

THE Bicycling World

ARCHERY FIELD

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

[VOL. 11. CONTENTS

No 23]

Corrente Calamo	357
Editorial—BICYCLING WORLD	359
The Literature of Bicycling	359
Training, II.	359
The Exhibition	360
Some Tricycles	360
The Otto	360
The American Star	360
Wheel Club Doings	362
Essex Club Song	363
That 'Xtraordinary Plea	363
L. A. W.	364
Archery Field	365
Putting the String across the Target Face	365
A Couple of Suggestions	365
Odds and Ends	366
A Mathematical Demonstration of the Truth of the Present Target Valuation	366
A Spring-Time Phase of Archery	367
Eastern Archery Association	367
To My Wheel	367
Correspondence	368
Chicago Notes	368
Milwaukee Notes	368
From Pittsburg's Classic Gloom	368
A Solemn Suggestion	369
An Archery Appointment	369

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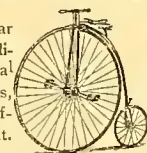
ALL BICYCLERS, whether or not they are members of L. A. W., are cordially invited to participate in the League parade at Boston, 30 May. The League was formed with the idea of assisting and protecting those bicyclers who would give it their support; but it is a hospitable organization, and will not exclude from the grand parade at the annual Meet any club or any reputable bicyclist who may desire to appear. Clubs that are not attached to the League may, upon application to Commander Munroe, of New York, receive a place in the line, and while on parade will be subject to his orders.

In response to the invitation extended by a committee from the Boston Club, between thirty and forty representative bicyclers assembled at 40 Providence street, from Providence, Worcester, Waltham, Middlesex County, and from the outlying towns around Boston, to make some preparation for receiving L. A. W. members at the Meet. The meeting was called to order by Mr. Harrison, chairman of the committee; and upon motion of Mr. Kempton, President Pratt was called to the chair, and Mr. George E. Pope, of the Massachusetts Club, was chosen secretary. In the brief discussion that followed, the prevailing sentiment was for a most generous and hospitable reception of all League members, especially of those who come from any distance. To systematize the matter, a general entertainment committee of five was appointed, with full power to select sub-committees on finance, reception, hotel accommodations, police arrangements, printing, railroads, and transportation. The following gentlemen, Messrs. Hodges, Carpenter, Shillaber, Dean, and Harrison, comprise the entertainment committee. The meeting adjourned, subject to the call of the committee.

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It is rumored that a very cordial invitation has been sent to the Park Commissioners of New York, to attend the League Meet in Boston. They probably will be allowed to attend one hour in the morning and one in the afternoon.

THE indications are that Western men will take to bicycling in large numbers this year, and if the pastime becomes popular among them, it will receive a

most generous and enthusiastic support. Chicago and Milwaukee have large and flourishing clubs, the latter leading the Eastern clubs in League membership; and the smaller towns are waking up to a realization of the beauty and efficiency of the wheel.

THOSE members of the B. T. C. who may be present at the forthcoming League Meet, will find that Chief Commander Weston, B. T. C. has made arrangements at one of the hotels for a room, to be utilized as their headquarters, and where all Touring Club men will be welcomed.

L. A. W. BADGES can be obtained of Dillwyn Wistar, No. 233 North Tenth street, Philadelphia, who has been appointed treasurer *pro tem*. Applications for badges should be made immediately.

SEVENTY-EIGHT new names added to the League membership this week makes the L. A. W. department have a business-like appearance. The clubs that join now take *precedence* in the parade over those who delay becoming members. It is understood that the order observed on parade will be regulated by the date of a club's admission to the League, so that those who gave it their support when it was in its infancy shall have the leading places. If the unattached men wear the League uniform, they will present as fine an appearance as any club in the line.

THE world *does* move. The New York *Tribune*, a paper that has regarded bicycling with magnificent and impressive disdain for the past three years, now condescends to notice wheeling interests quite regularly. It modestly acknowledges that Boston offers the greatest inducements this time for a grand Meet, and ends up some recent comments by saying, "It is thought that 1,500 wheelmen will take part in the procession." This is *too* good, — about 750 wheelmen too good; but next year, when the Meet is in New York or some other place, we may astonish the non-bicycling community with about that many wheelmen in line.

THE removal of the championship contests, Bicycle Union, from London to the Provinces, has created considerable excitement among English riders of the wheel. The Union derives its chief support from the metropolis, but it is only just that the minority should have some of the benefits of the organization. The opportunity given to provincial riders, whose interest in racing is a live one, to observe the character of work done, will benefit the Union itself.

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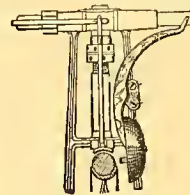
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THE Bicycling World

ARCHERY FIELD

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

BOSTON, 15 APRIL, 1881.

THE LITERATURE OF BICYCLING. — It has been a matter of surprise, not only to outsiders but to bicyclers, and even to the editor of this journal, that so exclusive a sport as wheeling should be so rich in material for a literature. At the beginning of this year, the publishers made an effort to brighten the dreary days of winter by printing an attractive mid-winter number; and this enterprise was the means of calling out many accomplished writers whose abilities had been unknown to the world of bicyclers. The principal feature of the number was the interesting narration of a bicycle tour in England, by Mr. Alfred. D. Chandler. His views from the wheel are so easily and gracefully presented to the reader that they form an attractive picture gallery,—such a one as would linger in the memory of an observant tourist. Those particulars of the tour which are of practical interest to bicyclers were handled with care, and the whole description so well drawn that it could not come from a pen untrained and unknown in literature. In a preceding number, the first of a series of articles appeared on a "Comparative Study of the Bicycle," which at once commanded the interest of bicyclers and stamped the writer as a man of clear

mechanical understanding, as a shrewd observer, and as an experienced writer. The secret is out that "H." stands for Hawley, and that the gentleman from Washington, whose love of bicycling amounts to the best kind of enthusiasm, was the first to give impulse to a critical examination of the "wheel."

Strange to say, the discovery of the romantic side of bicycling was made by a young lady, and by one who knew nothing more of the pastime than she had acquired by her own observation. Miss Madeline had already won popular favor by her sharp witticisms at the expense of the club costumes of Boston, and had aroused considerable curiosity as to her identity, when she gave to the BICYCLING WORLD its first story. "Ixion" followed quickly with a bright little romance; but since then, no one has dared compete with them in the field where they have achieved such marked success. They have contributed also to the poesy of wheeling, and so ably as to prove that they are as versatile as they are skilful.

Among the correspondents, L. J. Bates, of Detroit, is certainly the most popular, as his quaint humor is always gladly welcomed by wheelmen, whatever its object. "Knick O'Bocker" was—we are sorry to say *was*—always a favorite, as his fragmentary witticisms and jolly little rhymes formed an attractive light reading for wheelmen. The "Two Chromos," "Carl," "Middlesex," "London W.," "Whele," "Augusta," "Rolain," Mr. A. S. Parsons, and Charles Lockyer form a charming *coterie* of regular correspondents, whose communications are always read with interest; and there are a host of others who have as yet made no ambitious attempts, but who may be heard from in the future. A literature has been established and has the brightest prospects. The well-known writers have promised entertainment and instruction for the future, and there are coming some brilliant contributions from new writers.

TRAINING. — II.

EXERCISE.

AFTER laying a sure foundation for good health and strength by proper dieting, we may next consider the subject of exercise.

The amount of exercise or track work to be taken depends largely upon the distance to be run, length of time spent in preparation, and possibly the comparative value of the contestants. A general idea has prevailed that in preparing for a

race it is only necessary to be in the saddle as much as possible.

Nothing injures speed more than hard road work. It is an acknowledged fact that the best athletes are the men who have never performed continuous manual labor.

This fact especially applies to bicycling contests. In order to produce the best results the muscles should be limber and elastic, in order to stand the rapid contraction and expansion that is required of them. Quickness of movement combined with long wind and endurance are the winning cards.

Of the different distances generally run, four only need be considered here, viz.: the quarter-mile dash, half-mile, one mile, and two miles.

The quarter-mile is generally a dash race; that is, it is, it is not run in heats. There is but little to say concerning this distance, excepting to cover the distance *twice a day* at best speed. The remainder of the time can be spent in making spurts of one hundred yards, to accustom one's self to the quick motion of the pedals. The distance in this race being so short, there is but little danger of overdoing, but as a general rule it is not considered best to even do more than *half* the distance. The full distance a speed should in no case be attempted the day preceding the race. A quiet spin of from two to five miles can, however, be taken during that day, but it is not always advisable.

The half-mile is run both as a dash and in heats. More care is necessary in preparing for this distance than in the quarter, as the danger of overdoing is increased. At the commencement of training the quarter-mile *only* should be done at speed, but as the condition improves the half may be attempted.

The last quarter should always be done as quickly as the first. A man in perfect condition should be able to do the second quarter some two or three seconds faster than the first.

In other words, always keep a little "spurt" up the sleeves for the finish. The same method should be adopted for the mile, excepting that the whole distance should not be run more than every other day. As the distance increases, greater care should be observed in not overdoing. Many trainers believe in making only half the distance in preparing for a race, excepting in the final trial to ascertain what the distance can be covered in. I believe that this method is certainly preferable to doing the entire distance every day.

The quarter-mile requires speed, the mile both speed and endurance, and the two-mile endurance. A two-mile race should never be run in heats.

For the two-mile race commence with the half, make a mile at the same speed as the half, and finally the two miles in the same proportion, every half to be in the same time. When this can be done with comfort, commence cutting down the last quarter a second or two, then tackle the

last half and bring that down, and finally be able, if necessary, to do each half from one to five seconds quicker than the preceding one. It matters nothing if at first the two miles cannot be covered in less than eight minutes. That is your basis to build from. Make every half in two minutes, and do it until it can be done easily. Each time it is done it will come easier, and by gradually reducing the time for each half a second or two, rapid and easy dash may be made finally without distress or injury.

As to the proper time to do track work, either the forenoon or afternoon will answer, if the work be light. After breakfast a rest may be taken for hour or so, occupying the time by reading or attending to other matters. At ten o'clock, strip, mount, and do one or two miles moderately to limber up the muscles and open the lungs; then commence the work laid out. An hour at a time should be sufficient.

After cooling somewhat, take a good rub down and dinner, after resting fully an hour. Another hour's work may be done in the afternoon. A sponge bath should be taken, followed by a good rubbing, which not only rests and relaxes the muscles, but induces a healthy circulation. After a light tea the evening may be spent in any manner agreeable to the taste.

It is well to retire at a regular hour, and take an equal amount of sleep each night; from seven to ten hours should be sufficient. Upon arising, take good rub down, but we would not advise bathing, as it is apt to enervate one, and taken on an empty stomach might interfere with digestion.

Regular habits, including a regular time for the stool, should be rigorously observed. A small glass of Apollinaris water may be taken before breakfast as a corrective.

A good house exercise is to stand with the hands on something about the height of the waist, and jump from one foot to the other, quickening the motion and imitating the movements of the pedals as much as possible. This training is the one employed by Charles Terront, the French champion, to such good advantage.

This exercise can be taken at any time during the day, care being not to strain the muscles of the leg or thigh.

THE EXHIBITION: WHO WILL FATHER IT?

Mr. Editor:—Several writers in your columns have proposed to have an exhibition of bicycles and tricycles at the same time and place with the L. A. W. Meet.

This idea is a most attractive one, and I cannot believe that wheelmen will fail to support such an undertaking. Further than this, it seems to me that many who might not undertake the journey to Boston for the Meet alone, would go there when such an exhibition is an added attraction.

Perhaps it is too late for the L. A. W. to undertake such a thing, but cannot some one else do it? Why will you not undertake it? The BICYCLING WORLD has been progressive from the start, and has kept pace with the progress of bicycling in the United States. I think very likely it has been rather ahead of the support given it. I would not for a moment think of asking you to expend from \$150 to \$250, for the amusement or instruction of wheelmen; but if you will undertake it, I believe the clubs of the whole country will aid you.

I do not know how many clubs there are in this country, but presume there must be fully one hundred; and probably more than half of them, if appealed to, would contribute to defray the expense of the proposed exhibition.

If the money required is guaranteed in advance, the show would undoubtedly succeed, and it is not at all unlikely that the admissions during three days would pay the whole expense. On referring to Spinner's article, from Portland, Me., I see that he is confident that the enterprise would take care of itself. He exhibits the right spirit, and I do not believe he is at all exceptional in his feeling. Let the BICYCLING WORLD suggest that the various clubs of the country pledge themselves to contribute \$5 to \$10 each, for this exhibition, with the understanding that only the smaller sum be paid in at the beginning, and that whatever may be earned in admissions, over and above expenses, shall be paid back to the clubs.

To open the ball, I pledge the Capital Club, of this city, for the named sum, or more if needed; and your appeal, I feel certain, will be responded to just as cheerfully by the Arlingtons of this city. Who speaks next?

If the WORLD cannot undertake this affair, will not the veterans of the Boston club do it? Let them become the Stanleys of America, and show us a bit of Boston enterprise. Perhaps I can appeal to their pride, by saying what is pretty sure to be realized,—if some one in Boston does not do it now, it will be done elsewhere another year. If your residents will undertake it, we will do what we can to make it succeed. We promise in advance, at least one or two fine machines for the show, and perhaps some drawings and suggestions for improvement in the future.

Many may not understand why so much money might be needed: I hope I am mistaken as to the amount, but fear that the rent of a good hall for three days, transportation, packing and unpacking, attendance, and lights, would together demand as much as I have named.

The importers and manufacturers could leave machines during the whole period of the exhibition, and some riders might send theirs on to be permanently on view during two or three days. Others who bring machines which may be desirable for public inspection, and yet wish to ride them, could remove them from the

hall during parade time, or when they desire to ride, and leave them at all other times on exhibition.

Many of our friends and brother wheelmen have really never seen any great variety of bicycles, and some of them have never seen a single tricycle or 'Xtraordinary Challenge. The exhibition would furnish a most interesting entertainment to every one, and to these persons especially.

Perhaps if the exhibition were undertaken at once, foreign makers might send on exhibits.

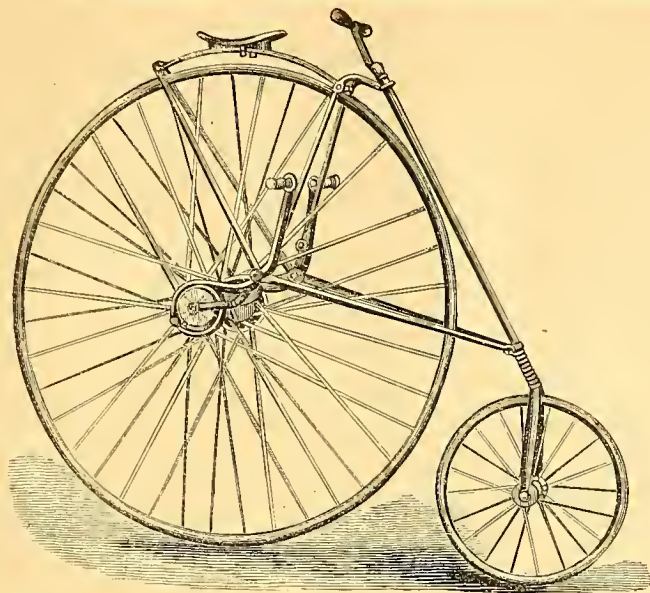
However, it is useless for me to make further suggestions. If the BICYCLING WORLD or one of the Boston clubs were to take charge of such an exhibition, it would be managed well and would succeed.

CAPITAL P.

WASHINGTON, D. C., 4 April.

SOME TRICYCLES. III.

THE "OTTO BICYCLE." THE "AMERICAN STAR."—In my last paper I adverted to the fact that not every three-wheeled vehicle propelled by a man is a tricycle. It is even more obviously true that not every two-wheeled velocipede is a bicycle. "Bicycle" is a specific name given to a highly developed species of the velocipede, whose characteristics are unmistakable, but could not all be shadowed in a brief name; and although the word used might from its derivation have been applied to any thing having two wheels, it was not, and it ought not to be. "Velocipede" denotes a genus or class, "bicycle" denotes a species or a particular construction within that genus; and so "tricycle" denotes another species. A chaise is not a bicycle, even if modified to be propelled by the rider. No more is the so-called "Otto Bicycle" of England, which, by the way, was patented in this country 18 February, 1879. This latter has two large and equal wheels both running on one bent axle, and between which the rider sits on a depending seat, and propels by pedals on a cranked sub-axle, on either end of which is a pulley connected by a band with a pulley on the hub of the wheel. The wheels are very large, of the suspension, rubber tired style; the seat has a back and a spring; there are foot rests; the crank shaft is adjustable toward and from the seat for different lengths of leg, etc.; and there are two brakes operating one on either hub, together to stop the machine, and separately to guide it. It is, of course, considerably heavier than a bicycle, has more frictional parts, and has some peculiarities of control. There is a pendulum motion for the rider, whose safety in some respects is offset by danger in others. There have been one or two in this country, but it is not yet on the market here; and from the slowness of its introduction abroad, where, after more than three years of existence, it is still a novelty, I judge it will not soon be very widely seen or sought.



It may be a very good kind of velocipede, but it isn't a bicycle, and it ought not to be called so. To be sure, it is also not a tricycle; and that I may anticipate some reader's criticism for introducing it in a series of papers on tricycles, I will say that my reason is twofold: first, it serves by way of illustration to aid my insistence on a correct use of terms in the trade as well as in the literature of the time; and second, it is on a kind of border land between the bicycle and the tricycle, about equidistant, perhaps, from both, but nearer the latter, if either, and just as well described here as in any other article.

The foregoing remarks apply to another machine, which is more prominent in name than in use; namely, the "American Star Bicycle," an electro of which furnishes a fair likeness above. Mr. George W. Pressey, of Hammonton, N. J., designed it, and applied for a patent in May of last year, and again in September for another patent, both of which were granted later in the fall. Apparently, to aid in negotiating these patents, a considerable amount of advertising has been done for this velocipede. So far as I can learn, only one has been built and put into actual operation; but that was ridden some last fall, and several bicyclers tried to ride it and found its management a new and difficult art. It has n't been on the market nor obtainable by would-be riders yet, though the Smithville Manufacturing Company has announced that it would make them. Though it had not passed the stage of experiment, and was not manufactured or in the market, it has nevertheless been heralded in most liberal supply of circulars, shown up with extravagant claims in *Harper's Weekly*, secured a place in the *London Field*, and given its page in the *Cyclist*. All this advertising has naturally elicited considerable inquiry, and the fourteen or more claims of superiority over all other machines have

elicited some great expectations. I do not purpose to praise or condemn, but simply to describe it: and the space taken may be excused on account of the paper notoriety referred to, though it might not be for other reasons.

This velocipede has a large suspension wheel loose on its axle, held in a frame which bears a saddle over the wheel, and extends forward and upward to furnish bearings for a steering rod or shaft; this steering rod has a handle bar at its upper end, and a fork and bearings at its lower end for a smaller wheel. The larger wheel is the supporting and driving wheel, while the smaller wheel, placed in front, is the guiding one. On the axle of the large wheel are two boxes or drums, one on either side of the wheel, divided into two parts, — one part containing a wound spring and fixed to the axle, and the other part containing a ratchet and pawl mechanism, — and on the outside of each drum is a strap connected with the drum at one end and to the lower end of a bent lever at the other. This bent lever is pivoted to the framework above and a little forward of the hub, and to its upper end, curved forward and upward, is attached the pedal. Pressure on the pedal depresses the forward end of the lever, raises the rear end, and thus pulls on the strap which revolves the drum which turns the wheel which carries the machine and rider forward; and when the pressure is withdrawn from the pedal, the spring in the drum reverses the motion of the drum, winds on the strap, and brings the lever and pedal to position again. The pedals may be operated either together or alternately, and there is no back pedalling. The spokes are attached to the hubs by bending them about pins near the periphery and crossing them, so as to give them a tangential pull; and the tires are held by a metallic core tightened by nut and thread fastenings. This may be a very good form of velocipede, but it

is n't a bicycle, and ought not to be called so.

The claim of the inventor that "it can be ridden safely over logs six or eight inches in thickness," reminds me of the good Bible-reader's remark, when he learned in the commentary that a man could not marry his grandmother: "Well, who the devil wants to?" An expert will ride a bicycle over a log or up steps, but with neither machine is that a practicable or desirable use.

The mode of fastening by a metallic core is not new, nor is the arrangement of tangential spokes, nor the placing of the small wheel in front, nor the driving by clutch mechanism. In fact, the last two particulars, for which so much is claimed as of special advantage in this machine, are both of old style, and the tendency of improvement in both bicycles and tricycles has been away from them.

The "American Star" is a very difficult of mounting and of control; there is a tendency to backward falls; and any pull on the handles lifts the front wheel, so that the rider's weight is substantially all the power he can apply. The machine is heavier, there is more friction, and there are springs whose force is to be overcome; and so, aside from the greater difficulty of balance, it is not so advantageous for road riding as the bicycle, however it might be on the level racing path. A better judgment of the machine can be formed, however, when some competent maker shall perfect the machine and put it in the hands of riders who can test it in practical use.

I have used up my space, Mr. Editor, without reaching a tricycle proper; but next time I will describe one, and an American one too. [C. E. P.]

P. S. I note with pleasure the communication of "Ixon," in the *BICYCLING WORLD* of 1 April, in which he writes of tricycles, with his usual grace of expression, and takes me up for having "spoken too highly of the 'Excelsior' or 'Harvard' tricycle." I do not agree with "Ixon," in his preference for "leading steerers." To put the steering wheel in front is like putting the rudder of a boat at the bow instead of astern; and as usually found, it is everwise in the way besides. As to the distribution of weight, that is or should be the same in both constructions; and I think the trouble he refers to, about more skidding on inclines with a rear wheel, is imaginary. I have tried the "Salvo," and several other front-steering machines; some of them are very excellent. But it is still true, as I have before remarked, that placing a small steering wheel in front, whether in tricycles or any other form of velocipedes, is an antiquity which the progress of improvement has tended away from.

I do agree with "Ixon" that the spoon brake on a small steering wheel is insufficient for steep hills, though with back pedalling, and in any ordinary riding, it answers well enough. The

band brake, where it well constructed, is effective, but is of course applied at disadvantage. The brake should, I think, be applied to the periphery of the driving wheel or wheels; that form adopted in the "Cheylesmore Club" tricycle, of the Coventry Machinists' Company, is a particularly good one.

WHEEL CLUB DOINGS

A NEW bicycle club has been formed in Providence, under the name of the Hope Wheel Club, consisting of the following members: President, H. F. Lippitt; captain, P. Waterman; lieutenant, R. L. Lippitt; secretary and treasurer, C. T. Howard; E. Howard, F. A. Nightingale, J. K. H. Nightingale, F. Harris, W. Waterman, J. A. Cross, E. G. Thurber, S. Harris, W. Thurber, R. Harris.

THE STONEHAM BI. CLUB has now a dozen members, and is rapidly increasing its list. The club was organized 20 January, 1881, with the following officers: President, Henry Hersam; vice-president, Frank Messer; secretary, Thos. H. Gerry; treasurer, Charles Poor (he will probably have to change his name); captain, Herbert Sheldon; and sub-captain, Homer Hay. Uniform, gray shirt and stockings, dark-blue knee-breeches, and blue hat.

THE MIDDLESEX BI. CLUB, of Malden, has adopted a new uniform, consisting of gray mole-cloth knee-breeches, with blue belt, white flannel shirt, blue stockings, gray round-top cap with visor, and the monogram "MX" worked in the cloth. Several of the members had run to Revere beach on Sunday, 3 April. They went down serenely, but coming back they struggled against the fiercest north-wester they ever faced. The smooth beach was in fine condition for riding, and it ought to furnish some sport next summer, when all the fine improvements are made there.

PROVIDENCE NOTES.—At a meeting of the Providence Bi. Club, held last evening (Saturday), the resignation of W. J. Burton as secretary and treasurer was received and accepted, and Mr. C. T. Handy appointed to fill the position temporarily. His address is Broad street, corner of Eddy. They have a special meeting next Saturday evening, when a new hat will be adopted. Mr. I. S. De Munn and Dr. W. W. Bridge were elected to fill the vacancies on the executive committee. The club transferred its headquarters from the skating rink to Mr. Handy's salesroom and riding rink, where all visiting wheelmen will be welcome. There were three applications for membership, and we shall probably send between twenty and thirty members to the L. A. W. Meet. Should any wheelman from west of Providence come by way of Providence, we should be pleased to act as escort if they prefer the roads to the cars, and would also entertain such as can pass the night here. The head-

quarters of the club in Boston, during the Meet, will be at the Hotel Brunswick.

O. A. N.

MILWAUKEE BICYCLE CLUB.—*Editor Bicycling World*:—The annual meeting of the Milwaukee Bicycle Club was held Monday evening, 4 April, at the Broadway headquarters, when the following officers were elected to serve for the ensuing year:—

President, Lemuel Ellsworth; vice-president, Andrew A. Hathaway; secretary, Angus S. Hibbard; treasurer, Frank G. Stark; captain, Andrew A. Hathaway; sub-captain, Fred H. Browne; first lieutenant, Angus S. Hibbard; second lieutenant, Henry W. Rogers; third lieutenant, Edward Chapman; fourth lieutenant, Fred L. Pierce.

President Hathaway called the meeting to order, after which the minutes were read and accepted. An interesting paper was then read by F. G. Stark, which embraced all the important points of the club's doings, beginning with the club organization, 13 April, 1880, with thirteen members, and including the runs, meetings, etc., up to the present date. The secretary's report shows that the receipts for the past year were \$166.20, expenses \$34.05, leaving a balance of \$132.15 in the treasury. George Nash and J. M. Miller, Jr., were elected to membership, which now makes a total active membership in the club of fifty as hearty, gentlemanly fellows as can be found. A motion was then made that gray helmets, knee-shaped stockings, white flannel shirts laced with blue silk cord, and dark-green web belts with nickel buckles, be adopted, which was seconded and unanimously carried. The boys then adjourned to the hall and enjoyed a delightful half-hour spin. During the session, the club was honored with a visit from Judge D. W. Small, who resides at Oconomowoc, who, after favoring them with a speech, cordially invited the club to partake of his hospitality whenever they chanced to ride in his neighborhood.

H. W. Rogers opened the season Tuesday afternoon, 31 March, by riding from the club headquarters to his residence on Grand avenue, a distance of a mile and a half. Louis Durr, assistant manager of the *Daily Sentinel*, is riding a 52-inch Columbia. J. F. Antisdel, manager of the Townsend House, at Oconomowoc, and D. W. Fowler, the genial host at Lakeside, have both ordered flags with the club's monogram, which they intend to place on their respective hotels during the summer. The prospects of 'cyclers in this city are discouraging, to say the least, as snow and ice are still two feet deep on all the streets, while out in the country there is a sufficiency to last until the latter part of this month. The members whose names were sent last fall to the secretary of the L. A. W. for membership, have just received their League tickets.

CYCLUM.

THE second annual meeting of the Brooklyn Bi. Club took place at their

headquarters, 77 Clinton street, on 5 April. Messrs. John Lee and Henry D. Braun were admitted to membership, and the following officers were elected or the ensuing year: President, J. P. Wintringham; captain, W. F. Gullen (re-elected); secretary, E. A. Caner (re-elected); lieutenant, W. S. Wintringham; committee, Andrews Preston, Geo. W. Hunt. Secretary Caner's address is P. O. Box 2,809, New York City.

Yours truly, W. F. GULLEN.

FAST DAY IN BOSTON.

THE bright and cheery morning sun shone down upon some sixty bicyclers and several hundred spectators in Trinity square, on Fast Day. The holiday was observed by bicyclers generally. A club run was called by the Crescents, and an informal Meet was had by the Boston and Massachusetts Club men. About twenty-five Crescents wheeled into line and departed at ten o'clock, for Blue Bell Inn, East Milton; and, a half-hour later, a large party of bicyclers, headed by the Massachusetts men in handsome new uniforms, set out for an extended run through the suburbs of Boston. At Chestnut Hill they were joined by more bicyclers, and from there the party rode *ad libitum* in various directions. The largest division struck across the country through Brookline, Jamaica Plain, West Roxbury, and Dorchester, to Blue Bell, where refreshments for the inner man were extensively served and quite as extensively devoured. The day was a beautiful one,—the air clear and exhilarating, and the sun not too warm, but just warm enough; and the stimulus of this foretaste of the season's pleasures excited some of the fast riders so that on the run to Blue Bell, a scrub race was indulged in. Billy Bernhardt, the fighting editor, Baldy, Scribe, and the Granger from the Lowell, darted off in a reckless struggle for the first place, and the others followed hard, to witness the *finale*. Scribe and the Granger were soon left, and then Baldy let up, and finally Billy Bernhardt's slim but graceful form was seen two or three lengths ahead of all competitors, and a more moderate pace again prevailed. The Crescents had arrived at Blue Bell in advance of those who made a more extended tour, and were already enjoying themselves when the second party arrived. The return home was made in good order, and in time for the evening's entertainments.

THE ERIE BICYCLE CLUB, of Erie, Pa., has now sixteen members, and is in flourishing condition financially and otherwise. The list of officers for the coming season is an excellent one, and is composed of the following gentlemen: Henry R. Bramhurst, president; Frank Fairbairn, captain; Frank B. Whipple, sub-captain; Frank C. Snell, bugler; and A. Gregory, secretary and treasurer. The club has quite recently joined the League.

HARTFORD WHEEL CLUB. — *Editor Bi. World*:— The "Hartford Wheel Club" held its annual meeting Saturday evening, 2 April, and elected the following officers: Arthur H. Eddy, president; Clark Lawrence, captain; Elmer M. White, secretary and treasurer; George Austin, senior sub-captain; Arthur Waite, junior sub-captain; Frederic C. Penfield and Thomas Waite, executive committee. New riders are coming out almost daily. The sport promises to be very popular here this year. Several additions are expected soon to the club. We shall send a delegation to the League Meet.

SECRETARY.

ESSEX CLUB SONG.

COME, boys of Essex, mount your steeds !
Fling vexing care aside !
Sing gladly of the wheel that speeds
Beneath us, as we ride
Through leafy streets, past stately manse, —
We're joyful as we go ;
With health each tingling nerve will dance ;
No man feels aught of woe.

We sing, we sing our Essex's praise,
The name we dearly love ;
With happy hearts, our voices raise
To blue skies far above.
Loud through the country, far and near,
Our bugles' notes are heard ;
Their meaning *we* alone can hear :
Each note to us, a word.

THE BUGLE'S SONG.

Merrily ringing, sweetly singing,
Listen to my call ;
Softly sounding, then astounding
With its rise and fall.
Hearken, riders, no outsiders
Know the tale I tell :
But my story, bright with glory,
Essex knows full well.

Quickly speeding, never heeding
Danger in the road ;
Then my warning keeps from mourning
All who know the code.
'Cyclers jolly, show no folly
As you fly along ;
Cautious steering, hear how cheering
Sounds the bugle's song.

IXION.

NEWARK, April, 1879.

THAT 'XTRAORDINARY PLEA.

ARE we to have a new revolution in wheels? Are the six or eight thousand bicycles in use in this country, and made by two or three hundred different makers, to be at once laid aside and superseded by the adoption of an erratic or divergent make of one manufacturing concern? If so, there will be a wide shutting up of shops, and Singer & Co., of Coventry, England, and the Pope Manufacturing Company, their agents here, will become monopolists in a sense which has never been realized yet. And all this because the bicycle is n't sufficiently safe, comfortable, and easy of mounting and dismounting!

In the exceedingly well-written paper of the genial Mr. Hawley, on "Safety Bicycles," in the last issue of the *Bi-*

WORLD, he pressed the claims of the 'Xtra to such an extent as not only to raise these questions, but to call for some comment. It would seem that when he mounts an idea, he at once coasts down the page, legs over, with a rush that has the appearance more of trusting to luck than to any concern of reason that he shall not be run away with. So, when the idea dawned and grew upon him that the 'Xtra is an interesting variation in machines, and is safe as regards liability to headers, he mounts and coasts with that, — the idea I mean, not with the 'Xtra; for some of us who know Brother Hawley, and his career as an accomplished wheelman, are not aware that he ever rode an 'Xtra a whole day on the road, putting all mounts together. So far as we have observed, he has taken his riding straight; that is, on the bicycle proper. Knowing these acts, it is amusing to read his urgent advice to "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 other machine." Really, Brother Hawley, would n't it be better for you to try it before advising everybody else, as if it were an ascertained fact? To some of us who have ridden the bicycle for days together, away into various towns and States, and come home again safe and sound, after extreme enjoyment and recuperation, and thoroughly satisfied with the comfort, safety, and ease of mounting and dismounting of our bicycles, it is a little more than amusing to have you come and urge, "Let the ordinary bicycle be kept for town use, racing, parades, and short journeys," — as if the bicycle were good enough for a plaything, or to be used only on spectacular occasions, but must be thrown aside as a practical vehicle.

Let us see how Brother Hawley arrives at this conclusion; for his long article reveals some of the way-marks of his course. "The manufacturers wrote me 1 March," — so he had been studying the matter for a month! and gets his strongest reasons and strongest impulse from the manufacturers. That is good: if you want to know anything about a machine and its comparative merits, write to a manufacturer. You won't find over 300 BEST machines in the market; probably you won't find over 300 styles of machines that the manufacturers will say, as the manufacturers of the 'Xtra write to Brother Hawley, as he says, "The 'Xtra has long, assed its experimental stat, and is universally recognized as a bicycle which combines both speed and safety. It is just as fast on the road as the ordinary" (it is a comfort to know that they don't claim it as faster), "easier up hill and safer down hill, and has climbed steeper ascents than any other bicycle in existence."

Now that is modest, — for a manufacturer, — but must we believe the miraculous? Really, Brother Hawley, do you believe that the 'Xtra can climb a hill anyhow, any more than any other ma-

chine? Do you believe that it makes any difference what man you get on to it to make it climb? Do you believe that Singer & Co. know all the ascents that have been climbed by riders on different machines? Do you believe that it is any easier for the same man to climb the same ascent with a machine that weighs fifty pounds than it is with one that weighs forty pounds? or with a machine on which he sits nearly midway between two wheels with half his weight on the smaller one, than it is with one on which he sits with nearly his weight upon the larger wheel?

Now, who wants to ride over "large stones, brick ends, etc.?" and who would not be disabled by riding so, even if he got no fall? As to riding in sand and loose roads, and rough roads, don't you know yourself, brother Hawley, that it is n't the danger of headers that makes it impracticable, but the constant tugging of the wheels, that exhausts your power of propelling? When it takes more than 200 pounds to pedal to drive your machine, you can't ride very far. "The ordinary bicycle," says Brother Hawley, "has never made any record in the United States, to compare with that of the 'Xtra in England"; and then he cites some "times" made by wheelmen of experience and skill not yet acquired by any on this side the Atlantic, and made on racing paths, and not as good as the reported times, over similar distances, with the ordinary bicycle. What does that prove? Not that the 'Xtraordinary is a swifter machine, nor that it is as swift. Now, if it rides easier, and is more comfortable, why should n't it be as swift, with the wheel of the same size? The fact is, Brother Hawley, it don't ride as easy: it is a heavier machine; it has more frictional parts, and you don't sit to as good advantage on it, and the balance or equilibrium is more difficult, and the steering is not as easy or as steady; and the very statements and results which you cite in your article show that these are true, and that with the same exertion, on the same track, you cannot go as fast or as far with the 'Xtra of the same size wheel, — namely, one just to fit the rider, — that you can on the ordinary bicycle. "The manifold advantages" of the 'Xtra which Brother Hawley assumed to point out, when simmered down, amount to this, that its saddle is set back further from a perpendicular through the axle of the front wheel, than is the case on an ordinary bicycle. The fork has then a greater rake, so as to bring the handles back relatively to the same position for the rider, and the pedals are brought back by means of levers correspondingly; and so, sitting further back from a perpendicular through the centre of his driving wheel, the rider is not as likely to get thrown over the handles as he is on the ordinary machine. He is just as likely to fall sidewise, he is just as likely to get injured by such a fall sidewise. He can get thrown over the handles if he takes risks enough, but still it is a safer machine than the ordinary bicycle in respect

to leaders. So is an old horse safer than a young one; so is a steady, phlegmatic horse safer than a spirited one; so is a strong, heavy, wide wagon safer than a light and narrow buggy.

If you want speed, and ease, and elegance, you take it at some risk in everything.

The public was not long since asked to believe that the alleged "American Star Bicycle" would supersede everything else, and would enable the riding public to take pleasure rides at the rate of twenty-eight or thirty miles an hour over six-foot logs, and all other obstructions, with perfect ease and safety; but neither for that nor for the 'Xtra is there any need of a panic, or of throwing aside the well-tried and favorably known bicycle for practical work, or for keeping it only for racing, parades, and town use, for any new-comer.

The 'Xtraordinary is not a novelty: it has been manufactured for two or three years by the same firm which has made the "Special Challenge," the "Royal Challenge," the "D. H. F. Challenge," and other patterns of the regular form of bicycle; and while there are hundreds of these latter in use in the United States, there are only tens of the 'Xtra; and in England, where there are thousands of the ordinary bicycles of the same makers in use, there are scarcely hundreds of the 'Xtra.

Safety machines are good in their way, and it is better to ride them than to ride no bicycle or velocipede; and I suspect that is all Brother Hawley really intended to advise. And of these safety bicycles or velocipedes, I agree with Brother Hawley that the 'Xtra is undoubtedly one of the best, if not the best; and those who are timorous about taking the ordinary bicycle, and have not sufficient nerve, or sufficient tact or good judgment, or sufficient youth and agility, to be safe on a bicycle, may well take the 'Xtraordinary. But I think it would be better for the BICYCLING WORLD as a paper, if descriptions of the different makes were made simply descriptions; and better for the bicycling world at large, if gentlemen who wish to make any particular style of machine better known would write it up descriptively and impartially, rather than that the columns of a paper intended to be sound and fair to all, and correct as to facts, and reliable as to recommendations, should furnish any extraordinary puffs of any particular machine, even though the machine itself be extraordinary. In describing different machines, and giving the results of his observations and study, Mr. Hawley is doing good work, and earning good-will of wheelmen. I hope he will continue. But when he would relegate the bicycle, which has approved itself to thousands of tourists, to the racing path and the parade, he will expect protests.

C. E. P.

WHEELMEN'S Log Book, 25 cts. Fred. Jenkins, 75 Fulton Street, New York.

L. A. W.

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

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

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

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

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

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

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

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

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

APPLICATIONS.

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

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

MIDDLESEX BICYCLE CLUB, OF MALDEN, MASS.—Chauncey R. Winslow, Boston Rubber Shoe Company, Federal street, Boston; John Robson, Boston Rubber Shoe Company, Malden, Mass.; G. P. Merrill, of Melrose, 36 West street, Boston; Samuel Kidder, 31 Federal street, Boston; Everett Fuller, Malden, Mass.; Charles T. Small, Malden, Mass.; J. P. Gale, Old State House, Boston, Mass.

KINGS COUNTY WHEELMEN, BROOKLYN, N. Y.—George T. Brown, president, 144 Wilson street; John Clark, captain, 673 Leonard street; Frank H. Douglas, sub-captain, 25 Bedford avenue; Edward K. Austin, secretary and treasurer, 55 Putnam avenue; Alexander Schwalbach, 219 Keap street; George H. Hooper, 70 Bedford avenue; Edward F. Fisk, 223 Rodney street; Fred. G. F. Barlow, 170 Lee avenue; Charles Schwalbach, 172 Eighth

street; F. D. Laughlin, 1365 Broadway, New York; Joseph McKee, 122 Lee avenue; Joseph F. Knapp, 80 Bedford avenue; James A. Bolton, 326 Cleveland avenue. Edward K. Austin, secretary, P. O. Box 2414, New York.

MASSACHUSETTS BICYCLE CLUB.—Additional: A. J. Philbrick, Salem, Mass.; M. H. Hardwick, 319 Washington street, Boston; J. E. Alden, Room 7, 1366 Washington street, Boston; Albert W. Bliss, 75 Worcester street, Boston; Samuel J. Fearing, 91 Commercial street, Boston; James N. Coant, 1 Franklin street, Boston; Eugene L. Clark, architect's office, City Hall, Boston; Arthur W. Pope, 45 High street, Boston; Virgil M. Richards, Canton, Mass.; Daniel E. Devoe, 149 Blackstone street, Boston.

WALTHAM BICYCLE CLUB.—Additional: R. M. Gibbs, George H. Lawrence, Elmer M. Bent, George W. Chamberlin, all of Waltham, Mass.

ERIE BI. CLUB.—Harry R. Barnhurst, president; Frank Fairbairn, captain; Frank B. Whipple, sub-captain; J. P. Harrington; Frank C. Snell, bugler; Harry L. Perkins, Geo. Bliss, Porter Stafford, E. W. Sheldon, F. F. Curtze, W. P. Cowell, F. Nick, Martin Weymouth, F. H. Ball, Chas. Davenport; A. Gregory, secretary and treasurer;—all of Erie, Pa.

MASS. AGRICULTURAL COLLEGE WHEEL CLUB, OF AMHERST, MASS.—C. Edward Beach, West Hartford, Conn.; Henry Clinton Brown, Pittsfield, Mass.; Boonzo Hashiguchi, Tokio, Japan; Alfred Armand Hevia, Havana, Cuba; Charles Thompson Conger, New York, N. Y.; Alfred Howland Taylor, Yarmouthport, Mass.; Frederick Patterson Taylor, Boston, Mass.; Arthur Whittaker, Needham, Mass.

BOSTON BI. CLUB.—Additional: F. R. Miller, 750 Fourth street, So. Boston; Thos. H. Wakefield, 82 Devonshire street, Boston; Thos. E. Lambert, 31 Milk street, Boston.

CRESCENT BI. CLUB, OF BOSTON.—Arthur E. Brown, 3 Bulfinch place, Boston, Mass.; Edward G. Morse, 23 Newbury street, Boston, Mass.; Theodore Jones, Corey Hill, Brookline, Mass.; George W. Benedict, 132 Federal street, Boston, Mass.; William R. Gay, 51 Vernon street, Boston, Mass.; George D. White, 209 Roxbury street, Roxbury, Mass.

UNATTACHED.—William M. Edmans, 61 Grand Division street, Troy, N. Y.; Fred P. Edmans, 66 King street, Troy, N. Y.; Theodore B. Way, 224 8th street, Troy, N. Y.; George A. Mosher, 13 Hall Building, Troy, N. Y.; Charles S. Cornwell, 518 Main street, Fond du Lac, Wis.; William A. Marsh, New York, N. Y.; James C. Ayer, Lowell, Mass.; Edward F. Hill, P. O. Box 760, Peckskill, N. Y.; Rufus H. Frost, Chelsea, Mass.; George C. Collins, 151 Worcester street, Boston, Mass.; Herbert E. Lombard, 636 Main street, Cambridgeport, Mass.



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, 15 APRIL, 1881.

PUTTING THE STRING ACROSS THE TARGET FACE.

THE most obvious reason for the origin as well as the propriety of our present system of target valuations seems to me to have been so far overlooked. It has been suggested to my mind by the table of comparisons, furnished by Prof. —, which you have printed. That table was made upon the theory of measurement from the centre out to the edge of the target, and is a clear proof of the general excellence of the old system. But it occurs to me that the system of valuations arose in this way:—

First, a target of some size had to be adopted, and one of four feet was as large as could handily be used, and that size was adopted.

Secondly. The target must be graduated in rings of some width, and five rings of equal width were chosen.

Thirdly. It then became necessary to give some value to each ring, and naturally the idea would be to have the values regularly ascend from the outside to the centre.

Fourthly. The desire would naturally be to begin with unity, and have no fractions.

Fifthly. If the outer ring should be counted one (in order to begin with unity) the natural desire would be to increase the valuation in exact proportion with the distance from the edge. In order to do this, it was found that the only series which could possibly accomplish the re-

sult was composed of the numbers 1, 3, 5, 7, 9.

Thus the centre of the white is 2.4 inches from the edge = 1. The centre of the black is 7.2 inches from the edge = 3. It is just three times as far from the edge, and has three times the value.

The center of the blue is 12 inches from the edge, and value 5. It is just five times as far from the edge as the centre of the white, and has five times the value. The red is 16.8 inches from the edge, value 7. It is just seven times as far from the edge as the white, and has seven times the value. The gold is 21.6 inches from the edge, and being just nine times as far as the white, has just nine times the value. All the colors compare just as exactly. Thus the red is 16.8 inches from the edge, and the black is 7.2 inches. The red is thus 2 1-3 times as far from the edge as the black, and has just 2 1-3 times the value. The gold is 21.6 inches from the edge, and the blue 12 inches. The gold is thus 1.8 times as far from the edge as the blue, and has 1.8 times the value.

If the 1, 2, 3, 4, 5 values are thus tried, it will at once be seen that no comparison with measurement can be made. No other series except some multiple of the 1, 3, 5, 7, 9 series can possibly express the truth of measurement. There can be no sort of doubt but that the originators of this system of valuation created it upon the strict scientific principle here advanced.

It is measurement from the outer edge of the target, giving each shot its measured value, in accordance with its advance from the edge toward the centre. No one gets any credit for his misses, and it would be impossible to give any just credit for them, since they could not be measured.

Mr. Brownell says: "Distance (*i. e.*, measurement) is the true basis of comparison of merit in target shooting."

And, again: "There is but one other proposition offered as to the *real truth*, *i. e.*, distance."

He, being so desirous of having the value of each ring in accordance with its measured value, should cleave to the old system.

P. R. W.

A COUPLE OF SUGGESTIONS.

I HAVE noticed several times, in reading the contributions in the ARCHERY FIELD the past winter, that a good many archers are troubled by the same things in their practice which have often almost discouraged me. Some of them I have not found any solution for yet, some I have. "Friar Tuck" and "Locksley" call attention to two things which have both given me more trouble than a little, especially the one F. T. bemoans, about being told he must cover some imaginary point of aim at 100 yards, "when that point is some undefined and wholly intangible spot in the limitless azure"; *i. e.*, how do you find any fixed point of aim where there is no background? I do not pretend to speak *ex cathedra*, but I can

give my own experience, and what little I know of others', and pass it on the next, to continue the suggestions. I have acquired the method—right or wrong, who shall decide?—of drawing my arrow slowly to the head with a continuous steady motion, pausing a perceptible length of time to fix my aim, and loosing from a rest. (The expression "dead loose" has been tabooed, I believe, by some hypercritical writer.) Of course this would throw my point of aim a little lower than that of him who finds his point over his arrow, while it is four inches farther out; but, *contra*, my drawing hand comes higher on my face than many bring it. At 60 yards all is well, for my point is on the target, but at 100 yards it is very confusing. One way of placing the point against an open background at 80 or 100 yards is by estimating the size of the target as it appears at that distance.

Say at 100 yards its apparent diameter is two feet, and you have found that your point of aim should come about twenty feet above; imagine ten targets on top of each other, and shoot at the top one.

After a little practice this is easier than it appears at first glance. It is the same power which enables us to judge distance by the eye, either on land, where there are intervening objects for comparison, or on water, where there are none. Put a landsman on the sea and ask him to name the distance of some object, and the chances are ten to one that he cannot come anywhere near the correct figure, because of the absence of his accustomed data for measurements, and he will diminish the distance almost invariably. *Vice versa* with a seaman unaccustomed to the land. But in a short time, and with a little training and experience, the novice in either case becomes quite expert. So it will be found to be with this method for finding the point of aim by comparison with something which is directly before your eyes, and whose size always remains the same.

Another device for obtaining the elevation at the different ranges of the York round, which is used by some of the best long-range shots in the country, is to regulate the height of the drawing hand by extending the thumb, as nearly as possible at right angles to the hand, and for 100 yards, draw until the tip of the thumb touches the lower right-hand corner of the jaw; for 80 yards bend the thumb at the first joint and draw until the end of the phalange touches the same spot; for 60 yards, fold the thumb into the hand and draw till the second joint touches the same place. I have never tried this method myself, but know those who have, and very successfully too; but this necessitates loosing from a rest, and would be dependent somewhat on the power of bow, and the length of arm and arrow.

"Locksey's" trouble of having his arrows fly to the left is one that has worried me a great deal. I have about broken myself of the habit, for that is all

it is, and think I can tell him how it probably arises. It is from several causes: first, there is not sufficient and firm enough concentration of mind on that particular thing at the moment of loosing; second, the loose is made by merely opening the fingers and letting go of the string, instead of with the sharp backward draw,—this, of course, will drag the string to the right and throw the arrow to the left; third, the left or bow arm flinches a little at the moment of recoil, and if it *gives* the least bit it is towards the left and downward, and a wild flight of the arrow is the result. And right here is where the absolute concentration of mind will come to your relief. You *can* hold your bow arm still (provided you are not overbowed) if you think of it just as you are loosing, and make up your mind that “that bow *shall* be held firm.” All these things I know by my own discouraging experience. The dragging the string on the loose is so easily and unconsciously done that it may be hard for you to admit, or be persuaded that you do it; but by giving it steady attention for a time, it will be overcome, and by breaking up those faults, your arrows, provided they are straight, properly feathered, and evenly balanced, will fly just as you point them.

LINN.

ODDS AND ENDS.

Editor Archery Field:—The FIELD for 25 February contained a very interesting letter by “Friar Tuck.” He shows why there is more widespread and apparent enthusiasm manifested by bicyclers than by archers. We are not aware that there is any rivalry between archers and bicyclers on the subject of enthusiasm; or that it troubles archers to know that the wheelmen are loud in singing the praises of their machine; but if it does, we would refer them to the above-mentioned letter for consolation. “Friar Tuck” asks Mr. Thompson or Mr. Walworth to give him some suggestions on the point-of-aim question at 100 yards. I hope they will yet answer the question; but when they do, they will tell your correspondent, I think, just as he supposes they will, “that it is only by long and patient practice that we can attain to any degree of accuracy at the 100-yard range, where we have no friendly background of trees.”

It does not seem to me that an archer, with an occasional exception, can attain a great degree of skill at a range where his point of aim has to be above the target, or his view of the target obstructed with his left hand. We are supposing he has the sky only for a background. When the “point” comes much above the target, or far in front of it,—if we are shooting over a level, newly mown lawn, free from friendly stones or sticks which might enable us to get a definite aim,—the old method of drawing “to the ear,” and fixing our eyes intently on the gold at all distances, is preferable to the Ford system; for it is better to guess

with your eyes open than with them practically shut.

There is a limit to the ranges best adapted to each individual, just as truly as there is a certain best weight of bow and length of arrow for each. And though we shall always have to shoot at some ranges for the accommodation of others, we shall derive the greatest satisfaction from shooting those distances where our point of aim comes on or very near the target.

“Target valuation” seems to engross the thoughts of one or two of your correspondents. I do not think, however, it is a subject in which the great body of archers are particularly interested. We are willing to “let well enough alone,” and see no sense in making a change unless something is to be gained. We have no desire to occupy any space in discussing the question. However, we quote the following from Mr. Brownell’s last: “We have a standard target and a standard round; *as they are we propose to keep them*, and make the best of it, without questioning whether the target be ‘fair’ for a variety of distances or grades of skill.” If he would amend this so as to read, “We have a standard target, a standard round, and a *standard target valuation*, and as they are, we propose to keep them,” etc., he would be about right. Is there any more reason in changing the method of counting than changing the “standard round,” or using a different target for different distances?

No. But, Mr. Editor, as you said in an editorial not long ago, “There is nothing like discarding the old, and nothing so convenient and beautiful as: adopting the new, covering up past history and past records, and starting a new era, especially in archery.”

No, even Mr. Thompson’s rule for comparing scores made by the two methods of counting does not reconcile us.

Another modern improvement I notice suggested. It is proposed to change the method of designating the weights of arrows. There seems as little reason for this change as for the other.

I am glad that the executive committee of the N. A. A. announce that no one not a member of the association will be permitted to take part in the Brooklyn meeting next July. Those who voted to hold the meeting in Brooklyn told us that there would be a great rush of Eastern clubs to join the association. There is time yet.

As a member of the executive committee, and who will not be able to attend any of its meetings, I wish to express the hope, and that of our club, that the team contest at the Grand National may be at 40 yards.

A few evenings ago Mr. Taylor and myself shot a few arrows over Mr. Wilkinson’s in-door range in Chicago. Our “city cousins” were too much for us, though I think none of us were proud of our shooting. The highest score, with 30 arrows, at 30 yards, was 218, made by Mr. J. D. Blake. EDW’D B. WESTON.

A MATHEMATICAL DEMONSTRATION OF THE TRUTH OF THE PRESENT TARGET VALUES.

THE table given below seems to *demonstrate* the inaccuracy of Mr. Brownell’s proposed system of valuation, assuming string measurement as a standard. The value of all the colors in all their relations are given, so that every supposable case is included.

TABLE OF COMPARISONS.

M = measurement; O = old system; N = new system.
 Gold with red: M = 3; O = 1.2857; N = 1.25.
 Gold with blue: M = 5; O = 1.8; N = 1.6667.
 Gold with black: M = 7; O = 3; N = 2.5.
 Gold with white: M = 9; O = 9; N = 5.
 Red with blue: M = 1.6667; O = 1.4; N = 1.3333.
 Red with black: M = 2.3333; O = 2.3333; N = 2.
 Red with white: M = 3; O = 7; N = 4.
 Blue with black: M = 1.4; O = 1.6667.
 Blue with white: M = 1.8; O = 5; N = 3.
 Black with white: M = 1.2857; O = 3; N = 2.

SUMMARY.

COMPARING MEASUREMENT WITH OLD SYSTEM.

EXCESS OF M.

Gold with black =	.....4
Gold with blue =	.....3.2
Gold with red =	.....1.7143
Red with blue =	......2667
Total.....	9.1810

EQUALITY.

Gold with white.
 Red with black.

EXCESS OF A.

Red with white =	.....4
Black with white =	.....1.7143
Blue with white =	.....3.2
Blue with black =	......2667
Total.....	9.1810

COMPARING MEASUREMENT WITH NEW SYSTEM.

EXCESS OF M.

Gold with red =	.....1.75
Gold with blue =	.....3.3333
Gold with black =	.....4.5
Gold with white =	.....4.
Red with blue =	......3334
Red with black =	......3333
Total.....	14.2500

EQUALITY.

EXCESS OF N.

Red with white =	.....1.
Black with white =	......1
Blue with white =	.....1.2
Black with white =	......7143
Total.....	3.0143

Several things are obvious from this table. One is that the old system is nearer measurement than is the new, in *six* cases, and the reverse in only four cases. A second is, that the old system

exactly expresses the results of measurement in two cases, and the new system in none.

Third, the old system is *identical with measurement* when the *whole target* is regarded, while the new system is far from it.

Fourth, even the old system gives the advantage to the *poorer* score, when both scores are reasonably good, while even the new gives the advantage to the better score when both are poor.

Fifth, the exact balancing of the old system, as a whole, with the system of measurement, shows that this system, like everything else thoroughly practical, is thoroughly scientific. It has evidently all been thought through by its originators, and settled upon principles of science.

One more point conclusively proves this. The above table, of course, is based upon measurement *from the centre*, but it appears that this old system is not a mere modification of the so-called measurement system; it is *itself* and *throughout* a system of measurement. What we call the measurement system proceeds on the principle that values vary *inversely* as the distance from the *centre*. The old system proceeds upon the principal that values vary *directly* as the distance from the *edge*. Thus the centre of the white ring is 2.4 inches from the edge, and is valued 1. The centre of the black is 7.2 inches from the edge, and is valued 3. It is just *three times* as far from the edge as the white, and has just three times the value. The centre of the blue is 12 inches from the edge. It is just five times as far as the white, and has just five times the value. The red is seven times, and the gold just nine times as far from the edge as the white, and have respectively seven and nine times the value. In any comparisons of colors the same exact agreement with measurement from the edge is maintained. Thus the red ring is 16.8 inches from the edge, and the blue 12 inches. The red is 1.8 times as far from the edge as the blue, and has 1.8 times the value. No other series of figures except some multiple of the old system *can possibly* express this system of measurement, and *no series*, except this, *can be correct* and *begin with unity*.

There can be no sort of doubt that the originators of this system reasoned about thus:—

First, we *must* have a target of *some* size, and therefore choose four feet as a proper diameter.

Second, the target must be divided into rings of *some* width, and so they chose five rings of equal width as reasonably fair.

Third, these rings must be given values in accordance with their position on the target, those nearest the centre having greatest value. Now, some shots *near the edge*, yet missing, would *nearly approach the value of the outer ring*, but because they could not be measured, could not be scored at all. Hence *all misses* shall be counted "o." The next

step above "o," without being burdened with fractions, brings us to "1" as the natural exponent of the first ring. The second ring being just three times as far from "o" as the first, we give its value 3. The third ring being just five times as far from "o," we give its value 5; the next ring 7, the next 9. This system is the perfection of string measurement; and since Mr. Brownell and our California friends are so infatuated with string measure, will they not be satisfied when it is thus *demonstrated* to them? It is said that a "man convinced against his will is of the same opinion still"; but I trust our friends are willing to be *proved* to be in the wrong. C. C. A.

A SPRING TIME PHASE OF ARCHERY.

Editor Archery Field:—The departure of the snow and warmth of the sun, or some other cause, has moved me again to try and give a little push to set the ball rolling. I have just shot my first dozen arrows, partly to test my bow to see if the jostling of many temperatures had forced the molecules into more harmonious relations, and more especially to see if some accident or convulsion during the long winter may not have adjusted the warring theories of *draw* and *loose*, that had struggled in my mind till they upset my aim and almost my reason. Many archers feel they must keep in practice. I put aside my bow in November, and had no fear. Six months' rest could not harm me. Rest and oblivion could not have impaired my schooling *very much*. In the rooms of the Boston Society of Natural History may be seen the skull of a man who, by a premature discharge in blasting, had a drill blown up through his jaw and out at the top of his head. He lived several years afterwards, and displayed extraordinary qualities of mind that he did not possess before this fortunate accident. Something of this kind must have happened to me. After four or five rambling arrows to see that things were sound and would n't burst, having no target set I selected a dead leaf on a bank about fifty yards away, and made half a dozen quite close shots. Just then a man came up, and leaning over the fence, said: "Can you hit anything with them arrers? Let's see ye try one." I offered a silent prayer to Apollo, carefully wiped the smooth shaft, and adjusted the feathers. I did not expect to hit within four feet; but resolved that the calm deliberation that marks the "*mens sibi conscia potestatis*" should not be wanting. Having forgotten the approved methods, I loosed well and planted an arrow within an inch of the centre of the leaf; and, encouraged as a remark from the man that "if that leaf had been a crow, he would have had an arrer in him," I ventured the only arrow I had remaining, and pinned the leaf to the bank with the second arrow. I unstrung my bow, and told the man I could n't do any better than that, unless it was a good day when there was no wind.

I intended to talk with brother archers a little about arrow making and mending, but have allowed myself to tell this trivial incident, which illustrates, perhaps, a phase of the archer's experience. A. G. WHITMAN.

MELROSE, 17 March, 1881.

EASTERN ARCHERY ASSOCIATION

THE annual business meeting of the Eastern Archery Association will be held in Boston, 27 April, at 12 M., at the Revere House.

Article IV., of the Constitution, provides that "each society shall be entitled to one lady and one gentleman representative, who shall present a certificate, signed by the president and secretary of their society, showing their authority to act." JOHN WORCESTER,

Cor. Secretary.

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.*

TO MY WHEEL.

No ode I sing to balmy spring,
Though joyful at its coming
As any bird that it will bring
To make the woods and meadows ring
With melody or drumming!

But of my wheel, my bonnie wheel,
I cannot keep from singing,
For it hath made me know and feel
The joy that health and strength reveal,
And pleasure in their bringing.

Thou'rt staunch and true, O wheel of mine
What hours we've known together!
When roads were fair and days were fine?
Aye! when the sun refused to shine,
And stormy was the weather!

When lightning lit the glist'ning way,—
The darkness quick succeeding,—
A lurid, tremulous, blinding day,—
Then deepest night—about us lay,
As onward we went speeding.

Companions, daily, to and fro,
Toward rest or labor faring,
As through the busy streets we go,
Other will thou canst not know
Than his whom thou art bearing.

From head-nut unto back wheel cone,
Thy smooth and burnished steel
Fault or blemish ne'er hast shown!
Stead of my choice art thou alone,
My swift, my beautiful wheel!

IVANHOE.

CORRESPONDENCE

CHICAGO NOTES.

At a recent meeting of the Chicago Bi. Club, the quarterly dues were raised to \$2.00. The initiation fee will be the same as heretofore, viz., \$5.00, including badge, illustration of which appeared in the *WORLD* of 11 March.

Our club uniform will not be changed this season. It now consists of a dark, smooth, gray cassimere coat, cut short and close, with narrow standing collar; knee pants of same, close fitting, buckling below knee; stockings of dark gray, with low tie black shoes; hite flannel shirt, laced up in front, with rolling collar; gray helmet and polo cap and brown belt.

We thoroughly tested this uniform last summer in all kinds of weather, and it has proven itself to be well adapted to the purpose.

We are having a system of lockers made, consisting of 50 black-walnut boxes about 12 x 15 by 18 inches long, each box furnished separate and made to slide into a black-walnut rack. In cases of club tours, etc., these boxes can be taken out of the rack and used in lieu of "grip-sacks." When it is completed and set up, I will describe it more fully.

Mr. L. W. Conkling's 60-inch D. H. F. is on the way from England, and when it arrives we all expect to be totally eclipsed. Mr. Conkling will cut an elegant figure on this enormous wheel, as he is a well-proportioned young man all the way through.

Our former captain, Mr. Fred H. Browne, is now a member of the Milwaukee Bi. Club, which, by the way, now numbers about 54 members, "and not a 'muff' among them." Fred is understood to be a candidate for sub-captain, having charge of the West Division of this splendid club. We shall miss him very much in our ranks this season, and congratulate the Milwaukee Bi. Club on their acquisition.

George H. Craig, our famous racer, is sojourning at Geneva Lake this winter, and with his new D. H. F. light roadster is getting ready to have some "fun with the boys" this summer. This young gentleman is credited by the judges of the Grand Rapids Driving Park with having made the splendid time of a mile in 2:55 in a race there last fall. Mr. Craig is an amateur of only a few months' experience, but possesses, naturally, a wonderful turn of speed. Last season he rode a 50-inch Harvard, but this year will ride a 54-inch D. H. F. Premier, weighing about 38 pounds. His own weight is about 116.

This season will probably develop many racing spirits in our clubs: gentlemen who have hitherto been too staid to turn the wheel over five miles an hour are beginning to recognize that judicious practice on the racing path tends to improve the enjoyment of the bicycle very much.

Our winter's riding in the Exposition Building has been very much enjoyed; but now the mild influence of April is melting the enormous drifts in our streets, and with the soft breath of the first warm day comes a strong desire to mount again in open air, and sail once more over the cedar block, and "try" our new machines on the streets.

The following is a list of recent additions to the C. Bi. C.:—Rodney L. Taylor, A. H. Overman, George L. Tilton, M. L. Parker, Rev. Arthur Edwards, T. S. Miller, W. P. Meldrum.

Mr. J. M. Fairfield will represent the Chicago Bi. Club at the League Meet in Boston, 31 May, and possibly Secretary Ayers also, if he can get away at that time. It has not been a matter of preference with us whether the Meet is held in New York, Washington, or Boston, as each place, from our standpoint, is of equal interest, and railroad fares are about the same to either. I trust we will see the early day when Chicago will have valid claims for the League Meet. We have now only about 150 riders, but these gentlemen, by their steady enthusiasm, are rapidly increasing the list.

STENO.

CHICAGO, 2 April, 1881.

MILWAUKEE NOTES.

CAPTAIN HATHAWAY has just received his new 58-inch Harvard, and appears to be much pleased with it. This machine introduces to us the Nash rubber handle. Let us now see a cradle spring.

We have now three 58-inch wheels, all ridden by first division men.

A short morning ride was taken on election day, by about six Milwaukee Bi. Club, but proved far from enjoyable, — too much slush.

Are we to see any of the rubber suspension springs this year? The idea is much favored by our older riders.

The second division men are putting in daily practice at the riding school, and will be in good shape for the early runs.

On Tuesday last the "old original" "Ariel" was recovered from ignominy and the dust hole, and elevated to a prominent position on top of the partition in the club assembly room. It is a case of "Woodman, spare that tree."

The effect of the weather on our club men is most pronounced. A warm, sunny day draws the boys out by the dozen, and all appear as busy as bees. Cleaning up, polishing, cementing, burnishing, and eagerly discussing the road prospects. The snow storm or blizzard of the day following, however, effectually shuts them up again, and all are cast into the depths of despair and Ulster pockets. Verily, this winter is a "tearer."

First division men are anxiously waiting for the opening of Prospect avenue, that their drilling may be begun. Snow only about four feet deep.

The road officers meet on the afternoon of 8 April, to dispose finally of the matter of the club divisions. Sub-capt. Browne wants to get his men where he

can spot them every time, and evidently means business in the way of drill practice.

Will some kind friend and reader send us a book or list of tactics on bicycle drill? There is a very great diversity of opinion on the subject, and some "authority" would be of great use to us.

Our good friend Fairfield, of Chicago Bi. Club, is to visit us Sunday next, with Secretary Ayres of same club.

On Wednesday evening, 6 April, Mr. C. H. Moses, bugler of the first division, at his residence on Farwell avenue, entertained at dinner the Messrs. Beaumont, Keene, D. G. and H. W. Rogers, Fowler, Jones, Bosworth, Mann, and Hibbard, of the Milwaukee Bicycle Club. The most sumptuous and elaborate repast was heartily enjoyed by the party and all were unanimous in their praise of the charming young housewife, to whose skill its success was due. At the plate of each guest was placed a white satin rosette ribbon, on which was embroidered a bicycle and rider, beneath the letters M. Bi. C.

The appetites displayed by the boys augured well (or ill) for our road feasts of the coming season and proved the fact that we can do, in this line, as well in a dress suit as in knee-breeches and uniform.

After the usual story telling and smoke the remaining hours were spent in singing the new songs lately written for and dedicated to the Milwaukee Bi. Club, some of which were much enjoyed. The songs also of Messrs. Keene and Fowler proved most entertaining. At a late hour the party separated, all voting the occasion the most enjoyable of the wheeling season.

SUGNA.

FROM PITTSBURG'S CLASSIC GLOOM.

Editor Bicycling World:—We are waiting for them. Ha! Methinks I see the amusing Bates, the League council, and the readers of the *FIELD*, say in one *Bated* (excuse me) breath, "Waiting for what?"

To whom I will reply, Keep cool, my friends; I simply refer to "the balmy zephyrs of spring," which have utterly failed to put in an appearance 'mid the classic shades of Pittsburgh. Snow, slush, and mud rule supreme, while we poor wheelmen grumble and read "Old Prob."

For weeks we have endured this diabolical spell, and strange to say, we still live.

The Keystone Bi. Club has not had a run as yet, and each member's suit hangs on its own hook. However, each member can be detected immediately by the wan, wasted look on his countenance, said "wanness" indirectly occasioned by the prohibitory weather.

Occasionally we hear the "swish-swash" of mud, followed by the familiar rattle of the bell; then a "wheel" looms up, the young man on top wrestling with the pedals, and twisting the handle bars

with the most consummate grace, an ingenuous blush mantling his face as he comes slowly on, but a close observer can see that every revolution of the wheel is brought about by herculean effort, and moreover, emphasized by language the reverse of polite.

But what see we coming from the opposite direction, — an aurora borealis? No, we are too far south. 'T is a charming girl of some seventeen summers. The pale young man's despondent air leaves him. His eye lights up with an unnatural fire. Spasmodically he straightens his vertebral column and puts a little extra steam into the "off" foot. Large beads of perspiration stand upon his marble brow. His working lips form a sickly smile. The ecstatic moment has arrived. He braces his trembling knees against the forks on the driver, and as she nods her wealth of gold hair, he gently relinquishes his hold on the right handle bar and attempts to lift his "Dunlap." The big wheel makes thirteen distinct wriggles, while the other handle bar eludes his "lily and taper" fingers (expression patented). Screech after screech of heart-rending disappointment rends the smoke-laden air. He rises gracefully from his saddle, sails majestically through space only to bury his scented locks in the seething mud. The machine, true to its nature, heaves the little wheel over and playfully hits the young man a fifty-pound stroke on the back of his neck. This final insult breaks the poor fellow all up, and he faints away.

Let us draw a curtain upon this distressing scene. As usual there is a moral, which being translated from the original Greek, means, "Ride in a hall before you ride on the street." (*Herodotus*, 3, iii. v.)

If in this we have become unintentionally funny, and infringed on the Bates prerogative, we ask ten thousand pardons. Is Mr. Bates persists in saying we are side-spittingly funny and are infringing, we would say to him that we are willing to split the difference and sell our articles out cheap to his faction, at the ridiculously low figure of six for \$1.00, or twelve for forty-cents, postage prepaid.

As Virgil has it:—

"O tomato Bicyclum,
Nux Vomica Est."

(*Virg.* 3 c. 28 v.)
PHIL.

A SOLEMN SUGGESTION.

Editor Bicycling World:—I wish to suggest through your columns, a life and accident association for bicyclers, guaranteeing to members \$25 weekly indemnity while incapacitated from riding by accidents caused from the wheel, and \$10,000 insurance to be paid to widows of members who lose their lives from the same cause. From personal knowledge, I am satisfied that one third of the bicyclers in this city would be beneficiaries of the association about half the time, and the chances for a broken neck are in-

creasing as spring opens. I represent one third of the wheelmen here very unanimously in urging the need of such an association; and if there are the same proportion of accidents and expectant funerals among wheelmen throughout the country, you will at once recognize this necessity and give it the support of your journal. Please note the \$10,000 insurance, to be paid only to widows, and think of the healthy effect it would have on both the matrimonial and bicycle market. Dear sir, I "merely throw out these suggestions," so to speak, from my waste basket; and if you have no use for them, they will not feel out of place when thrown into yours.

Respectfully, etc.,

D. D. G.

P. S. My wife is very anxious to have an association as above organized at once, right away, quick. She will exert her influence on the other two thirds of the bicyclers here, and induce them to join if possible; but I have not much faith in her success, as they are both elegant riders, and don't seem to need the protection or appreciate it as they should.

FRANKLIN, PA., 1 April.

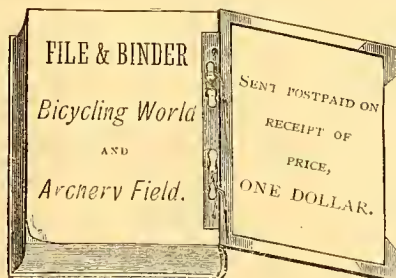
BOSTON, Mass., 6 April, 1881.

To A. S. PARSONS, Esq., *Cor. Sec., L. A. W.*: *My Dear Sir:*—Hugh L. Wiloughby, Esq., having tendered his resignation of the office of Treasurer League American Wheelmen, for reasons imperative and calling for sympathy, I have reluctantly accepted it, and hereby appoint, under the rules, Dillwyn Wistar, Esq., No. 233 North 10th street, Philadelphia, Treasurer *pro tem.*

Fraternally yours,

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

Checks, postal money orders, etc., should now be made payable to Mr. Wistar, and orders for badges sent to him.



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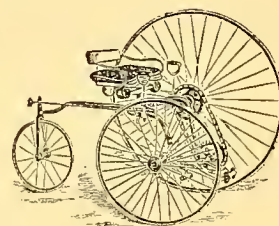
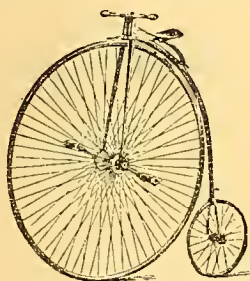
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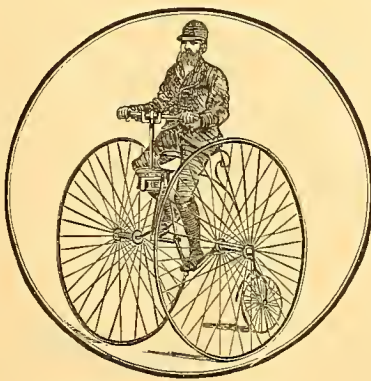
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