

# THE Bicycling World

## ARCHERY FIELD

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A WEEKLY JOURNAL OF POLITE ATHLETICS

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LOUIS HARRISON, Editor.  
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### CURRENTE CALAMO

THE information will be gladly received by dealers in bicycles that the delays and embarrassments of importing English machines direct can now be done away with, and the finer grade of English bicycles cheaply and promptly placed upon the American market.

The advertisement of Messrs. Stoddard, Lovering & Co., which will be found in another column, confirms the announcement we made in our number of 8 April. It was through this house that almost the first bicycles imported into this country were obtained, and through it the larger number received from Europe have been procured.

The use of bicycles and tricycles having now become so general, it finds it necessary to adopt a more comprehensive plan, so as to be able to furnish them from all or of any of the most noted manufacturers in Europe. Already the great makers, Messrs. Singer & Co., have given them the sole agency for the sale of their product in the United States. Other makers will soon be added, of which due notice will be given.

Messrs. Stoddard, Lovering & Co. will execute the orders of dealers only, from any makers desired, and at fixed prices. They do not intend to go into the business of the sale of bicycles for private use.

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THE Entertainment Committee met promptly last week to consider the matter of providing for the visitors at the League Meet, and after electing Mr. Hodges

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chairman, Mr. Shillaber treasurer, and Mr. Harrison secretary, appointed the following committees:—

*Finance.*—The members of the Entertainment Committee, consisting of the above-named gentlemen, together with Messrs. Carpenter and Dean.

*Railroads.*—Messrs. William V. Burt, 702 Tremont street; R. C. Goodwin, 19 Union Park; W. W. Allen, 27 Bowdoin street.

*Hotels.*—Messrs. A. S. Kempton, Boston Herald; F. B. Cochrane, 16 James street; H. W. Williams, 258 Washington street.

*Dinner.*—Messrs. Alfred D. Chandler, Equitable Building; Arthur Wadman, 40 State street; W. D. Mandel, 12 Union Park.



*Care of Machines.*—Mr. E. S. Robinson, 50 Vernon street, Roxbury; Dr. H. A. Baker, 97 Boylston street; Mr. Frank Weston, 6 and 8 Berkeley street.

*Reception.*—Messrs. W. B. Woodward, William Everett, W. R. Lovell, Edward P. Lowery, Willis Farrington, G. B. Dennie, E. W. Pope, Charles Wills, J. P. Dyer, W. S. Slocum, A. L. Atkins, Geo. E. Alden, W. C. Woodward, H. P. Robinson, H. B. Torrey, H. W. Keyes, H. H. Duker, A. B. Turner, Charles Currier, and Ernest Churchill, all of Boston; A. J. Philbric, Salem; Messrs. Tolman and Hill, of Worcester; Dr. Bridge and Wm. Bunton, of Providence; W. E. Gillman, Chelsea; Sylvanus Baxter and C. R. Winslow, of Malden; W. W. Stahl, Waltham; J. H. Tayler, Harvard College; C. A. Pitkin, Braintree; W. D. Wilmot, Framingham; Henry Hornblower, Arlington; T. H. Johnson, Marlboro'; G. H. Holmes, Brockton.

A VERY novel inter-club race occurred Saturday, 16 April, between members of the Boston and Massachusetts Bicycle Clubs. Between thirty and forty club members assembled at the time and place appointed, and there were some sixteen entries for the first heat of the mile race. The prize, a year's membership of the Beacon Park Association, was a valuable one, as there has just been completed in the Association grounds a thoroughly constructed cinder track, solely for bicycle racing. The race was a spirited one, and was invested with great interest. The fastest time in the first heat was made in 2.13 3-5, by Mr. Louis Harrison; the second best by Mr. E. C. Hodges, of the Boston Club, in 2.17 1-10; the third place was taken by Mr. Alden, of the Massachusetts Club, in 2.20 2-5, and the fourth by Dr. H. A. Baker, of the Massachusetts Club, in 2.21 1-5. In the second heat, Mr. Hodges waived his right to a place, as he already held a membership in the Association, and the heat was contested by Messrs. Baker, Alden, and Harrison. It was taken by the latter in 2.9 1-2; Dr. Baker made the mile in 2.20, and Mr. Alden retired before finishing. The contest on the home-stretch became very exciting, and was watched by all, especially the contestants, with *breathless* interest.

The race was held Saturday evening, in the Massachusetts club-rooms, on a bicycle exerciser.

It will be a cold day for those who wait until two weeks before the Meet to join the League, or as some contemplate, wait until the day of the Meet. None but those having certificates of membership are entitled to be present at the meeting; and as applications cannot be passed upon until two weeks after publication, there is not much time left for those who don't want to be left.

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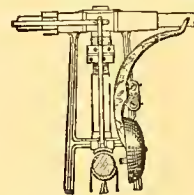
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# Bicycling World

## ARCHERY FIELD

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

BOSTON, 22 APRIL, 1881.

**CLUB OFFICERS.**—There are usually too many of them. It is not an uncommon thing for a club of nine members to have a president, vice-president, captain, two lieutenants, secretary, treasurer, and bugler,—eight officers and one private. In a small club, a captain and a secretary can do all that devolves upon several officers in a large club. With these two, well chosen, a club can be well governed. The captain's office ranks highest in importance, and upon the man chosen for it depends much of a club's success. He should be a capable rider, a thorough gentleman, and be possessed of enough decision and firmness to repress any infraction of club or road rules. While he should try to preserve popularity by genial and considerate treatment of his fellow members, he should exact strict obedience on all club runs or drills, and should insist that riders, while under his command, should observe perfect courtesy to all whom they may encounter on the road. He should be active in whatever promotes the good of his club, attentive to new members, and constant in his attendance upon all runs. His personal conduct and his government of the club will have much to do in overcoming whatever prejudices exist among the gen-

eral public against bicycling. The lieutenants cannot do better than to follow the example of a good captain, especially when they are called upon to command. At other times, one of them should ride in rear to keep the line well up, and to care for inexperienced riders. Second in importance to the captain's office is that of the secretary. In the larger number of clubs, the finances of the club are in this officer's charge, as well as the business management. It is the most onerous and least honored club position in this country; but in England, the secretary is the best known member of the club, and is oftenest called upon to represent it. Considerable tact and delicacy are required in dealing with men on the question of finance, and the secretary has to combine a courteous demeanor with a promptness and vigor of action in dealing with careless or non-paying members. He should be able to simplify the business of the club, and to present a clear outline of the needs and expenses at each meeting; to select from the material of club reports such matter as may be best to record, and to conduct the club correspondence creditably, so that its relations with others may be of a friendly, honorable, and satisfactory kind.

As the name of president in this country is associated with the highest office in the general government, the title is rather high-sounding; but a presiding officer at the business meetings of bicycle clubs has but a few duties, and he is at all other times subordinate to the commands of captain and lieutenants. In England the title is simply an honorary one, usually conferred upon individuals of note, not connected with bicycling, whose influence and favor are desired. The duties of an active chairman are to call the meetings to order, to preside, to announce the business in proper routine, to put the questions to vote, and to preserve decorum. He should be familiar with the rules of the club, and should have some knowledge of parliamentary law. The thoughtless habit some presiding officers have of constantly addressing a club upon the question, even to the inconvenience of those who are entitled to the floor, is one that unfits them for the position. Whenever the president has the appearance of being a partisan, he is apt to lose the respect of those who are on the opposite side of the question; and without this respect, without a sense of equity, he cannot control a meeting suc-

cessfully. The office is a neutral one, and should be given to a man who is capable, not only of controlling others, but of controlling himself also.

The minor offices well filled, a club organization will be a complete and highly successful one.

The officers should not shrink from fair-minded criticism; and on the other hand should not, in dealing with club interests, let any outside personal influence weigh with them. Club work demands from the gentlemen who shoulder it much generous and disinterested effort; and members not holding office should never allow petty envy or prejudice to warp their appreciation of what is done by those they have chosen.

### A GULLISH CONFESSION.

BY MADELINE.

I DO not wish to convey the impression that I am a web-footed sea-fowl of the genus *Larus*, with long, narrow wings, and a straight beak hooked at the tip. Far be it from me to thus mislead an innocent and credulous public. I am not a sea-fowl; I am a *gobe-mouches*, of the genus *dupe*, of the general family of simpletons. The way I came to be so self-classed is a long and tangled one, and had its starting-place in an indiscreet interest I once displayed in those members of the unnecessary sex who ride bicycles. With an enterprise that might have been better directed in dusting the parlor furniture, in reading the "Carlyle Anthology," in working "Welcome" and "God bless our Home" on perforated cardboard in seventeen antagonistic colors, or in any other feminine pursuit, I became a close observer of the "machine." I dove into bicycling literature, and tried in every way to acquire a perfect familiarity with wheeling technicalities. I became quite a professional, and in conversation with gentlemen who are devoted to the pastime, I would mention just enough of what I knew to make them take it for granted that I knew it all. The result was very gratifying, as it secured me not a little attention from one sex and not a little envy from the other; but it was unfortunate, inasmuch as it induced my only, only brother Jack to buy a bicycle.

Jack was my mainstay. He was homely; he was vulgarly cheerful; he had all the clownish ways of "Halvahed," as he was a promising Soph. in that institution. He wore patent-leather shoes with light cloth uppers, very slim pantaloons, a shockingly short coat, and an antiquated-looking "beaver." He bent his body when he walked, stuck out his elbows, sported a light-complexioned cane, and altogether regarded himself as a swell boy. He whistled the most vulgar songs, and even danced a peculiar shuffle with his feet on the most solemn occasions; he smoked innumerable cigarettes; and



sometimes I heard that he drank, and went around the streets shouting "Rah, rah"; but the latter I do not believe. He was thus neither handsome, refined, nor particularly good; but I loved him, and he knows when he reads this, and smiles loftily at my foolish confession, that I loved and trusted him more than he deserved.

Last fall he purchased a bicycle. On the day that he brought it home, I found him head and shoulders in the rag-bag, and in an irritable frame of mind.

"Jack," I asked, in mild surprise, "what is the matter?"

"Why!" he exclaimed, emerging and looking very red in the face, "there is n't a decent soft rag in the house. You have a lot somewhere. I wish you would give me all you don't want."

I gave him a great many I *did* want, but I felt somewhat guilty at the thought that my expressed interest had a great deal to do with his squandering his money on the selfish vehicle.

I went to the front window presently, and saw my dear brother kneeling over a glittering new machine, polishing it for dear life, while another fanatic stood by and commented.

"Beautiful head. That spring is perfectly immense, ain't it? You'll make us all look sick now, Jack. No one would think that you rode a fifty-four, would they?"

Jack rubbed in dignified silence. He was a hero, and he knew it.

I looked at the beautiful glittering wheel of steel, and sighed. I realized that its attractions were powerful, and then it had such a cold, self-confident, unrelenting look, that I felt a despair of ever winning Jack's heart back again.

The autumn days ripened and faded away. The days grew shorter, colder, and more drear. I knew that the pleasures of wheeling would have to succumb to the rigors of the cold season, and I experienced a silent exultation when the winter began in earnest.

I heard no more of bicycling until the spring season opened, and simultaneously with this event I received a letter from a girl friend, Georgie, who was shut up in Woolsey College. The letter filled me with new interest in the girl, and aroused my curiosity considerably. She had been a very popular and heartless flirt, well established socially, before I had made my debut in the world of punctilio and fashion; but as we were very nearly of an age and of congenial tastes we had, during our first summer season at Newport, been sworn friends. During our two months of chumship I saw enough to convince me that *Mlle* was a very lovely, very lovable, very self-willed, very hard-hearted, and very incomprehensible girl. She had never evinced much favoritism for any one, hence my new interest when she did; and she had never had a *penchant* for any particular gentleman, hence my curiosity when she wrote a whole letter about one. Her letter was:—

"My dearest Madeline:—What do you think? I have at last been able to escape the awful restraint of this stupid place, and have been able to meet quite regularly a perfectly elegant gentleman. I want to know if you have met him. His name is Robert Falconer. He is tall, very quiet and dignified, very elegant and refined in his manner,—such a contrast to those vulgar students,—and above all, he is handsome. You know I never could tolerate any but handsome gentlemen, and this one is simply immense. Once a week,—think of it, only once a week,—he comes on his bicycle to meet me, and only then do I have a chance to see him or hear from him. Remembering that Jack is a bicyclist, I am going to ask you to find out all that you can through him about Mr. F., so that you can write to me all about it. This may seem childish, but you have no idea how terrible it is for me to be shut up this way, simply because I had a little go-as-you-please good time at the beach. They would kill me, I think, if they found out my flirtation with Mr. Falconer, but I should die with a Marie Antonette resignation and grandeur. However, you may keep it a secret at present. The girls here are simply horrible. They study more than half of the time, and to keep up I have to neglect bleaching my hair, which I had started to do. I have only bleached the ends. Please write, like a dear good girl, and address my letters in care of Michael Murphy, the gardener. Mike drank all the French cordial Uncle sent me for my cold. With love to your mother, I am affectionately yours, GEORGIE."

"BROOK VILLA, 13 March.

"Dear Georgie:—It did not surprise me to learn that you have managed to escape the lynx-eyed matron, to cajole the bibulous old gardener, and to have interviews with the forbidden fruit—young and handsome mankind. I only wonder that you have been content with one sample. It is, I dare say, a case of necessity more than of choice. I have not spoken to Jack of your new victim because his intellect seems to be just now absorbed in preparing, not for his class examination, but for the Beacon Park bicycle races. He is getting into 'condition,' or in other words, comes home every evening very hot, tired, dusty, and ill-humored. I imagine, however, that I recognize in your description of Mr. Falconer the portrait of a certain gentleman, Mr. Grenadine, with whom Carrie was so foolish as to become infatuated last summer. Mr. G. is a refined, elegant, and handsome masher, and is without doubt fond of making conquests. It may be unwise in you to expose yourself to expulsion so near the end of the term, as you will, when it is over, be able to leave, and be independent of any restraint. I believe that you are twenty-one in April. I will do all I can to cheer you up, and believe me that you can rely on my small help if you get into trouble. Sincerely yours,

"MADELINE.

"P. S. I have just interviewed Jack, but found him rather reticent. He knows Mr. Falconer, but there is something about the gentleman which Jack sees fit to conceal. I hope it is nothing wrong. Jack is usually so blunt and straightforward that his reticence and evasive manner on this point is a matter of surprise to me. He says, however, that he is to ride with Falconer tomorrow, and he assures me that he will 'pump him for all he is worth.' I hope you will pardon Jack's inelegant expressions."

"BROOK VILLA, 15 March.

"Dear Georgie:—I have just been pumping Jack for all *he* is worth, and find that Mr. Falconer is all that you represent him to be, and even worse. I have an increasing suspicion that I know this Falconer. Jack says that he talks of nothing but you, and if any other topic is broached, he becomes meditative and does not listen. The Falconer seems to be hopelessly gone. He descants wildly upon your loveliness, your sweetness of disposition, your trusting and gentle nature, and upon the utter hopelessness of his ever awakening a reciprocal feeling in your heart. He does not weigh and measure your attractions, he does not philosophize upon your character, he does not direct inquiry into your financial circumstances, but loves you directly for what you are. I like him for that. Most men select a wife as they would a bicycle, after satisfying themselves that the article will suit *them*. I think sometimes that they imagine women to be wholly dependent and wrapped up in the men; incapable of living or of enjoying life without their presence in it. They *do* look upon a woman as a mere accessory to their happiness, and select her as they would any soulless article of furniture, without ever reflecting that *she* has a heart that craves and that must be satisfied. I like this Falconer for being blind to your little imperfections—such as your weakness for marsh-mallows—and for being brave enough to show his heart. If I did not suspect him to be the aforementioned Grenadine, I should not hesitate to give my consent when the time comes.

"I did not entertain the loftiest opinion of Mr. Grenadine, but if Grenadine and Falconer are one and the same, it may be that you have discovered a side of his character different from the one I saw. Why do you not write to Mr. Falconer yourself?

"Sincerely yours,

"MADELINE."

"2 MAY.

"My Dearest Madeline:—I am obliged to send you a formal card, and write my letter on the inside of this envelope, because our letters are inspected. They have read the card, and I have returned it to the envelope, and I have sealed and delivered the letter in the presence of a college matron. I don't write to Mr. Falconer because we are not



allowed to write to gentlemen. I may have to send you messages under the postage stamps, so be on the *qui vive*. Oh my, you cannot imagine how this restraint is sobering me. I go out into the beautiful grounds with a book and a studious look on my face, but I only cuddle up in an old rustic chair where I can look over a pretty stretch of country and think. Every now and then I have the blues and meditate pensively on my past mad career. I ponder on the wasted summer hours, when in frivolity of the idlest and hollowest sort, I threw behind me the brightest moments of my life. How wretchedly silly we both were that first season at Newport! How we toadied the miserable little foreigner whose net proceeds amounted to one bald head, one grizzled mustache, several bad odors of alcohol, and a doubtful title! How we aped the fashion models in our accent, in our laugh, in our dress, in our walk, and in our very thoughts! What silly things we said and did, and how dreadfully I acted with poor Mr. Webster, the long, be-spectacled youth who composed the lovely song for me! I cannot bear the thought of living out an existence of shallow, fashionable dissipation, of forever going to receptions and kettle-drums, and of making morning calls at 4 P. M. I think I am getting pale, and may yet look quite interesting instead of so distressingly robust and healthy. Besides, I may soon feel the approach of the sere and yellow leaf. What shall I do, Madeline? I wish you were here where I could hear you speak when I ask you, 'What shall I do?'

"I have seen Mr. Falconer twice, and I think that he is becoming somewhat sober too, as the last time we met he said scarcely anything. I did not know but that I had offended him in some way. The chapel bell is ringing, and interrupts my letter. Hastily yours,

"GEORGIE."

"4 May, WOOLSEY.

"Dear Madeline:—Isn't it terrible? I learn that uncle has been squandering some of my property in some way, and that he purposes keeping me shut up until he can fix things. Maybe he will put me into a lunatic asylum, or some other romantic but dreadful place. I hope to meet Mr. Falconer to-morrow. Hurriedly,

GEORGIE."

Written under postage stamps, on an envelope dated 6 May:—

"He has asked for my hand. I have not refused him. I have never needed a man's friendship and protection as much as I do now. I will see him again to-morrow."

Finding that Jack had been discreet, and had volunteered his services to Mr. Falconer, in any emergency, I communicated the messages to him. Two days after, I received a short note about nothing in particular; but under the three one-cent stamps on the envelope was written:

"They have caught us together, and after publicly reprimanding me, they have locked me up. My uncle is here,

and I think he contemplates taking me secretly to some other school or to a convent. This makes me desperate. I can only depend upon Mr. Falconer for assistance to get away from here. Tell him to come immediately. The gardener will tell him where I am."

(To be concluded.)

### TRAINING. III.

A WORD as to form in riding. There seem to be two distinct methods of position on the bicycle when used for speed: The perfectly upright position, and the directly opposite one, of bending the body as far over the handles as possible. Perhaps the best known illustrations of these methods in America are John Keene for the former and Charles Terrott for the latter. From the results obtained by both these men, both positions are practical for speed.

One point must be remembered: that no two men ride in exactly the same form. By bending over the handles, the body presents less obstruction to the air; but it is apt to cramp the muscles of the stomach and loins, strain the back, and interfere with the proper action of the lungs. The upright position is by far the most graceful, gives the lungs good play, and the rider a better command over his machine.

Probably a position between the two extremes is the favorite one, and is, I think, correct. By bending slightly forward, some of the weight of the body is thrown on the handle bar, thereby supporting in a measure the shoulders, and allowing the lungs full powers of expansion.

If the correct size of machine is used, the knee is never straightened.

The toe or ball of the foot should be two inches lower than the heel. The handles should be certainly 24 inches wide, in order to spread the arms, and also to obtain a perfect control of the machine.

In a hard race, where the wind seems almost gone, relief may sometimes be obtained by bending the head back, thereby opening the throat and increasing its capacity for receiving and delivering the breath. Some small thing, such as a quill, is frequently carried in the mouth for the purpose of inducing the saliva to flow more freely, which prevents the dry and choking sensation frequently felt in the throat and mouth during severe exercise.

Immediately before the race, great care is necessary in living and taking exercise. Some years ago, it was the custom to continue the hard work up to the day of the event; but latterly almost all authorities agree that a somewhat different method is productive of the best results. In bicycle racing, as in sculling, the head is made to perform its part as well as the body; and nowhere is a cool, quick brain used to more advantage than in bicycling. A man should be able to judge accurately of distances between the competitors, and to keep an accurate

account of the position of each competitor.

Many a good man has lost a race by losing his head at the critical moment. Let us suppose a man has been through an active course of rigid training, and arrives near the event in perfect health and in good form. He is anxious as to the result, and spends the day previous in a nervous excitement. An easy mind is conducive to good digestion, and *vice versa*. Consequently his meals are but imperfectly digested, and it finally results in his spending the better part of the night awake, when a good sound sleep is absolutely necessary to enable him to obtain the best results. He comes on the track with a tired, nervous feeling that completely unfits him for his work. He quickly loses heart when passed by a competitor, and finishes in bad place. Why? Is it because he has not had the proper preparation, or is it because he is trained too fine? It is simply because of the loss of that one night's rest. Of course it is impossible, especially to the novice, to prevent some nervousness at the start; but when well in motion, the strain on the brain is relieved, and although obtaining a bad place at the first part of the race, he quickly cuts down the lead that has been obtained, and finishes well to the front, his good wind and perfect physical condition coming quickly to his rescue.

On the day preceding, no exercise should be taken beyond a quiet stroll with a friend or two, to amuse him and keep the mind occupied with other matters. The regular meals may be taken as usual, greater care being taken in their selection and preparation. On no account should one be allowed to speculate on the results of the next day. A lukewarm bath and a good rubbing down, before retiring, will relax the muscles and insure a good sound night's rest. Upon arising in the morning, a good rub down should be given by an attendant. After breakfast, a mount may be taken, but only to see if the machine is in good order and ready. Another light dinner should be taken fully two hours before the race. An attendant should have entire charge of the machine and racing costume, and see that they are on the ground in good season. If the distance is not too great, he may saunter to the track and spend a little time in walking over it and noting the wind, etc., etc.

Some twenty minutes before the race is called he should be well rubbed, first with a coarse towel and then by hand, to induce circulation and limber and relax the muscles. Nothing makes the muscles more elastic than heat. Great care should be taken not to get chilled. Wrapped in a coat he appears on the track, and walks quietly to where his machine is waiting for him; and mounting carefully, he starts off to warm up.

We have now brought our man to the race, in perfect health, good spirits, and above all, with plenty of confidence. The race is, we will say, a mile dash. No



hanging back here, for the final heat. There are plenty of competitors worthy of his speed and endurance. He has made up his mind to win if possible; he may be beaten, but will make a game race. We will not keep them waiting. They are drawn up in line, and are receiving the last instructions from the starter. The preparatory warning is given, but before the trigger is pulled, two of the anxious ones are off. Our man sits calmly on his machine. He is now working with his head. They are again in line. The report of the pistol is heard, and they are away. Watch our man. The attendant holding his machine gives him a gentle push, and he is away. Certainly you might call him a bad starter. Quickly and surely he gathers speed. The others are six yards in advance, bunched across the track, straining for the lead and pole. Our man quickly takes the pole. By this time they are beginning to string out, and the leading man has twenty yards start. At the quarter the lead is still twenty yards. Now is the time for leg work. Slowly but surely he closes the gap. At the half he catches the bunch, and by a spurt passes them. The leader is now but six yards ahead. As they come under the tape for the last quarter, every one holds their breath. Will he attempt to pass on the first turn? We shall see. No—he follows closely around the turn. There is one open length between them, and still he does not attempt to spurt by. He is now at work with both brain and muscle.

The leader is working well, and going at a rattling pace. Suddenly the gap closes. Our man has lapped him, and they come around the last turn together. Now they straighten out on the home-stretch. Every one is on their feet. Down they come neck and neck.

Our man bends slightly forward, and his wheel is seen to creep ahead. Every nerve and muscle is strained to the utmost tension. He has now no more use for his head. It is simply a question of leg work: a clear track and but 50 yards to go. He puts all the surplus strength he has into the pedals, and dashes across the line a winner by a length, — a close race and a good one; no disgrace to any one to finish one length behind him.

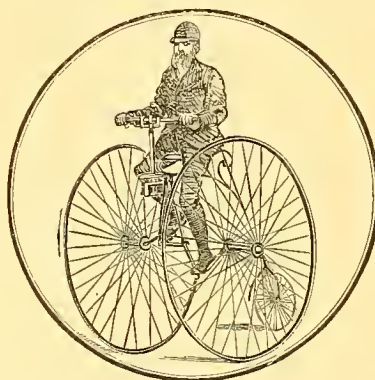
Some one says, "How easily that was done!"

Not so quickly, my friend: that last spurt has cost many a hard day's work, but it is worth all the trouble and time that has been spent to gain it. Gradually he diminishes speed and rides back to the line. His machine is stopped by his attendant. He dismounts, and is wrapped again in the great-coat; a little winded, to be sure, but with firm step he walks away, amid the plaudits of the audience, thinking his months' hard work not spent in vain. In five minutes after being well rubbed, he has recovered his wind, and outside of the mental strain, feels in perfect health. His months' preparation not only wins him a hard race, but brings

him out in as good condition as when he entered.

One point must be remembered: great care is necessary after such an extra exertion to prevent catching cold. A light supper can be taken two hours afterwards, and with a good bath and rubbing, he is insured a good and refreshing night's slumber. He is now in condition to race again; and with a little care in diet, and regular exercise, he can enter a race with but little additional training.

Very little has been done in America in racing as yet. Let us hope that before the close of the season, we shall be able to boast of our mile in 2 minutes and 50 seconds, or better. We have the men to do it with. What else do we require? Nothing, except good tracks and training. Tracks we shall have. Let us see if the racing men of America will display interest enough to put themselves in proper condition to reduce the record. Let us go on record right here, that a mile will be made in America before 1882 in 2 minutes and 50 seconds, and two miles in 6 minutes. Rox.



SOME TRICYCLES. IV.

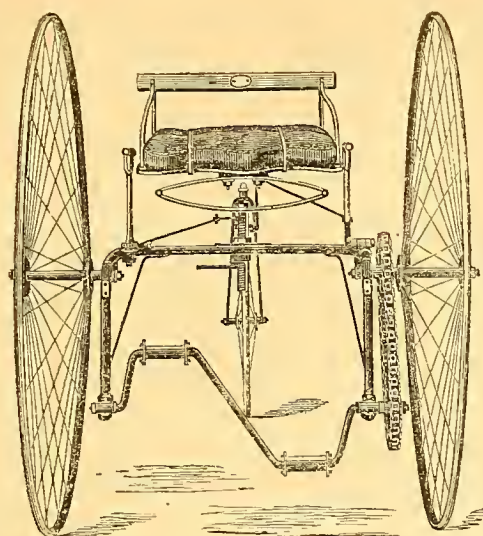
In my last paper I promised to describe a tricycle this time, and an American one, too. But it may be worth while to suggest, right here, to the present and prospective makers of tricycles in this country, that such machines, as well as bicycles, belong to the fine arts of manufacture, in a certain sense. Not only is it desirable that they should study the best models abroad, as to the general proportions and arrangements of parts of the machine and its outlines; but it is also necessary to success that the mechanical workmanship and finish of a tricycle should be especially cared for. The frame should be as closely and carefully made as a watch case, and the bearings as nicely fitted as those of a chronometer movement. At least, that is not too high an ideal to work towards. Of course there are many little points our mechanics, as well as our designers, have to learn by trial and experience. Skill comes with practice. As the crudities have rapidly fallen off from bicycle building here, and excellence and elegance gain apace, so will it be with tricycle

building when it has taken a fair start, and some men have learned some things.

The small picture above does scant justice to a machine designed by Mr. F. Fowler, and relating to which two patents were issued to him last year; one being numbered 224,165, dated 3 February, 1880, the other numbered 227,511, dated 11 May, 1880. A few have been made by the Bridgeport, Gun Implement Co., at Bridgeport, Conn.; and by them it has been called "THE AMERICAN ROADSTER TRICYCLE." It was too bad to give it such a name; but we can adopt a New York colloquial style, and call it the A. R. T., for short. It stands three feet wide on the ground from rim to rim of forward wheels; the latter are of the suspension rubber-tired style, 48, 50, or 54 inches in diameter, and of equal size; they are loose on the axle, which is double-cranked between them, and have plain bearings. From the middle of the axle, which revolves in two plain bearings in the lower end, rises a fork, and open head very like those of a bicycle, abbreviated. In the head a perch takes its centres,—a perch very like a bicycle perch, bifurcated at the rear end for the trailing wheel, which latter is 20 inches in diameter, and is of the same style as the forward wheels. A projection from the perch extends forward of the centres a few inches. A steering rod is held vertically by two bearings, in a basket projecting from the head, and to the top of it is fastened a handle bar, while it bears a short forward projecting lever to engage with the projection from the perch; and this part of the mechanism is ingeniously constructed so that by turning the handle bar the direction of the forward wheels is changed, these being both guiding and propelling wheels as in the bicycle.

Fixed to the axle next each hub is a drum and spring ratchet or clutch mechanism, by which when the axle is revolved forward the wheels are turned forward, but by which they are not turned backward nor retarded much when the axle stops revolving. The pedals are flat balance-weighted stirrups, with straps above and a rubber tread for the sole. The seat is an elongated saddle, astride which the rider sits, nearly on a level with the top of the wheels and well up to a perpendicular through the axle. There is a rear wheel brake, operated by revolving the handle bar through a chain conducted down and back over pulleys. Neither the steering nor the brake arrangement is very sensitive. There is about equal danger of a header as with a bicycle, and the rider sits about as high. The weight of a 50-inch size is about 80 pounds, and the price is \$150 to \$175. Mr. Percival, the Boston agent, has one on exhibition at 96 Worcester street; and Mr. Wright has had one at 160 Fulton street, New York. The makers of this also talk large in their circulars,—they won't after they get used to the business,—like this: "can be with little exertion driven up steep hills and over





obstructions 1 foot in height, in places inaccessible to bicycles!"

Another tricycle, of which I intimated in a previous paper that a description would be given, is shown in the second picture, engraved from a photograph. It is an English tricycle, made by Singer & Co., of Coventry, and already in quite extended use abroad. The Pope Manufacturing Company have introduced and supply it to the American market. It is the "CHALLENGE NO. 2," and is constructed mostly of steel and rubber, like the best bicycles. The front driving wheels are 44 inches in diameter, and the rear trailing and steering wheel is 20 inches in diameter. These wheels are all of the suspension rubber-tired style; have direct spokes, and are connected by a tubular framework consisting of a backward reach to the rear wheel, and two branches, forward and downward, for the forward wheels and the crank shaft. Near the junction of this is a perpendicular rod by which a spring—carrying either a cushioned seat or a suspension saddle—is supported and adjusted in height. The rear wheel is held in a swivelled fork, and the forward ones are loose on short axles supported by the frame. The double-cranked shaft carries pedals for the feet, by which it is propelled, and has a toothed wheel at one end, connected by an endless chain with another toothed wheel on the inside of the left driving wheel, by which means the vehicle is propelled forward or backward by noiseless positive motion. On the right of the machine is a horizontal handle on an upright rod, having a small toothed wheel engaging with a rack on a rod extending backward to a lever attached to the head of the rear-wheel fork, and by which the steering is done; and on the left of the machine is a similar handle having an ingenious cam movement and connecting rod to operate

a spoon brake on the rear wheel. These handles serve the added purpose of rests for the hands in gaining, changing, or keeping the position of the rider: and they also serve as *pulls*, as the handles of the bicycle do, by which the rider is enabled to add what he can lift to his weight as a resource of driving power. The position and movement are about the same as in a bicycle, except, of course, as to equilibrium. And the machine is well adapted for ladies' use; indeed, it is already in use by several ladies here, and many abroad. The weight is about 75 pounds; the width about three feet; and the price is about \$135, varying according to finish, etc. The workmanship, material, and design appear to be both excellent and elegant.

The Pope Manufacturing Company have not yet turned out any tricycle of their own make, though it is rumored that they will in the near future. But there is still another American tricycle, of which one has come to my notice and trial (not yet fairly in the market), which I purpose to describe in a future paper. C. E. P.

#### ANOTHER WHEEL LIE NAILED.

In the last copy of the *Wheel*, we notice the following, in the report of the regular monthly meeting of the Manhattan Club:—

"A letter was read from a member of the club, stating that he had been informed by the agent of the Pope Manufacturing Company that that corporation would be glad to have the office of recording secretary remain in the club, and requested that a suitable person be suggested."

We have never expressed any opinion in regard to the matter referred to, and pronounce the report utterly false.

THE POPE MANUFACTURING CO.

#### DREAM PEDALLING.

BY SAGO.

The cushions are soft in my great easy-chair,  
And light rests my head on the pillow;  
I toy with the fringe that fences my lair,  
As soft as the bloom on the willow.

The fire is bright in the broad open grate,  
And my feet are at rest on the fender;  
White spring the sparks as they speed to their fate  
In the storm's black breast untender.

The cider is red in my round deep glass,  
Inviting my lips to open:  
I watch its beads as they upward pass  
And muse in thoughts unspoken.

The smoke curls up from my pipe's brown bowl,  
And more from my lips just open;  
I watch the circles as upward they roll,  
And drowse in the quiet unbroken.

Again I have mounted my steel-bright steed,  
And breathed the air, blossom-laden;  
Between ancient orchids the white road leads,—  
Spots dear to youth and maiden.

Up from the river the white mist rolls,  
The sun's early rays concealing;  
It covers the farm-house in silvery folds,  
Dimly its outlines revealing.

I mounted a hill with quickening pace,  
"Jolly," said I, "the coast ahead,"  
When Jack Frost stood before me with lowering face,  
And calling a dismount, he said:—

"Thou degenerate son of a sturdy race,  
Leaving the comforts I bring to ye,  
Mounted on thing of cobwebs or lace,  
Frail as the bubbles that float the sea;  
Have ye forgotten that good old time  
When I was an honored guest, and free,  
Welcome to coasters as hills to climb?  
Ye know how ye welcomed my snows, and me.  
The hunter rejoiced, and from morn till night,  
Manfully followed his hounds' deep baying.  
The maiden blushing looked more bright,  
With joy expecting the moonlight sleighing.  
The skater longed for the lake's early closing;  
My icy embargo was welcome to him.  
The old man longed for his evening dozing;  
The good wife was ready, she'd wool to spin.  
Now come I in kindness (the good old way);  
But what sort of welcome have ye for me,  
Spitefully clearing my snows away,  
Till at night no trace of my work I see?  
And that bicycle there, which I'd like to thump,  
As well as its rider, ungrateful slave,—  
'Tis the very last straw which has broken my bump  
(Of patience, I mean). Ye unmannerly knave,  
Scorning the form which your fathers loved:  
A 'bone-shaker' may ye be doomed to ride  
To the end of your days; by you be it shoved;  
Or with legs extended a 'wide tread' astride,  
As in ancient days did the giant of Rhodes  
(So minstrels have sung, I doubt they lied),  
Span for ages long the harbor roads.  
May ye sink to your hub in Taunton's bog.  
On Worcester's hills may your brake give out,  
And into the pond may ye plunge like a log,  
Thou —"

I awoke: my fire was almost dead;  
Without, the north wind's savage laughter;  
Amazed, I stumbled off to bed,  
Vowing to dream in bounds hereafter.

#### WHEEL CLUB DOINGS

At a recent meeting of the Albany Bicycle Club the following officers were elected: R. S. Oliver, president; H. R. Pierson, Jr., vice-president; C. W. Fourdriner, secretary and treasurer; A. H. Scattergood, captain; F. B. Hubbard, sub-captain. Mr. Hubbard is also appointed consul for the L. A. W. for the city of Albany.

NORTH ATTLEBORO' has a club called the Columbia. It has a membership of fifteen, with every prospect of a rapid increase. One of the members sends word: "We believe that Boston is the place for the League Meet this year. We will be



there, you bet." The officers of the club are: Ed. Lull, president; Will Ames, vice-president; E. C. Stanley, secretary and treasurer; T. Bell, captain; F. C. Coombs, bugler; Lull, Stanley, and Pratt, executive committee.

**THE MONTREAL BICYCLE CLUB.**—The opening Meet of this club's third season was held on Good Friday, when, in spite of the threatening aspect of the sky, and the heavy northeast wind foretelling a stiff return journey, six members in full uniform, one visitor, and the Club Dawg (arrayed in a magnificent silver-plated collar, with the new badge engraved on it, presented to him by the officers, at a little supper shortly after the annual meeting), started on the journey to Lachine about 2.30. A short halt was called at Blue Bonnets, to—well, there is a "pub" there, but what we wanted was to find out how soon the track would be in order for the first monthly competition for the club champion belt; and we found it would be soon in good order, and the first race, distance one mile, will be held in May.

To resume: we got in to Lachine about four o'clock, and received a most enthusiastic welcome; "harbingers of spring," etc., etc., being amongst the epithets bestowed, along with other good things, upon our unworthy selves. The captain reluctantly tore himself away about five o'clock, and hastily assembling his men, started us on the homeward road to slow music and blue fire. We got home, after a battle with the elements (for the rain began to pepper us half way), in an hour and twenty minutes, and vigorously assaulted our suppers. The roads were in better condition than we expected to find them so early in the season, and altogether the opening Meet, except in point of numbers, was a great success.

CLUB DAWG.

FROM the Baltimore *Sun*, we clip the following:—

**"BICYCLE RIDING.—AN INTERESTING CONTEST.**—The Biddle street roller rink was crowded to overflowing last night with ladies and gentlemen assembled to witness an exhibition given by the bicycle clubs of Washington and Baltimore. A more striking display is seldom witnessed than that of the experts last night. Mr. Rex Smith, of the Washington Club, is said to be the finest fancy bicycle rider in the United States. His riding last evening was the subject of general comment. The programme last evening included a grand entry by both clubs; drilling by eight men of Capital Club; fancy riding by A. M. Coyle; slow race by six men, won by E. H. Fowler, of Capital Club; fancy riding by Mr. Rex Smith, of Capital Club, introducing a double act by Messrs. Coyle and Smith; climax standstill by Dr. H. M. Schooley, of Capital Club, who stood still on his machine with both feet over the handles; standstill contest, limited to five minutes, won by Capt. Borden, of the Capital Club, who stood the whole time, the

other three riders having been obliged to dismount; double act by Messrs. Schooley and Smith, both coming to a standstill together, while Dr. Schooley held both machines, and Mr. Smith stood erect on his own machine; double riding by Lewis and Seely; race, one mile, by Messrs. Schooley, Allen, and Borden, who came in at the finish in the order previously named.—time, 3.12.

The members representing the Capital Bicycle Club, of Washington, D. C., were Captains J. McK Borden and C. G. Allen, and Messrs. E. H. Fowler, L. W. Seely, H. M. Schooley, R. M. Smith, J. M. Lewis, and A. M. Coyle.

Baltimore Bicycle Club was represented by President J. L. Tomlinson, Capt. S. T. Clark, Secretary and Treasurer George F. Hussey, Messrs. D. M. Thomas, Harry Fisher, Blanchard Randell, William C. Shaw, George W. Coale, Thomas J. Shryock, J. M. Keeler, F. E. Waters, J. B. Morris, W. McL. Price, Clymer Whyte, H. N. Stokes, J. A. Morton, C. O. O'Donnell.

After the exhibition the Baltimore Club entertained their visitors, and a bountiful repast was spread in the rink. The Washingtonians return home this morning.

#### THE "STAND-STILL" FEAT

*Editor Bicycling World:*—In your issue of 18 March, among the "Portsmouth Notes," by "Telzah" (in whom I recognize a fine rider and enthusiastic wheelman, whose presence contributed greatly to the enjoyment of a certain run to Coney Island last fall, participated in by several members of the Capital Bi. Club), is a paragraph devoted to an explanation of and containing directions for accomplishing the "stand-still" feat. We have made rather a specialty of this performance in our club, and have tried it in various ways, including that described by "Telzah"; and I have found that those who stand longest and steadiest, and especially "hands off," do it in an entirely different manner, which appears to me to be the correct one.

"Telzah" turns his wheel to the left, and holds it rigidly in that position, with the left pedal forward and horizontal; he then corrects the inclination of the wheel to the left by pressure on that pedal, and to the right by power applied to the opposite pedal. This will no doubt accomplish to a certain extent the desired effect; but how long can he stand in that position, and can he stand "hands off" for any length of time? Unless his experience differs from my own, I do not think he can, and the reason is obvious.

It is essential in standing still that the wheel be turned either to the right or left as far as it will go, and held there rigidly, and ordinarily it can be easily done by the handle bar; but by "Telzah's" method of placing the pedals, the effect of pressure by either foot is to "unlock" the wheel,—that is, to turn it again into a straight line,—and to correct this requires the application of consider-

able power to the handle bar. Remove the hands, and great difficulty will be found in holding the wheel locked by the feet alone.

Now let "Telzah" turn his wheel to the left as before, with the left pedal *back* and horizontal; then an inclination to the left is corrected by pressure on the *right* pedal, and *vice versa*. It is evident that here the tendency of pressure by either foot is to keep the wheel locked; and it is almost as easy to stand in this manner "hands off" as in the ordinary way. I may mention that Mr. Owen, captain of the C. Bi. Club, has stood in this way "hands off" for 45 minutes—the longest period, so far as I know, on record. The same gentleman has stood "hands on," to beat a record of 1 hour 22 minutes, for 2 hours and 22 minutes, when he dismounted voluntarily.

Dr. Schooley, of the same club, has a record of 1 hour 30 minutes; and the writer, though he cannot compare with these gentlemen either in grace or steadiness, has succeeded in standing for 50 minutes. I should say also that "Telzah's" method is used by several members of our club, but so far no records comparing with the above have been made by them. I shall expect "Telzah" to give this method a trial, if he has not already done so, and shall ask him for his opinion at the League Meet.

L. W. S., *Capital Bi. Club*.

WASHINGTON, D. C., 13 April, 1881.

IN France, social clubs, called in French *cercles*, are compelled by law to pay an annual tax to the government. From a recent number of *Le Sport Velocipedique*, it appears that the well-known bicycle club of Paris, the "Cercle Velocipedique," has changed its name to "Club Velocipedique de France," in order to avoid this taxation. This club is not a new one, and it is a little surprising that the ever-faithful Paris police have not taken notice of it before, and we also cannot help wondering why the so-called *cercles* do not change their names too.

At a bicyclers' ball given in France recently, the hall was ornamented with a number of beautiful bicycles, and a large streamer on the wall bore the name of the club whose anniversary was being celebrated.

Our great tourist, Mr. Laumaille, has once more undertaken an extended journey. In consequence of snow, he did not get started from Angers until 1 February. The roads were so bad that he was ten days in reaching Bordeaux (about 200 miles). Upon leaving this city he was accompanied by Messrs. Badeau, Laval, and Esperon, as far as La Reole. . . . From La Reole our intrepid traveller, who has no fear of bad roads or bad weather, went to Marseilles. From this point, he will continue through Nice, Genoa, Rome, Naples, and Palermo; then he will return northward on the other side of Italy, and pass through Venice, Trieste, Vienna, and Berlin.

*Le Sport Velocipedique.*





*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, s, l-van 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, 22 APRIL, 1881.

THE ARCHERY FIELD. — Archery is a settled pastime in this country. Those who have watched its development and spread most intelligently have no doubt of that. The bow and arrow have been used from time immemorial on these shores, as well as on those of Great Britain; and we have inherited the same ancestral renown, and the same instinct for archery, running with the blood, which affect our cousins across the Atlantic. To be sure the art had not been preserved by ancient societies, or in constant practice here, as it had there; our utilitarian struggles having left little time, and our busy life little leisure, for the promotion of a pastime. It was not until the books and the magazine articles of the Thompsons had stimulated the few and inspired the many with the charms of this recreation, that it began to take a strong development, and clubs and associations began to multiply and thrive. The last four or five years have seen the small group of individual bowmen develop into a hundred archery clubs, and half a dozen larger associations; and we do not believe that the tide has turned yet. In some measure, we trust, the ARCHERY FIELD has con-

tributed to the healthy growth of the pastime, and to its better enjoyment. It is a year and a half since this organ for the sport was projected, and a few words with our readers will not be inappropriate; perhaps just at this opening of the out-of-door season, they may be suggestive and helpful.

When the BICYCLING WORLD was finally and definitely projected in the early autumn of 1879, the projector had a purpose in connection with it, to found and develop an organ for the archers of the country. He thought that they needed and would appreciate a paper specially devoted to them, and to their literature, science, experience, and humors, and to the industry and trade which their art sustains and which in turn helps to spread and improve the practice of their art. He thought an enterprise having this object in view would be encouraged and aided until it would be self-supporting at least. His financial coadjutor seconded both the thoughts and the purpose, and it was resolved to develop the ARCHERY FIELD gradually in the paper that was sure of strong support, let its patronage hasten the time of weekly appearance of both, and whenever it should be strong enough to go alone, make it a separate paper, if that should seem desirable.

Accordingly, on the 29th November, 1879, in the second number of our new journal, we began the department of an archery organ before provided for, and by degrees gained the aid and confidence of the officers of associations and other prominent archers. By assiduous endeavors to obtain all the news, to report meetings, and to work into the archery field in all those ways which an editor knows or invents, we have been able to gain in good degree a circulation and a recognition; and we believe we have not wholly failed in fulfilling the part we assumed to the satisfaction of the fraternity. We have given them a weekly organ, with a "habitation and a name," and a constituency; albeit that constituency, so far as material financial support is concerned, is not as assuring as we had hoped.

With the opening of another season, and the near approach of "Volume III.," the question confronts us anew, Shall we separate the paper now, and give the archers the ARCHERY FIELD in larger and independent form? Will the archers and the makers and dealers of their out-

fits and weapons, rally to the support of such an independent venture now? Would they be better pleased with a paper all their own? Would that be better for the interests of this most beautiful and beneficent of manly and womanly pastimes? We do not expect profit; would it be so met as to save us from loss? These questions are in the minds of editors and proprietors: a word with our readers seems appropriate; and we throw out these suggestions inviting response.

C. E. P.

#### FROM HIGHLAND PARK.

WHAT on earth are we to do with the president of the Saratoga Bowmen?

Great Scott! 24 hits 184, and a total of 94 hits 644, out of 96 arrows at 60 yards! Is there any use shooting against that? Well, Frank, if we cannot equal your scores, we can have just as much fun out of the business any way.

We are a little anxious out this way to get hold of that man Vennor,—don't know his other name, but the gentleman who seems to be more or less responsible for the weather this winter; would like to set him up for a target at 60 yards.

No scores have been shot here all winter long, with the exception of two made by myself, 22 February; and although this is the second of two bright spring days, and about the only two sunshiny days in succession we have had so far, yet there is at least two feet of snow on every range in town, and therefore we are not happy.

However, there has been a little flight shooting to keep our hands in, and the superior casting power of Spanish yew has been made manifest.

Some one in a recent issue of this paper—have given away the number, and cannot recall who—doubts whether yew bows are much superior to others. A good way to find out is to try a little flight shooting against one with a bow of any other wood. In a recent trial of this kind there was a difference of 40 yards in favor of the yew, and that notwithstanding the hard-wood (rosewood, backed with hickory) was the heavier. The Highland Park Archers are ready to be challenged. Don't all speak at once, but one at a time. Either 48, 72, or 96 arrows at 60 yards preferred, and from 6 to 10 archers on a side,—a match for gentlemen only, until the weather gets warmer. Send challenges to H. S. Taylor, secretary, Highland Park, Ill.

C. G. H.

23 March, 1881.

#### AN OPEN LETTER TO THE EASTERN ARCHERY ASSOCIATION.

UNDERSTANDING that your annual meeting for the present year, 1881, is shortly to take place, I desire to ask your consideration of the question of scoring in your deliberations at the coming meeting. That the Pacific Coast Archery Association adopted the new or American



system of scoring, viz., 1 to 5, with the beginning of the present year, is doubtless known to all your members. The question has been very generally discussed for a long time, and the fact of the new system being adopted in this section is generally advertised in the columns of all journals devoted to sports in general, and archery in particular. The two gentlemen most prominent in the public discussion of this question are Will H. Thompson, of Indiana (one of the oldest and probably the best of American archers), who advocate the old or English system, viz., 1 to 9, and Andrew S. Brownell, of Massachusetts, your present president, who advocates the new or American system, viz., 1 to 5. Both these gentlemen have placed before the fraternity their arguments at length, pro and con; and knowing you have read their articles as they have appeared, I ask that you, in considering the subject, consider the points presented by these gentlemen. Mr. Thompson, from his long and varied experience as an archer, practically and theoretically, is without doubt the ablest exponent his side could produce. He, if any one, could show the objections to a change, and in what way the new would be no improvement over the old. If there is no improvement, it would hardly be reasonable to ask for a change. Has he demonstrated in any way that there is nothing to be gained in changing? I, for one, think not. Mr. Brownell, on the contrary, without the extended experience in archery in favor of Mr. Thompson, has shown most conclusively that there is something to be gained; that the new is an improvement, and therefore worthy of adoption. Other gentlemen interested in the matter have given their views, from time to time, but it has become tacitly understood that the gentlemen herein named are fighting the battle. The great bugbear, — confusion in comparison of scores, — thanks to Mr. Thompson, is overcome. It is for you to consider the relative fairness of the two systems for American archers. Which shall it be?

A. W. HAVENS.

SAN FRANCISCO, CAL., April, 1881.

#### A SENSIBLE VIEW OF IT.

WHAT means all this stir about the proper valuation of the target colors? I thought the heresy which seemed to be fathered by Mr. Brownell had been left to die a natural death, when W. H. T. suddenly wakes up and shoots a whole broadside at it. He has a right to be heard, for he always says well what he wants to say, and he generally knows what he is talking about.

And now comes another terrible onslaught from our worthy secretary, the Dean of Toledo, and he proves, most satisfactorily to himself, that the present valuation is absolutely correct. Now, Dean is a first-rate fellow, but he is an Ohio man, and his logic is fearfully and wonderfully absurd. He reasons very sanely that the relative proportions of the

target are, — gold 1, red 3, blue 5, black 7, white 9; then he suddenly becomes insane, reads the figures backward and the colors forward, and finds the present valuations are correct. I'm sorry for Dean. I didn't think it affected him this way.

Let it be granted that the present target valuations are incorrect. What of it, so long as we all use them? Brownell's patent system is not an improvement, but on the contrary, a still greater absurdity. He would count gold as 5, red 4, blue 3, etc. He would have the white count for one fifth of the gold. A glance at the relative areas of the five colors will show this is incorrect, and at the same time prove that the present ratio between the white and gold is correct. On a 48-inch target

The gold contains .	72 square inches.
" red " .	217 "
" blue " .	362 "
" black " .	506 "
" white " .	651 "

Is it not clear, then, that as the red contains three times the space of the gold, the chances of hitting the red are three times as great as of hitting the gold, and therefore a hit in the red should count only one third of the gold value? The blue is five times as large as the gold, and should therefore count for one fifth of the gold. The black is seven times the size of the gold, and should count for one seventh. The white is nine times the gold, and should count for one ninth. So that, taking the target as it is, if the gold counts 9, the red should be 3, the blue 1 4-5, the black 1 2-7, and the white 1. I do not say that this would be a fair valuation; but on the present relative size of the colors, is it not correct? It certainly is not fair to have ten arrows in the blue, just touching the red, count as much as the same number in the red just outside the gold, for the latter certainly shows the best shooting.

The only fair system of scoring would be either one of two plans: either measure the distance of each hit from the centre of the target, and add these distances together, which would give the highest score to the one who had the smallest number of inches, in which case the highest attainable score would be nothing; or measure each hit from the circumference of the target, when the one having the greatest number of inches would win, the attainable limit for thirty arrows being seven hundred and twenty. Both of these systems, the absolute fairness and correctness of which no one will gainsay, are impracticable, because of the delay and difficulty in measuring the distances of the hits from centre or circumference. Nor can any one, in fairness favor the "5, 4, 3, 2, 1" system, because that gives the indifferent archer who may scatter his arrows over the target in the outer colors too high a score, relatively to the better archer who bunches his hits around the central colors. If changes are to be made, let us have two divisions to each color, say an inner gold, say four and eight tenths

inches in diameter, counting 9, and the outer gold counting 8; the inner half of the red counting 7 and the outer half 6, and so on. Or, let an arrow when it cuts two colors count for half the sum of the two. The latter is certainly practicable. But don't try anything to make our present system worse. Let us hear what Dr. Weston has to say. They say he has been doing some wonderful scoring this winter at short range.

SCHOONER.

#### 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.*

#### NEW YORK ARCHERY CLUB.

*Editor Archery Field:* — On the evening of 9 April, in the hall of the New York Club, we enjoyed an informal shoot with a visiting team from the Brooklyn Archery Club. Our visitors were beaten, though the champion was on the team, and his scoring showed what want of practice for several months will do to the best of archers. He must be constantly at the target if he expects to keep his medal another year.

This evening we have had a club match with the Newark Toxophilites, who beat us quite badly last fall on their ground, and the result is satisfactory as a friendly revenge. The feature of the match was the participation of the ladies, and the meeting of Miss Morton of the New York Club and Miss Brandagee of the Newark Toxophilites, two rivals for archery honors in all local contests last year. Though high scores were made by neither, in the bothersome gaslight, they expect to be at the tournament and make their Western rivals work hard for the champion's medal. Mr. Elliot, of the New York Club, alone of the twelve contestants, scored at all satisfactorily; but all have confidence that their winter's practice has done them good, and are certain of being in good trim for the Brooklyn Meet.

This makes the fifth contest this season in which the New York Club and their raucous-backed bow have been victorious, and we mean to keep it up *if we can*. We can at least keep local archery alive by stirring up our neighbors to friendly



and formal matches. In connection with the prevailing topic in archery literature, let me report that I have yet to find one archer hereabouts who favors a change in the present target valuations.

S. S. ROPER,  
Sec. New York Archery Club.

## SCORE.

## NEW YORK ARCHERY CLUB.

60 arrows at 40 yards.

	1st 30.	2d 30.
H. T. Elliot.....	167-180	347
J. W. Auten, Jr.....	166-152	318
S. S. Roper.....	141-159	300
Miss E. T. Morton.....	130-147	277
Mrs. A. B. DeLuna.....	120-134	254
Miss G. Frazer.....	113-83	196

1,692

## NEWARK TOXOPHILITES.

	1st 30.	2d 30.
T. Baldwin.....	123-122	245
C. D. Coe.....	136-142	278
T. A. Roberts.....	72-69	141
Mrs. C. D. Coe.....	95-103	198
Miss Brandagee.....	110-105	215
Miss Carter.....	86-100	186

1,263

## GLANCES ABROAD

PUNNING ON THE BENCH.—“As the bicycle is a revolver,” said a policeman, “why doesn’t the law against carrying concealed weapons apply to it?” “Because,” replied the magistrate, “it avoids cartridges, and never goes off by itself.”—*Cycling*.

SUCH is fame!—Everybody knows that Cortis is following the medical profession, but everybody does not know where it is that he is practising. Well, it seems that he is assistant to a noted surgeon in a certain North London suburb, and the other evening a young rider in the neighborhood went to this surgeon to be vaccinated. Cortis was deputed to perform the operation, and whilst doing so conversed with a friend, who was waiting for advice. The topic of bicycling coming up, the youth inquired whether he—the doctor’s assistant—“went in for bicycling?” The amateur champion replied drily, “Yes, he *used to do a little in that line!*” No more was said, but as the inquiring youth took his leave, the broadest of broad grins illumined the expressive countenances of the *medico* and his friend.—*Wheel World*.

THE STANLEY SHOW.—Taken as a whole, the show this year had fewer surprises than hitherto; but a general upheaval in quality was noticeable all round. Hollow forks were, we may say, universal; handle bars exhibited elongating tendencies; ball bearings held supreme sway, a great improvement being generally found in their dirt-repelling capabilities; several varieties of adjustable steps claimed attention; springs without number, called for critical examination, india-rubber be-

ing largely used in various methods of adaptation; tires were of better average quality than last year—non-slipping ones coming into considerable favor; whilst in that important item in a roadster, the brake, the double-lever spoon was used with scarcely any exception; yet in this connection, a fact which is simply inexplicable to us is, that although this form of brake (acknowledged as the best) is not the subject of a patent, it should have been so remarkably neglected by the hand of improving fitters.—*Wheel World*.

## RANDOM NOTES.

BY BACKBONE.

At the late Stanley show, on the stand of Messrs. Goy, there was exhibited a novelty, named “The Ideal,” which, although I had the benefit of an explanation from its inventor and patentee, Mr. Hodgkinson, I neglected, at the time, to say anything about. That neglect, however, has just occurred to me, and I hasten to endeavor to remedy it; for “The Ideal,” as a special and peculiar novelty, deserves notice. To detail it in as little space as possible, “The Ideal” cycle is in principle a bicycle with three additional wheels, two small outstanding side ones, a foot and a half from the large wheel, which act as a balancing agent, but which by an admirable spring arrangement have no weight imposed on them, and can be, by the depression of a lever, partially raised from the ground, or gathered up altogether to the side of main wheel. The other additional wheel is in front, and forms the conclusion to what I may term a semicircle backbone, upon which the seat is so balanced as to practically put the whole weight upon the large driving wheel only. The front and back wheel cannot be on the ground at the same time, their use depending on the position of the rider, or the ground traversed. The steerage is effected in large wheel by an ordinary bicycle handle, at the head of fork. It will be seen that the main features sought to be attained in this cycle are prevention of falls, either backwards or forwards, practical balance on one wheel only and consequent attainment of greater speed, absence of jolting or vibration from back wheel, ease in getting up hills, safety even to an inexperienced rider from side wheels, consequent ease of learning without help, and its power of closing up at will of rider. These qualities, if attained, would be undeniably great; but I should remark that it was yet but in theory when exhibited, and wanted practical testing, which has, I hope, by this time satisfied the expectations of its inventor, for it seems to embody many good principles; and that is why I notice it. Owing to the novelty of the machine, this notice is necessarily imperfect, but the best I can supply from memory; and although the specimen exhibited must have caught the eye of many, it was little pushed by the inventor, owing to incompleteness and clumsiness of manufacture, which was done in a

hurry, and gave little more than an idea of “The Ideal.”

I SAW an Otto bicycle the other day ridden by a young lady in blue round Hyde Park Corner, in the busiest part of the day. She managed her steer with the greatest ease; and although there was a complete and difficult block of carriages on at the time (4 P. M.), she settled herself in the midst of them, at the head of her male escort, who was also on an Otto. She attracted the attention of many amongst the fashionable crowd, and I learned that she had been seen previously during the week in Hyde Park. After this display I fully expect to see my anticipations of a fashionable rendezvous for “steel steedists” realized. The Otto would seem a *practical* success.—*Bicycling News*.

## INVENTION

LETTERS PATENT relating to bicycles, and other velocipedes (or some of them), were reported up to 2 March, 1880, but not since, in these columns. It may be of interest and convenience to some of our readers to scan the following list of patents issued in the United States since that date, as reported by C. E. Pratt, Esq., with Clarke & Raymond, Solicitors of American and Foreign Patents, 29 Pemberton square, Boston, Mass., viz.:—

- No. 225,239. S. Sawyer, 9 March, 1880, Brake for Bicycles.  
No. 225,310. A. Vreeland, 9 March, 1880, Velocipede.  
No. 225,585. W. H. Fox, 16 March, 1880, Railway Velocipede.  
No. 225,760. W. Overstreet, 23 March, 1880, Velocipede.  
No. 225,771. R. W. Teese, 23 March, 1880, Velocipede.  
No. 226,504. Esperandieu, 13 April, 1880, Tricycle.  
No. 226,578. G. E. Whitmore, 13 April, 1880, Velocipede.  
No. 227,511. F. Fowler, 11 May, 1880, Tricycle.  
No. 227,685. J. S. Gill and G. B. Alexander, 18 May, 1880, Velocipede.  
No. 227,746. J. A. Fancher, 18 May, 1880, Velocipede.  
No. 228,496. A. Vick, 8 June, 1880, Velocipede.  
No. 228,908. F. Langmarsh and P. Striff, 15 June, 1880, Velocipede.  
No. 228,996. L. M. Hosea, 22 June, 1880, Velocipede.  
No. 229,252. E. K. Hill, E. F. Tolman, and A. H. Howland, 29 June, 1880, Railway Velocipede.  
No. 229,562. C. M. Trautmann, 6 July, 1880, Velocipede.  
No. 229,789. J. Wolff, 6 July, 1880, Velocipede.  
No. 230,176. D. H. Collins and others, 20 July, 1880, Velocipede.  
No. 230,428. O. J. McGann, 27 July, 1880, Velocipede.  
No. 230,669. J. S. Smith, 3 August, 1880, Velocipede.  
No. 230,722. A. Stover, 3 August, 1880, Velocipede.  
No. 231,347. R. Newton, 17 August, 1880, Velocipede.  
Reissue 9,348. J. A. Aspinwall and C. M. Pierry, 24 August, 1880, Velocipede.

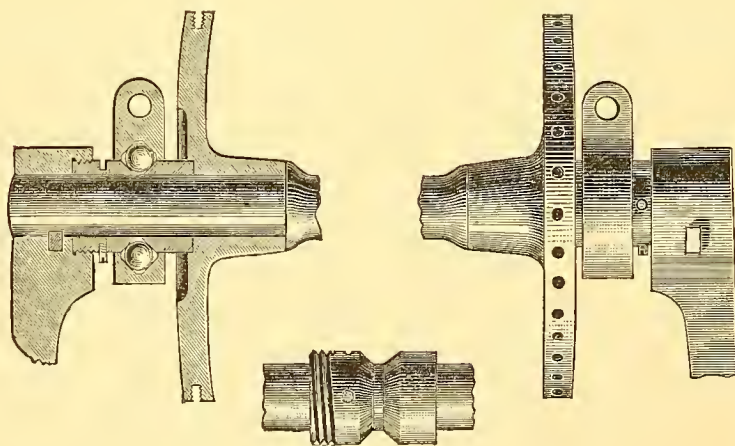


No. 231,609. N. S. C. Perkins, 24 August, 1880, Velocipede.  
 No. 231,622. H. Schlüter, 24 August, 1880, Velocipede.  
 No. 232,620. C. M. Trautmann, 28 September, 1880, Velocipede.  
 No. 232,783. C. E. Tripler, and W. H. Roff, 28 September 1880, Velocipede.  
 No. 232,825. A. C. Johnson, 5 October, 1880, Velocipede.  
 No. 223,396. K. Berger, 19 October, 1880, Velocipede.  
 No. 223,723. H. W. Britton, 26 October, 1880, Licycle.  
 No. 233,671. D. A. Gunn, 26 October, 1880, Velocipede.  
 No. 233,682. G. Lowden, 26 October, 1880, Velocipede.  
 No. 233,691. W. Palmer, 26 October, 1880, Velocipede.  
 No. 233,640. G. W. Pressey, 26 October, 1880, Velocipede.  
 No. 234,064. B. Rieder, 2 November, 1880, Velocipede.  
 No. 233,903. T. B. Treller, 2 November, 1880, Velocipede.  
 No. 233,919. M. Colony, 2 November, 1880, Velocipede.  
 No. 234,722. G. W. Pressey, 23 November, 1880, Velocipede.  
 No. 234,934. H. B. Burin, 30 November, 1880, Velocipede.  
 No. 235,399. J. Arkins, 14 December 1880, Velocipede.  
 No. 235,551. T. W. Moran, 14 December, 1880, Velocipede.  
 No. 235,552. T. W. Moran, 14 December, 1880, Tire for Bicycles.  
 No. 235,720. C. Wittenberg, 21 December, 1880, Velocipede.  
 No. 235,925. G. N. Winslow, 28 December, 1880, Velocipede.  
 No. 236,224. P. Humbert, 4 January, 1881, Three-wheeled Vehicle.  
 No. 236,259. J. Reid, 4 January, 1881, Velocipede.  
 No. 236,372. N. Salamon, 4 January, 1881, Velocipede.  
 No. 236,454. J. Pullen, 11 January, 1881, Velocipede.  
 No. 236,572. W. W. Giles, 11 January, 1881, Velocipede.  
 No. 236,573. W. W. Giles, 11 January, 1881, Velocipede.

No. 238,245. F. Morris, 1 March, 1881, Bicycle Luggage Carrier.  
 No. 238,915. H. Karliss, 15 March, 1881, Velocipede.

THE COLUMBIA BALL BEARING, shown reduced in the accompanying cut, has been in practical use about a year. Patented and owned by the Pope Manufacturing Company, it was designed and at first made for their "Special Columbia" only, and on which it became favorably known. With the increasing demand for ball bearings, which during a year past has become a sort of epidemic, that company supplied it with their "Standard," on which it is interchangeable with an improved parallel bearing, which supercedes cones for their this season's wheels.

It is one of the neatest and simplest anti-friction bearings ever constructed, and consists of a steel box of a single piece, having a lug by which it is bolted to the fork, a row of steel balls therein, and a two-part sleeve on the axle; one part of this sleeve extends into a recess in the hub, and the other into a threaded recess in the crank boss; the latter part is adjustable from the crank by inserting a small steel rod in a slot, and turning it on the axle, — the thread causing it to approach the other part of the sleeve until a perfect bearing is taken, when it is set by the small set screw shown on the under side. There is a small oil duct in one side of the box, not shown in the engraving, by which it is lubricated, and covered with a spring cap. The box being in one part, holds the oil so that it may be run a number of days without oiling; it is practically dust-proof; the bearing surfaces are all case-hardened, and being formed and finished with automatic tools are constructed with great precision. The adjustment is very simple and easy; and the whole when in place occupies little space, and is very neat in appearance.



## L. A. W.

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

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

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

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

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

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

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

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

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

## APPLICATIONS.

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

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

LAWRENCE BICYCLE CLUB.—George W. Hall, Everett Mills; Robert F. Maunders, Washington Mills; Francis Cogswell, Pacific Nat. Bank; Nathaniel M. Cogswell, of Cogswell & Co.; Charles Shattuck, Jr., Shattuck Bros.; Peter W. Lyall, Essex Bank building; John Coughlin, at A. W. Stearns & Co.; Alonzo Tracy, Washington Mills; Everett Chandler, Eagle Office, all of Lawrence, Mass. David B. Smith, of Smith & Manning; John N. Cole, Smith & Dove Manuf. Co., both of Andover, Mass.

The secretary adds, "Every member of the club rides a Columbia machine, and every member of our club will be at the L. A. W. Meet, May 30."

WATERBURY BICYCLE CLUB.—Otto Castrop, No. 18 E. Main street; Charles M. Allen, No. 166 So. Main street; Edward O. Goss, Pine street; Lewis B. Hamilton, No. 135 E. Main street; Lewis E. King, all of Waterbury, Conn.



**MIDDLESEX BICYCLE CLUB.**—Walter J. Barstow, of Remsen Bicycle Club, Brooklyn, N. Y.; Henry C. Murphy, Jr., of same club, No. 28 Court street, Brooklyn, N. Y.

**TOLEDO BICYCLE CLUB.**—Carlton H. Walbridge, president and bugler, 205 Monroe street; Millard F. Richards, secretary and treasurer, 218 Summit street; William F. Dewey, captain, care of Taylor, Rogers & Co.; Harry M. Kelsey, sub-captain, care of Bostwick, Braun & Co.; Bruce B. Barney, Jr., care of Wells Bros.; W. F. West, care of Taylor, Rogers & Co.; Herman S. Halsted, care of Commercial Nat. Bank; John M. Kelsey, 46 Summit street; George A. Reynolds, care of M. J. Cooney & Co.; George C. Osborn, care of Welles Bros.; Arthur E. Baker, care of Witter, Jones & Co.,—members, all of Toledo, Ohio.

**CHELSEA BI. CLUB.**—Additional: Warren T. Currier, 134 Orange street; Albert O. Hall, 690 Broadway; Herbert Rogers, 87 Bloomingdale street; Frank M. Gilley, 189 Washington avenue; Wm. J. Nagle, 156 Park street; Geo. H. Walker, Eastern avenue; Chas. Crosby, 172 Chestnut street; Arthur E. Rowse, 82 Bloomingdale street; Frank Rogers, 87 Bloomingdale street; Lorenzo T. Farnum, 266 Washington avenue; Arthur B. Martin, 837 Broadway; Harry Woodward, 770 Broadway; A. C. Woodward, 50 Woodlawn avenue; Edward F. Brad ord, 49 Orange street; J. A. J. Wilcox, 91 Addison street; Geo. A. Woodward, 770 Broadway; John F. Low, 87 Clark avenue; Geo. H. Hood, 35 Crescent avenue,—all of Chelsea. A. H. Burbank, 3 Pearl street, Charlestown, Mass.

**WALTHAM BI. CLUB.**—Additional: John Lincoln, F. H. Blaisdell, D. Nash Mitchell, John H. Foster,—all of Waltham, Mass.

**BROOKLYN BI. CLUB.**—Additional: Henry D. Braun, 356 Henry street, Brooklyn, N. Y.; John Lee, 326 State street, Brooklyn, N. Y.

**UNATTACHED.**—W. P. Despard, London, Ontario; Kenneth J. Johnston, St. Catharines, Ont.; W. J. Walters, 188 Genesee street, Utica, N. Y.; Adelbert A. Metcalf, Ashland, Mass.; Thomas F. Handy, Providence, R. I.; Harry H. Butts, Providence, R. I.; C. G. Wright, Philadelphia, Pa.; James R. Torrance, 10 Hall Building, Troy, N. Y.; Arthur Lyman Whiton, Hingham, Mass.; Chas. A. Ring, Waltham, Mass.; John G. Hay, Woodstock, Ont.; Frank G. Easton, 225 So. Broad street, Philadelphia, Pa.; Wm. A. Nettleton, P. O. Box 256, Andover, Mass.; Willard B. Segur, 231 Dudley street, Boston Highlands, Mass.

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

HORACE S. TIBBS,  
S. W. MCMICHAEL,  
*Directors for Canada.*

**LENOX BICYCLE CLUB, OF NEW YORK CITY.**—F. F. Ames, secretary, 791 5th avenue; E. Y. Weber, J. N. Stearns, L. Stearns, H. Groesbeck, P. Niles, H. Knickerbocker, G. Gray, G. Bartlett, J. Buck, E. Richar, L. Labens, W. Hunter, W. Brokan, S. DeForest, H. J. S. Hall, P. Bigelow, P. M. Campbell, all of New York City.

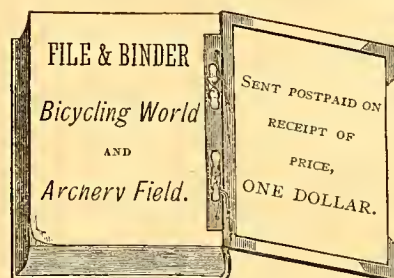
This club made application 9 March, 1881, and are entitled to whatever benefits might have resulted from the publication of their names in our issue of 18 March.—*Ed.*

#### THE B. T. C.

*Editor Cycling World:*—It was novel to me to see the well-known name of President Pratt figuring in your columns as a correspondent of the paper over which he has held editorial sway during the first year of its existence, but not at all novel to find him advancing and advocating an idea calculated to increase the good fellowship and kindly intercourse which should obtain among all good wheelmen. In his suggestion that there should be a meeting of B. T. C. members about the time of the May Meet, he has but anticipated my desires and intentions, my arrangements for such a meeting being already nearly perfected; and I think and hope that he will there find good evidence of that *esprit du corps* which certainly exists among us, although he appears to consider it is lacking.

Permit me to assure our popular president that I am not "too much engrossed" in my business interests to neglect any duties which I have voluntarily assumed or accepted. I shall perform them imperfectly, perhaps, but certainly to the best of my ability. Temporary B. T. C. headquarters will be established in Boston during the forthcoming Meet, and at them all B. T. C. members will be made welcome. Social intercourse will, I think, be found to prevail, and perhaps a business meeting, if time permits, can be arranged. If he be not "too much engrossed" in his official duties on this occasion, I shall hope to see our worthy president participating in the former, and lending to the latter the assistance of his counsel.

FRANK W. WESTON,  
*Chief Consul B. T. C., etc.*  
SAVIN HILL, 25 March, 1881.



## DIRECTORY

OF

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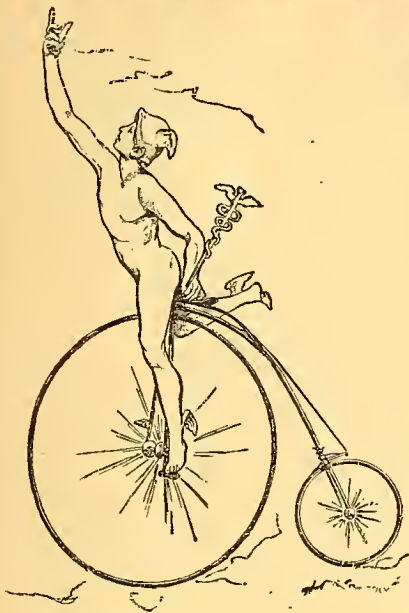
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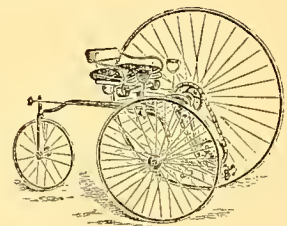
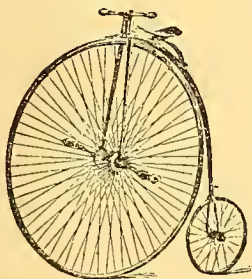
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