has no mark to indicate whether it be long or short, in the editor's judgment, or whether it have a secondary accent (which by usage is very slight); and so I fail to see how it is brought to bear against you.

C. E. P.

Editor Bicycling World: — I saw in a past issue that some gentleman asked in regard to the durability of the "Hancock" tire. I will give him my experience with one. I have a 54-inch "Special Club," with a 3-4 inch "Hancock" tire on the large wheel, and 5-8 inch on the small wheel. This tire I have used over macadam (good and bad), and country roads composed of fine gravel, for fully 1,700 miles, and I find upon examination that there is but one cut in the centre ridge of my large tire. There are quite a number of small nicks on the edge near the felloe. While the edges of the tire on each side of the groove are not rounded off in the least. The back tire has no cuts, but the edges have worn off less than 1-16 of an inch. I think for wear the "Hancock" tire is the best of any tire I have ever used.

Yours truly,

E. R. BELLMAN,
Secretary Essex Bicycle Club.

584 HIGH ST., NEWARK, N. J., 20 March, 1881.

THE SECOND ENGLISH BICYCLE TOUR.

Editor Bicycling World: — Permit me, through the medium of your paper, to briefly reply to the now rapidly increasing number of inquiries which I am receiving on this subject: —

First. — I do propose to repeat, substantially, the very enjoyable tour of last season, covering about the same ground, with certain deviations and additions, to be hereafter announced.

Second. — I do not propose to start so early as I did last year, because it will not be convenient for me to do so, and also because I should not wish to be instrumental in lessening the number to be present at the L. A. W. Meet, by even one wheel.

The objective point of this year's trip will be the Annual Meet and meeting of the Bicycle Touring Club, which will probably be held at Harrogate, in Yorkshire, and at which there are likely to be present from 1,000 to 2,000 riders, including representative wheelmen from all parts of the world.

The start from this country will be on or about 16 July next, so as to arrive at Liverpool about the 26th.

Assuming that Harrogate is selected for the Bicycle Touring Club Meet, I shall allow myself four days to cover the one hundred miles (about) which intervene between that place and Liverpool, and my present plan is to make that part of the tour *via* Wigan and Burnley. After about three days at Harrogate, the start will be made for London *via* Leeds and Manches-

ter to Chester, where I shall strike the route traversed by my party with so much enjoyment last year, and leading through Shrewsbury, Wolverhampton, Dudley, Birmingham, Coventry, Warwick, Stratford-on-Avon, Cheltenham, Gloucester, Dursley, Bristol, Bath, Marlborough, Reading, Maidenhead, Eton, Windsor, Virginia Water, and so on to London.

From London, if time permits, I propose making a brief run southwards and return; but as experience has taught me that it will enhance the enjoyment of the tour to linger somewhat at the various places of interest passed through on the road to London, and to devote a little more time than we did last year to their examination, it is more than likely that London, when reached, will prove the terminal point of the wheel part of the journey, for which I allow — Liverpool to London inclusive — thirty-five days.

The average day's wheeling will be less than thirty miles, and the total time of absence from this country need not exceed two months; so than any gentlemen who may accompany me, can arrange to be back at his business on or before 16 September, if he wishes to.

With regard to accompanying me on this tour, — I have not the time to devote to any great endeavors to "get up" a party, but I intend to make the run I have outlined, and shall be pleased to take with me a limited number of such congenial spirits as may wish to share my pleasures. With regard to the expenses of the trip, it would save me considerable anxiety in preparation and on the journey, and would be preferable to me in every way, if each rider would govern his own expenditure and pay his own bills; but provided not less than ten gentlemen signify their intention of accompanying me, I will, if they desire it, agree to again make the arrangements for reducing the expenditure of each which worked so satisfactorily on last year's tour.

With your permission, Mr. Editor, I will ask those gentlemen who may be interested in the foregoing to address me, in care of the office of your valuable paper.

FRANK W. WESTON.

FROM every quarter the editor is receiving the assurances of club men that they are determined to be present in full force at the League Meet, and from some parts of New England, — notably from the ever-enterprising Providence men, — there have come offers of assistance to those who will have on their shoulders the matter of entertaining so large a body of men. The matters of League dinner, parade, and business meeting are in the hands of the L. A. W. officers; but there will devolve upon Boston wheelmen, and those of New England who kindly offer assistance, the matter of providing those other attractions which will lead greatly to the success of the meet. The influence of this occasion will be felt everywhere, and its weight will depend a great deal upon the number of wheelmen present.



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, 8 APRIL, 1881.

THE ARCHER'S DREAM.

WITH the closing days of the good old year 1881, I laid aside my bow, and nicely arranging all my arrows into a case, so that each could stand erect and have so much space that all might dwell together in unity, without contention enough to ruffle a feather, I prepared to go into my den and hibernate until April should thaw me out. It was a long time before I could get settled into the true winter sleep. So soon as I began to get a little drowsy, Weston would drop in a word about the way things were prospering at Highland Park, and ask a few questions about the next national meeting, specially wanting to know "what the range and number of arrows for the team shoot was going to be." After telling him with rare brevity that I did not know, and that he, being a member of the executive committee, should know all about it, I would again stretch myself for a good sleep,—beguiling the drowsy god by musing over the motives of Weston for asking such a question, and coming to the conclusion that the Highland Park Club had looked the field over, and had determined to be the boss team at Brooklyn; that they remembered that Peddinghaus had left the Ardens, and was now probably dead, as nothing has been heard from him for so long, and that therefore that strong team was too much weakened to again bear off the laurels, and thus the Highland Park archers would go home from Brooklyn unques-

tioned victors of the team shoot. I was just subsiding into a precious nap, when I heard the voices of Walworth and Hyatt in loud and angry contention about their 60-yards shooting. Surprise that such generous archers should care a fig about being beaten caused me to rouse up and listen closely, when I discovered that each was endeavoring to prove the other to be the best archer. Greatly relieved, I once more reclined on my couch, and was lulled to repose by the hum of their conversation, only occasionally half awakened by a few strange sentences, or parts of sentences, spoken rather louder than the average of their talk, such as "twenty-three, one hundred and sixty-five!" "Twenty-four, one hundred and sixty!" "Hurrah for you, Hyatt!" "Twenty-four, one hundred and seventy!" "Twenty-four, one hundred and eighty-four!" "Well done, Walworth!"

Then I lose even the louder tones, and away into dreamland, the voiceless domain of my rest. It is not often that the mind goes backward in sleep, which proves that the natural tendency of the mind is forward; that there is more true pleasure in hope than in memory; that life is creative, not monumental. So in my slumbering visions I saw none of the pleasant places of the past, but only the chosen beauties of coming days. Before my dream the snow and ice melted and ran away, leaving the face of nature as sweet and clean

"As though our Lord
But yesterday had finished it."

A wind blew out of the south,—stormy with birds, and heavy with odors of rose and hyacinth. The dull, cold world seemed to feel the heat and presence of its lover, the summer, and with responsive passion forced the rich blood to mount from her very heart, up through every trembling arm of oak and beech and maple. They opened wide their leafy hands and clapped a million palms with glee! A vast cheer from the wilderness.

The birds have become uproarious,
They ruffle their plumes and sing,
For the forest is green and glorious
For their inhabiting.

The orchards were billowy reaches of bloom, each tree humming its old, old tune of birds and bees. The rich green of the growing grass was most alluring in its cool, lush luxury. Surely, I said, this is the time of pleasance,—the time when earth renews herself; when she drinks at one mighty draught the flood of yellow wine, poured by the sun from the monstrous turquoise cup inverted above her.

No wonder she fills her million mouths with song, and her great cheeks flush with clover. It is time for me to be out and doing. Give me my bow, and pitch my targets quickly. Come, Walworth and Hyatt and Weston, and all good archers and true! Come! I feel the elixir of life hot in my veins, and I will see whether you young bowmen shall always be victorious!

Ha! are you afraid? Then why do

you stand back and scowl so gloomily? Up, good archers and true! let us gather some glorious scores while this grand morning shines.

What holds you? Why do you point so vengefully at yon gay-faced target, and hang your head in shame?

Ah! I see! Some scheming monster has dared defile my grand old target with the niggardly and insignificant numbers, 1, 2, 3, 4, 5!!!

Seize him, friends! Ah! there he is! We have him now! So, bind him with bowstrings, and bring him before me! There he stands. See! he is all in a quiver! He blushes to his finger-tips! He is as white as a score card. He expects some hard knocks, no doubt. He deserves to be strung up, but we will reserve him for a keener death pang. Take down that disgraced target and hang him upon the stand. Now, bring me my 70-pound bow quickly. Range yourselves closely by me, friends, and let us all draw together. Now I will give the word. He shall die with the sound of his crime ringing in his ears.

Now, One! Two! Three! Four! Five! "Out, damned spots!"

W. H. T.

FUSS, FEATHERS, AND FIGURES.

Editor Archery Field:—Something over a year ago, when a revaluation of the rings of the target was first talked about, I devoted considerable study to the subject without giving voice to my lucubrations; but immediately after the appearance (21 January) in the columns of your journal, of Mr. Brownell's article entitled "Target Valuations," I resumed my studies, and began an article on the subject. This article was to contain, (1) a mathematical examination of the target, with a view to determining what value should be given to the different rings of the target; and (2) an examination of the arguments that had been advanced pro and con a revaluation of the rings. The first division of the article I completed, but for want of time was unable to touch the second. Nor have I had any time since to give to the matter; and as there is no likelihood that I shall have in the immediate future, and as I believe my article in its fragmentary form will furnish objections to a revaluation of the target that Mr. Brownell would do well to consider and answer before he takes final "action" and establishes in America his long-contemplated revaluation, I am led to offer it to you for publication. I am especially anxious to say just now what I can in favor of the present valuation of the target, because Mr. Brownell, in the last number of your journal, so emphatically throws down the gauntlet on the side of revaluation, and because I do not think that Mr. Brownell's arguments in favor of revaluation have been adequately answered yet. Mr. Thompson's reply fell far short of what was to be expected from him,—indeed, it was more remarkable for its inaccuracies and irrelevancies than for anything else; and Mr. Walworth's,

although it showed the writer had correct ideas on the subject, was rather an epigrammatic expostulation than a connected argument. My article, as I laid it aside last winter, runs as follows:—

Mr. Brownell's enthusiasm in archery, and his labors toward its advancement as a pastime and as an art, are deserving of all commendation; but to his proposed innovation of a revaluation of the colors of the target it seems to me that very serious objections may be urged. In place of the values 9, 7, 5, 3, and 1, now given to the colors of the target, Mr. Brownell proposes to substitute the values 5, 4, 3, 2, and 1, claiming that by this revaluation more equitable results will be obtained in the computation of scores than are obtained by the present valuation. Let us examine the matter.

In the first place, what is a target, and what is its use? More particularly, what is the archer's target and its use? It is a contrivance designed to indicate the value of an arrow shot at a particular spot, and striking within certain limits,—the spot shot at being the centre of the target, and the limits within which the arrow must strike, to receive any value, the circumference of the target. This definition being admitted, we are confronted with the question, What should determine the value of an arrow in the target? And the generally accepted answer to the question is that the value of an arrow in the target must be determined by its distance from the centre of the target; and that the value of an aggregation of arrows in the target must be determined by the sum of their distances from the centre.

For example, suppose that A and B each shoot 3 arrows at a target, and that A's arrows measure severally 5, 10, and 15 inches from the centre of the target; and B's, 10, 10, and 20 inches. Now, the sum of the distances of A's arrows from the centre of the target is 30 inches (A's "string"), and the sum of the distances of B's arrows is 40 inches (B's "string"); and the superiority of A's shooting is shown by the lesser length of his "string" as compared with B's, or the difference between 30 inches and 40 inches,—i. e., 10 inches,—the aggregate distance of A's arrows from the centre of the target being 10 inches less than the aggregate of B's arrows. This method of determining the value of one arrow as compared with another, or of one aggregation of arrows as compared with another, is called the method by "string-measurement," and is, I believe,—and Mr. Brownell has affirmed the same belief,—the only perfectly fair method, and should be the touchstone of all other methods.

(It is obvious that this method by measurement involves more labor in the computation of scores than is consistent with a pastime; hence our present target, which was designed to show at a glance what could be found out by measurement only with labor and loss of time.)

Thus it seems there is no argument

between Mr. Brownell and myself as to the *principles* that should govern the construction of a target, and I take exception only to his assertion that our present target is found imperfect when tested by those principles. And so I shall proceed on the assumption that the value of an arrow must be determined by the distance it strikes from the spot shot at (the centre of the target), and that the target is an instrument designed to measure and indicate that distance, and is efficient in proportion to the exactness with which it measures and indicates that distance.

Upon examination it will be found that our target is circular in form, 48 inches in diameter, and divided into 5 concentric rings (the smallest or inner ring is in reality a circle, but for present purposes must be treated as a ring around a point), each ring being 4.8 inches in width; and to these rings, beginning with the smallest, are given the colors gold, red, blue, black, and white, and the symbolic values 9, 7, 5, 3, and 1. I call the values given to the rings of the target *symbolic*, because they are but symbols of magnitudes of distance. It must be distinctly borne in mind that what we want to know is the *distance* an arrow strikes from the centre of the target, or the aggregate distance when a number of arrows are shot into the target; and if the symbolic values given to the rings of the target are the right ones, they will show either the distance a single arrow may strike from the centre of the target, or the aggregate distance of any number of arrows. Therefore, the question may now take this form: Are the values, 9, 7, 5, 3, and 1 the right symbols for the magnitudes of distance they represent?

I have said that the values given to the rings of the target are symbols of magnitudes of distance. These magnitudes of distance are not fixed, however, but vary along the radius of the target between certain definite limits. Of course, since the value of an arrow depends upon its distance from the centre of the target, and the target is circular, all calculations upon the values of arrows must be made along the *radial lines* of the target. Thus the distance between the centre and the periphery of the gold is 4.8 inches, and as for this distance there is but one value, that value may represent any magnitude of distance not more than 4.8 inches in extent. But it is necessary in examining the target with a view to ascertaining its mathematical correctness, that the value given to each of the rings of the target should symbolize a definite distance, and this definite distance for any of the rings of the target should be the average distance from the centre of the target of the arrows that strike within that ring, or the distance between the middle of that ring and the centre of the target; for it is apparent, if we keep distinctly in mind that all calculations upon the values of arrows are made upon the radial lines of the target, that on the theory of probabilities—and I need scarcely

remark that data resting on the theory of probabilities are valid in all exact argumentation—of a number of arrows shot into any one of the rings, the *average arrow* would strike in the middle of that ring. And now, since the rings of the target are all of the same width,—4.8 inches,—a very simple arithmetical calculation will show the distance that the average arrow for each ring strikes from the centre of the target; or those definite magnitudes of distance which the values given to the rings of the target symbolize. The distances are as follows:—

Gold.	Red.	Blue.	Black.	White.
2.4 in.	7.2 in.	12 in.	16.8 in.	21.6 in.

We now have the scale of distance for the rings of the target, and are prepared to determine what values should represent these distances.

The distance that the average gold arrow strikes from the centre of the target is 2.4 inches. This is the smallest magnitude of distance we have to deal with, so we will treat it as the *unit of distance*; and as it is entirely arbitrary what value we give to any ring, provided the values given to the other rings bear the proper proportion to it, for convenience we will give to this unit of distance the value 1, and 1 shall be our *unit of value*. Now, the average red arrow strikes 7.2 inches from the centre of the target, or just three times as far away as the average gold arrow does, and therefore should be represented by a value three times as great as that given to the average gold arrow, or 3. In the scale of *distance*, the red arrow has 3 units of distance, and so in the scale of *value* it must have 3 units of value. And in like manner, as the average arrows for the blue, black, and white rings strike severally 12, 16.8, and 21.6 inches from the centre of the target, or 5, 7, and 9 times as far away as the average gold arrow does, they must have the values 5, 7, and 9.

So we find, basing our calculations upon the above scale of distances, that the value for the rings of the target should be as follows:—

Gold.	Red.	Blue.	Black.	White.
1	3	5	7	9

And as far as I can see, this scale of values is perfectly correct.

If the distance that a gold arrow strikes from the centre of the target is represented by the value 1, and a blue arrow strikes five times as far away, if we would correctly indicate the distance that the blue arrow strikes from the centre of the target, we must represent that distance with a value five times as great as that given to the gold arrow, or 5; and likewise is it with the other colors of the target. With this scale of values, if an archer would know the length of his "string," it is only necessary to multiply his score, or in other words, the number of units of value, by 2.4 inches, the unit of distance; and if he has made no misses, the product will be the length of his string in inches. The only objection to this scale of values is that it makes necessary a record and a valuation of

misses, or the archer with the most misses would likely have the best score. It as accurately indicates the distance that an arrow strikes from the centre of the gold as the conformation of the target will permit. If the rings of the target were narrower, the distance could be more accurately indicated; but the fact that it makes necessary the consideration of misses in the computation of scores is an objection so serious that it must be remedied if possible. But how can it be remedied? Simply by inverting the scale of values by giving to the gold the value 9, red 7, etc., etc. But it will be asked, What effect does this inversion have upon the results in the computation of scores? Really no effect whatever. It makes no difference in the comparative results whether arrows are valued according to their distance from the centre of the target, or *inversely* as their distance. In the one case, we call perfection—the perfect arrow—1, and in the other case we call it 9; and an arrow will be just as many points—units of value—short of perfection, if it misses the gold, by one scale of values as by the other. Thus, if an arrow strikes in the red ring, it will be 2 points short of perfection by either scale; or, if the blue ring, 4 points by either scale, and so on. And what is true of one arrow is true of any number of arrows. Take for instance the following score:—

	9 to 1 scale of values.	1 to 9 scale of values.
5 golds . . .	45	5
10 reds . . .	70	30
11 blues . . .	55	55
3 blacks . . .	9	21
1 white . . .	1	9
30 arrows	180	120

Here we see that 30 arrows have been shot, and that according to the 1 to 9 scale of values the perfect score—30 golds—would be 30, and that the score made is 120; hence the score made is 90 points short of perfection,—the difference between 30 and 120; and we see that according to the 9 to 1 scale of values the perfect score—30 golds—would be 270, and that the score made is 180, hence this score is as many points short of perfection as the difference between the 180 and 270, or 90 points. Thus we find that by either scale of values the score is 90 points short of perfection.

I do not think it is necessary for me to discuss any further this matter of inversion, for it is true of all scores, as it is of the above one, that it makes no difference by which scale of values a score may be calculated, it will be just as many points short of perfection by one as by the other. The only difference between the two scales is that one starts from the gold ring, and the other from the white ring; one scale shows by symbols how far along a radial line of the target an arrow has struck from the centre of the gold, and the other how far along a radial line of the target an arrow has struck from the periphery of the white. The 9 to

1 scale indicates how far an arrow has struck from the periphery of the white; and knowing this distance, we may easily determine how far the arrow has struck from the centre of the gold.

And now, if our logic and figures have been correct, what have we determined? No more nor less than that all this "fuss and feather" about the target has been "fuss and feather" indeed, and that the present valuation of the rings is just what it should be.

This is as far as I carried my examination of the target last winter. The examination ends abruptly, and is evidently incomplete, but it fully explains my views as to the right valuation of the rings of the target, so I shall trust it to the mercy of your readers.

DEAN V. R. MANLEY.

TOLEDO, OHIO, 23 March, 1881.

THE STANDARD VALUATION.

I THINK I can convince even Mr. Brownell that the old system of valuation accords more nearly with string measurement than does the new.

Here are two scores from my own record,—1 gold, 7 reds, 6 blues, 4 blacks, 6 whites = 24-106; and 3 golds, 9 reds, 7 blues, 3 blacks, 2 whites = 24-136. By the California method, the scores are 24-65 and 24-80. Now, it is a very simple matter to ascertain which ratio—106-136 or 65-80—better represents the ratio of results of string measurement. Let's see. The average gold measures 2.4 inches; average red, 7.2 inches; average blue, 12 inches; average black, 16.8 inches; average white, 21.6 inches; string measurement gives, for the first score, 322 inches; for the second, 250 inches. The value of the ratio 250-322 is .7702; that of the ratio 106-136, .7794; that of the ratio 65-80, .8125. Mr. Brownell will see that the old system comes nearer the result of string measurement than the new, and that even by the old the better score suffers in the comparison.

Try two others, also actual (I select them because they differ so much in number of golds and reds): 7 golds, 5 reds, 6 blues, 2 blacks, 2 whites = 22-136; and 1 gold, 1 red, 8 blues, 7 blacks, 5 whites = 22-82. By the California method these scores would be 22-79 and 22-52. Now which represents the ratio of string measurement better, 82-136 or 52-79? The value of the former is .6029; that of the latter, .6582; while that of string measurement (202-331) is .6103. Here, by the present system, the larger score stands better compared with the smaller than by string measurement; but by the California system, the difference is *much greater* in favor of the smaller score.

Now, please, a comparison in which the two scores are very nearly the same,—3 golds, 8 reds, 6 blues, 5 blacks, 2 whites = 24-130; and 4 golds, 7 reds, 4 blues, 6 blacks, 3 whites = 24-126. By the new system, the scores are 24-77 and 24-75. Which represents more accurately the ratio of string measurement,

264-273.6 (value .9649), the ratio 75-77, or 126-130? The value of the former is .974, that of the latter .9602. In this instance, as in the first, both systems favor the inferior score, if string measurement is the standard; but the California system is further out of the way than the old.

Now, a supposed case: In one score golds and whites predominate; in the other, reds, blues and blacks; 12 golds, 6 reds, 6 whites = 24-156; and 12 reds, 6 blues, 6 blacks = 24-132. The California system gives us 24-90 and 24-78. The value of the ratio in the latter system is .8667; in the former, .8461; while that of the ratio of string measurement (202-259) is .7799. Once more: string measurement would give the larger score a larger relative value than either of the others; but once more, too, the new system is farther out of the way than the old.

Can't we, however, contrive two cases, the comparison of which will show decidedly for the new method? Yes, by comparing two scores in which the hits are few, *the misses averaged at 2.4 inches outside the target*, and the difference between the scores large, *e. g.*, 1 gold, 6 reds, 6 blues, 3 blacks, 1 white = 17-91; and 1 gold, 3 reds, 3 blues, 6 blacks, 4 whites = 17-67; by the California method, 17-54 and 17-42. Now, averaging the seven misses in each instance at 26.4 inches from the centre, and the ratio of string measurement would be 374-432 (value, .8657); of California valuation, 42-54 (value, .7778); of English valuation 67-91 (value, .7363). Here is a clear case in which California valuation comes nearer the result of string measurement than does English valuation. But what's the secret of it? It lies chiefly in *averaging those seven misses!* And here I should like to ask Mr. Brownell the general question, Whether he would let the misses (no miserable pun, now) turn the scale in favor of his system? Another and more specific objection is, that as the seventeen hits in one case averaged nearer the centre than in the other, so the presumption is, that the seven misses in one case averaged nearer the target than in the other, and consequently we have no right to give both the same average. That "imaginary atmospheric ring" is Mr. Brownell's only hope, and well he may say to the editor of the *Olympian*, who makes unkind allusions to it, "*Et tu, Brute!*"

I will simply conclude by saying that I have compared a large number of my scores in the manner indicated above, and in an *overwhelming* majority of cases the old method comes nearer expressing the results reached by string measurement than does the new. This is true in every instance of 24 hits, and I have not been able to frame two cases of this kind in which the English method does not secure more accurate results than that of our occidental friends; *i. e.*, of course, if string measurement is the standard. Respectfully, C. C. A.,

T. R. WILLARD.

Editor Archery Field:—I enclose the score of a club match between the New York and Spuyten Duyvil Archery Clubs, shot this evening, by gaslight, in the hall of the New York Club. It was a return match, the first occurring last July, when the Spuyten Duyvils won by several hundred points at the American round. This evening, the New York Club turned the result the other way, and repeated the defeat in an informal match, reported in your issue of 18 March. Another match will probably be arranged as soon as the weather permits of outdoor shooting.

Aside from the interest in the contest between the teams, the large number of friends of the New York team became absorbed in the exciting rivalry of the three leading archers, Messrs. Roper, Auten, and Frazer, each of whom led the score alternately, till it resulted in the first-named winning the highest score, and carrying off the victor's bouquet, presented by a New York lady. In justice to Mr. Frazer, I must say that his score is over 100 points less than his average for two months past; and in justice to all the twelve archers, that the imperfect and deceiving light cut down the scores of everyone. The contest was closed by refreshments and dancing, and every one present voted it a most enjoyable "shoot."

On the evening of 9 April, a team of four gentlemen and two ladies of the Newark Toxophilites visit the New York Club's hall for a contest with a similar team, when the New York ladies will have an opportunity to give in public some of the big scores they have secured in regular practice.

Yours truly,
S. S. ROPER,
Sec'y N. Y. Club.

NEW YORK CLUB, 90 arrows, at 40 yards.

	1ST 30.	2D 30.	3D 30.	
Roper,	148	185	172	505
Auten,	164	161	176	501
Frazer,	160	174	161	495
Elliot,	123	159	180	462
McLean,	141	166	153	460
Pond,	141	135	140	416
				—2839

SPUYTEN DUUVIL CLUB.

	1ST 30.	2D 30.	3D 30.	
J. R. Whiting,	131	117	148	396
G. Johnson,	118	114	125	357
F. Hopkins,	194	167	190	551
A. Johnson,	170	160	162	492
J. Appar,	159	155	170	484
H. Hayden,	139	142	150	431
				—2711
				128

ARCHERY.

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

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of

July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc.—*Com.*

GENERAL ORDERS FOR THE L. A. W. MEET.

To Captains of League Clubs:—Gentlemen,—At the meeting of the Board of Officers L. A. W., held in Boston, 19 March, it was decided that we hold our annual Meet, on the 30th day of May next, in Boston. It now remains for us to do everything within our power to make that Meet a success. You will therefore use your influence to induce as many members as possible of your club to attend the Meet, and will at your earliest convenience report to me the number of riders from your club who will probably join us on that occasion. You will also please report the date of your expected arrival in Boston, and if possible the location of your quarters while in that city, as well as any other information concerning your club that you may deem useful. These reports must be made before the twentieth day of May.

If any clubs belonging to the League do not propose sending representatives to the Meet, it is desirable that a statement to this effect should be made. Therefore all captains of League clubs will forward reports to me, stating whether or no their clubs will be represented at the Meet, and if not, giving the reason for their non-representation.

Per order,
C. K. MUNROE,
Commander L. A. W.,
331 Pearl street,
N. Y. City.

To Unattached Members L. A. W.:—Gentlemen,—If you intend joining in the parade which is to be a feature of the L. A. W. Meet, to be held in Boston on 30 May, you will please to report to me by mail between this date and the 20th of May.

Per order,
C. K. MUNROE,
Commander L. A. W.

To Captains of Bicycle Clubs other than those belonging to the L. A. W.:—Gentlemen,—You are hereby cordially invited to join, with as many members of your club as choose to accompany you, in the annual parade of the League of American Wheelmen, to be held in Boston, on the thirtieth day of May next.

If you decide to accept this invitation, will you kindly report such intention, and the probable number of riders from your club who will accompany you, to the Commander L. A. W. at your earliest convenience, and before the 20th of May?

Fraternally yours,
C. K. MUNROE,
Commander L. A. W.

To All Unattached Wheelmen, not Members L. A. W.:—Gentlemen,—The above invitation is as cordially extended to you as to club members, and if you see fit to accept it, will you kindly report at the L. A. W. Headquarters (to be hereafter designated) in Boston, before 10 o'clock on the morning of 30 May?

Fraternally yours, C. K. MUNROE,
Commander L. A. W.

IN WHICH THE "LONG MAN" RISES TO EXPLAIN.

Editor Bi. World:—I noticed in your last issue a query as to the whereabouts of the directors of the L. A. W. for Pennsylvania. I don't know what the other man was about, but this party was minding his own business. And here I want to say something: I don't want and won't accept any more official dignity,—so I may say my little say, freely. I think that if any but one set of officers are to have the management of the L. A. W., it would be well to have an occasional change in the peace of holding the business meetings; or else that a fund be raised to pay the expenses of poor and indigent directors, who, though as in my case, they may be "heart and soul" (?) in the cause, will yet look for some time at a twenty-dollar bill before they will spend it for the sake of hearing themselves talk for five minutes.

But I will say for myself as the director for Eastern Pennsylvania, that had I been in Boston the other day, as Washington seemed to have been set aside utterly, my vote would have been cast for Boston. Philadelphia is a little better than New York, and you would have been treated well here; but, Mr. Editor, I think your object in coming to Philadelphia would have been to ride,—and from what I can learn, people outside this town don't seem fond of riding "Belgians,"—but we would have given you a dose.

Now, I can also say for the bicycle riders,—remember, riders of this city, for we have two kinds of wheelmen here, each very good in their own way,—the riders want to come to Boston; they want to see some good roads, they want to try some hills,—they want to gaze upon Jack Easy and Praed and Juvenis, and all those other great and mighty personages,—and we, the riders, are very glad you have given us an opportunity; and finally see if we don't turn up about 30 May.

Very truly, W. PENNELL.

GERMANTOWN, 31 March, 1881.

PARTICULAR NOTICE.—Treasurer Wiloughby has been obliged by sickness in his family to resign, until a new treasurer is appointed; therefore, all checks, drafts, postal money orders, etc., should be made payable to Albert S. Parsons, Corresponding Secretary, Cambridgeport, Mass., to whom orders for badges, with deposit, should be sent. Badges furnished promptly. Bicyclers should remember that to become members in season for the League Meet and meeting, immediate application must be made. Names must, by the Constitution, be published two weeks, before the Committee on Membership can pass upon them.

GLANCES ABROAD

THE PATENT GRIP TREADLE.

To the Editor of the *Bicycling News*: Sir, — I have been trying a pair of these with the most complete success, and can strongly recommend them; they seem almost to double the treadling power, and must be favorable for racing, as the most tremendous spurt can be made without the least fear of the foot slipping. I never spurted so fast before. You can both pull and push with them. The foot is not jammed in the treadle, it is simply prevented from going further than the proper distance, and can be removed with the utmost ease.

I was telling a friend of mine about them, but he seemed to think I was coming it rather strong, so I let him try them; and after the first mile he saw their value, and after the thirtieth he was obliged to admit all I had said was true; and he moreover had a fall sideways off his machine, and his foot left them as easily as if he had had the ordinary kind. The back-treadling power, too, is much increased.

I am not interested in the patent at all, though the patentee some year or so back mentioned the idea to me, and I myself proved the idea to be a good one, and made a sketch of how I thought it could be done, saying he might make me a pair for trial. My sketch was much improved on, and the patent taken out.

A really good thing of the kind cannot be too widely known, and I should advise every rider to try for himself, the cost not being great and the advantage certain. The helpless feeling one has, on changing from the grip side of the treadle to the ordinary side, is most convincing of their efficacy.

F. J. B.

TRICYCLING WRINKLES.

By JOHN BROWNING, L. T. C., V. P. T. A.

SEVERAL correspondents having misunderstood me on one point in my last communication, and asked for further information on others, I am tempted to ask for space to say a few last words. First, then, it seems to be supposed that I have stated that a tricycle is not adapted for ascending hills, but it is at no greater disadvantage than any other machine that has to be driven on wheels. As compared with a bicycle I think it has the advantage, barring speed; yet in this respect it is not greatly behind the two-wheeler. In the Reigate Hill ride the gold medal was won on a bicycle, the time being 12 minutes; the same hill has since been ridden on a tricycle, without the spur of riding with competitors, in 13 minutes.

A tricycle for hill climbing should drive with both wheels, or there will be loss from slip in either dust or mud. Machines without a small front steering wheel are the best. The "Salvo" is, however, fairly good, because a skilful rider can ride up-hill with the front wheel raised from the ground. These remarks apply to machines geared level, that is, in

which the cranks and driving wheels move at the same rate; but most rotary tricycles are now geared down, the cranks being made to move quicker than the driving wheels; about one sixth quicker seems to be the gearing most approved. On a machine with 50-inch wheels geared to move at the rate of 40-inch, hill climbing would be easier than on a bicycle, with the advantage that the rider could ride as slowly as he pleased without fear of stopping, and if he chose, he could come to a stand-still and start again at pleasure, while no bicycle rider could start again on a steep hill if he once came off.—*Cyclist*.

A LADY'S BICYCLE AT THE STANLEY EXHIBITION. — The "Lady's" bicycle, shown by Sparrow, of Brompton Road, was perhaps the most extraordinary machine in the exhibition. This is something like an ordinary bicycle with the cranks connected to pedals, which are prolonged towards the small wheel. The machine is supposed to travel with the small wheel leading, and the steering handle is found to come behind the back. It is said that it is particularly easy to get off this machine, and that you cannot possibly go over the front. It has been ridden by ladies in their usual attire, and therefore is a practicable machine. It seemed to us impossible that a rider could mount the machine unaided, and on inquiring we found that our inference was correct; the maker may well say that the machine is easy to get off of, but how can it be got on to? This seems an essential attribute of a bicycle, and when it can be accomplished with tolerable ease, Mr. Sparrow's invention may be of some use; till then we doubt it.—*Design and Work*.

EYE-OPENER GETS ON HIS MUSCLE.

I HAVEN'T carried out friend Pratt's suggestion that I should stand on my head to give my brain a little nutrition, because he spoke as if he had tried it himself, and if so, I don't see anything in his pars. to induce another to follow his example. By the way, Mr. P——, I can't carry out another portion of your excellent advice, because it is a physical impossibility for small boys in this country to carry lamp-posts, but in America—well, nobody would be surprised to see or hear of small boys carrying a complete set of gas works. Besides, even supposing I could find a small boy capable of performing such a Herculean task, I really don't see, though I may be very dull, that a lamp-post would throw any light on the mystifying article. Friend Pratt, you have n't used an American lamp-post for the same purpose and become light headed, now have you? * * * * *

I've a big brother, friend P——, who stands 6 ft. 2 in. in his stockings, and an additional 3 in. with his boots on, to whom I'll be most happy to introduce you if you'll look me up when you come over with that American party this year. "He's a wonderfully nice fellow when you know him."—*Cycling*.

MACPHERSON'S BICYCLE.

THE Rev. Mr. Macpherson had been for nearly a year the rector of a church in Ishkatawhunky, Iowa, and together with his young and attractive wife had won the admiration of all but the unmarried ladies of the parish, when he became interested in bicycles. Being young and athletic, he soon became an excellent rider, and every afternoon after 4 o'clock he was accustomed to mount his bicycle in the back yard, to ride swiftly down the carriage path to the street, and thence through the village. As his house was an isolated one, and no curious neighbors were near, Mrs. Macpherson undertook to learn to ride, and in a short time was able to mount with ease and to ride the length of the yard, where her husband would meet her and hold the machine while she dismounted. She greatly enjoyed the sport, and it may possibly have been in order to remove from her the temptation to ride outside of the yard that her husband avoided teaching her to dismount without his help. A fortnight ago, Mr. Macpherson bought one of the new Chicago spring-motor velocipedes, without informing his wife of the nature of his purchase. It was delivered at his house while he was absent at the Diocesan Convention, and his wife was filled with the admiration of its beauty. She was entirely ignorant that it was in any respect different from other machines, and late in the afternoon she determined to try it. Her husband not being at hand to help her to dismount, she called the cook, and gave her full directions as to how to catch the machine and hold it. Then taking the new machine to the extreme rear of the yard, Mrs. Macpherson sprang into the saddle and was off at a speed of fifteen miles an hour.

It need hardly be said that she was terribly frightened. Scarcely less frightened was the cook as she saw her mistress swooping down upon her at so terrific a speed. Instead of trying to stop the machine, she screamed wildly, and ran out of its path. The gate was open, and Mrs. Macpherson whirled into the street. She would have given worlds to stop the runaway bicycle, but she did not know the secret of the lever, and she did not dare to risk her life by jumping off. In a few minutes she found herself entering the long principal street of Ishkatawhunky, and saw that the inhabitants were flocking to the sidewalk to watch her. She was crimson with horror as she reflected that the machine was strictly designed for riding with trousers, and for a woman she almost made up her mind to throw herself to the ground, regardless of the consequences. Fortunately, she reflected that the results of a fall would be even more startling and extensive than those entailed by keeping her seat, and so, trying to comfort herself with the reflection that they were really Balbriggan, and unusually tasteful in color and pattern, she rode on. She would gladly have changed places with Mazeppa, who rode through a desert instead of a

crowded street, and she envied Lady Godiva, who had induced the people of Coventry to close their window-blinds. The sensation she caused as she rushed through the village and out again upon the prairie, cannot be described, but she knows perfectly well that no possible story that she could devise would be accepted in explanation of the frightful impropriety of which she had been guilty.

The runaway bicycle came to a stop ten miles out of Ishkatawhunky, and close to a railway station. Mrs. Macpherson promptly took the train to Milwaukee, where her parents resided, and then telegraphed to her husband. Of course she never returned to Ishkatawhunky, and Mr. Macpherson was requested to resign his parish on the ground that the conduct of his wife was to the last degree scandalous. He has since given up bicycling, but he is under a cloud, and his hopes of usefulness in the church are ruined.—*N. Y. Times.*

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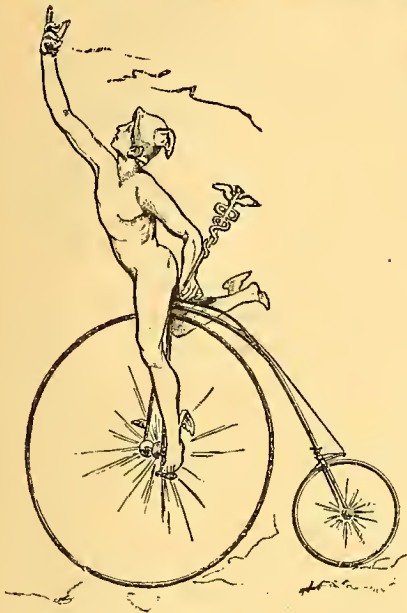
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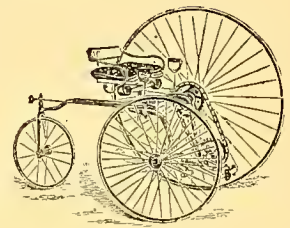
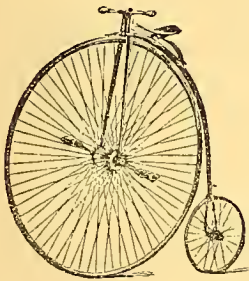
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