

THE WHEEL.

A Journal of Bicycling.

Vol. I. No. 18.]

MAY 25 1881.

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597 Washington Street, Boston, Mass.

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FRED JENKINS - - - - - *Editor and Proprietor*
 JULIUS WILCOX *Associate Editor.*
 Office of Publication, 75 Fulton Street.

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Book

FOR 1881.

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The WHEELMAN'S LOG BOOK, and THE WHEEL for one year, will be sent to any address upon receipt of \$1.25.

FRED. JENKINS, Publisher,

75 Fulton Street, New York.

Mr. Fred. Jenkins, has issued a Wheelman's Log Book for 1881, which will supply a want long felt among tourists. It consists of 32 pages, ruled for names, distances, state of roads and general remarks. Our Bicycling friends, on turning over its pages at the end of the season, will thereby recall many pleasant events. The price, 25 cents, places it within the reach of all. We venture to predict for this little volume the success which it deserves.—*Courier*.

THE WHEEL will be sent for one year to members of the League of American Wheelmen for fifty cents. This includes the monthly supplement, containing full information in regard to the workings of the League. This offer remains open until the closing of Volume I.

PICKINGS AND STEALINGS

How are you going to Boston?

The Providence line offers favorable terms for parties.

Commander Munroe says that the fare from New York by rail will be \$3.75, and 50 cents extra for bicycles, provided that a

party of *fifty or more* can be made up. Otherwise the regular rates will be charged.

Gentlemen who intend to make the run from Providence on Saturday will please send their names to the Editor as early as possible, so he can complete the necessary arrangements with the Providence Line.

Mr. James Revell, the bicycling editor of the *Courier*, starts on his trip Wednesday morning. We were unable to make the run with him, as announced, owing to press of business, but we hope to be one of the party to ride from Providence.

The Manhattan Club have secured head quarters at the Hotel Vendome on Commonwealth Avenue, where they will be pleased to receive their friends.

One of the features of the meet, apart from parade and dinner, will be the visit to Hartford, as proposed by the Pope Manufacturing Company. Those who can arrange it should not miss the opportunity of viewing their large factory, so accurately described in the columns of our contemporary a short time ago.

"The Indispensable Bicycle Lamp Attachment," the advent of which was announced in our columns, has made its appearance. We are unable to judge of its merits as yet, but from the cut it would seem that it supplied the long felt want of an attachment, by which a hub lamp can be used in connection with a cyclometer.

The Montclair Athletic Club hold their third annual spring games on Monday, May 30, at 2.30 P.M. The following events are open to all amateurs:—One hundred yards run, one quarter mile walk, one mile walk, two hundred and twenty yards run, one half mile run, one mile run, one hundred and twenty yards hurdle race, throwing the hammer, running high jump, and tug of war. Train leaves Barclay and Christopher streets at 12.40 P.M.

IMPORTANT TO WHEELMEN VISITING YONKERS.

All Wheelmen stopping at Yonkers will find it to their advantage to stop at the Peabody House, as I have seen the proprietor and made special rates for wheelmen as follows:—

Lodging and breakfast, or dinner\$1.25
Lodging, breakfast, and dinner1.75
Breakfast50
Dinner75

These terms are much below the ordinary charges, and will, I think, be found satisfactory, as the Hotel is first-class in every respect, and Mr. Freeland will extend a hearty welcome to all wheelmen. The Peabody House is on Broadway, a little north of Ashburton Avenue.

M. CLINTON SMITH,
 Consul, L. A. W.

Editor of The Wheel: In answer to inquiry in late number of WHEEL concerning roads from New York to Albany, I am prepared to furnish information as to same as far north as Rhinebeck. New York riders will consider gratuitous commendation of the road as far as Tarrytown. There is none better in the country. North of this point lies "Terra Incognita." The roads from here are almost uninterruptedly bad as far as Fishkill Landing, opposite Newburgh. Should it ever again be my misfortune to have to traverse this route, I should not take my wheel with me. From Fishkill Landing, a direct road leads to Poughkeepsie. This also should be avoided, being rough even during the most favourable weather. Take instead, road leading east through Matteawan one mile, then north four miles, to Fishkill village. Exceptionally fine, with only one dismount; then west by a road leaving the centre of the village four miles to Husonville, then north through Wappengers Falls to Poughkeepsie. From this place to Rhinebeck the road is direct, and excellent, though somewhat hilly on the start.

CONSUL, L. A. W.
 Newburgh, N. Y.

RIGHTS OF IMPORTATION.

Editor of The Wheel: We find there is a wrong impression prevailing in some quarters respecting the right and propriety of importing bicycles into this country without license. The wrong impression generally appears in this form: That *anybody* may import any machine he likes for his own use, or even more for his friends, without molestation from the owners of the patents, provided he comes up afterwards, honorably of his own accord, or judiciously after he has been found out, and is requested to, and pays, ten dollars a bicycle.

Of course as a matter of law, every one who knows anything, will understand that patents protect three things—the making, the using, and the selling to others to be used, of patented articles. Any one who does either of these three things with a patented article, and without license of the owners of the patent, is an infringer; in legal phrase he is a trespasser: in plain English he is a pirate, and is so considered and treated in the courts. He, who to avoid dealing through a manufacturer, or an importer or regular agent, for his bicycle, prefers to import it himself, under the mistaken notion that he can do something better, and then feels aggrieved if he is found out, and isn't settled with for ten dollars, which the agent or dealer regularly licensed would have had to pay, is in the same position as a young man who breaks into an orchard which doesn't belong to him, steals a bushel of apples, and then, when found out and brought to book, steps up and offers to pay the market price for cooking apples, and is aggrieved if it be not accepted with thanks.

When we commenced the business there was only one other concern that attempted to import bicycles at all. Both they and we were beset constantly by the owners of patents for royalties, and in self-protection and in the interests of all users of the bicycle in this country, we set about buying up these patents. To do this we had to invest considerable time and money. The other firm, and nearly all since have cheerfully acknowledged not only the business wisdom, but the benefits to them of our having done so.

It ought to be remembered that we have not originated these patents, and imposed them upon the public, if there be any imposition. We are not responsible for their existence; but we have brought them together into one ownership, and offer to share our rights under them with those who will help the business. But when it is said that we will license proper parties to carry on the business, that is quite a different thing from saying that we will settle with everybody at the same license rate. It is for the interest of all wheelmen that there should be in all the principal cities and towns, agencies for the sale and repair of bicycles. It is to these agencies, and to the firms which make and import them, that the bicycling public is largely indebted for facilities of obtaining the bicycle, for their knowledge of the bicycle, for the existence of so many riders, for companions, for the recognition of the rights of bicyclers to the streets, for the leniency of town and city authorities towards their use, and for many other things. Now it is obvious that nobody can afford to go into the business, pay rents, advertise, employ mechanics, devote time and energy and enterprise to the business, unless he is to have a patronage; that is, unless those who buy bicycles within the range of his place of business are to buy them through him; and the moderate profit on each bicycle is his reward for such investments. The royalties which we obtain under the patents, are our return for the money already invested in patents, and which we are constantly called upon to invest; and everyone who reflects upon it, will see the justice of our claims. A little more reflection will enable anyone to see that, having induced agents and licensees to invest in our business, and entered into agreements with them, they have become partakers of our rights, and it is our duty to protect them. We cannot allow infringements for their sakes, if we could for our own. We are constantly prodded by everyone of them to prevent infringements, and we are compelled to do so. We do not wish to ask you for too much space to explain our position, but we do wish it distinctly understood by everybody, that unlicensed importation, and sale or use, and unlicensed making of bicycles, is not only expressly forbidden, but also that it will

necessarily lead to prosecution. Where persons have without intention of wrong, imported a single machine, we have been very lenient in settling the matter, and have, in many instances, received the usual ten dollar fee, paid by regular licensees; but we cannot do so in future. It costs us extra to find out and collect these scattered sums, and such frittering away and dividing up of the matter is a damage to our business, and that of our licensees. Infringers are liable not only for the regular royalty, but also for costs and for damages; and we shall be obliged to exact such sum as will cover these also in future.—Respectfully yours,

THE POPE MANUFACTURING COMPANY.

Boston, May 16, 1881.

THE RUN TO PROVIDENCE.

Editor of The Wheel: A number of wheelmen having made enquiries of us regarding distance from this city to Boston, condition of roads, etc., I thought a notice inserted in your paper would meet the eyes of many who would be glad to join us in a run to that city on Saturday, May 28. Wheelmen arriving by boat *via* Providence Line—all water—will be met by a committee from the Providence Bicycle Club, and ample time being allowed for breakfast, will be escorted to the corner of Prospect and Naterman Streets, adjoining the Brown University grounds, when a start will be made at seven (7) A.M., sharp. It is not proposed to make this a quick run, but rather one in which wheelmen may get well acquainted and enjoy a kind of "go as you please" for forty-five miles over an almost level tract of country. Any wheelmen proposing to join us will be most welcome, and by dropping a line to the undersigned will be met and ensured rapid transit to the start on "College Hill."

JOHN A. CROSS, *Secretary,*

Providence Bicycle Club.

Providence, May 14, 1881.

[We wrote the General Passenger Agent of the Providence Line in regard to the rates for members of the League who desire to make the run from Providence to Boston, and received the following reply.—Ed.]

"Fred. Jenkins, Esq., 75 Fulton Street. Dear Sir,—In reply to your letter asking rates New York to Providence for a number, would say that the number makes quite a difference, the more you have, less the rate. For fifteen to twenty persons, \$2 08; for twenty to twenty-five persons, \$2 03; for twenty-five to thirty persons, \$1 97, etc. These rates good until June 1st, will carry your machines free.—Yours, respectfully,

H. W. FILKINS, G. P. A. P.

New York, May 23rd, 1881.

INVITATION TO WHEELMEN.

Editor of The Wheel: We ask permission through your columns, to extend an invitation to all wheelmen attending the Boston Meet on the 30th inst., or as many as can find it convenient to accept, to visit our bicycle factory at Hartford, Connecticut, on the 31st. We shall take pleasure in arranging a place and time for meeting and leaving Boston in the forenoon of that day, and will give them every facility for examining the works, and the process of making bicycles through all its stages. We think they would find this opportunity one of special interest, and will endeavor to make those who accept it, have a good time while there.—Very truly,

THE POPE MANUFACTURING COMPANY.

Boston, May 21, 1881.

COMING EVENTS

MAY 31.—Entries close for three-mile bicycle race at the games of the Young America Cricket Club, at Stenton, Philadelphia, Pa. Fee, fifty cents, to W. T. Wilcox, 1704 Pine Street, Philadelphia, Pa.

Vol. 1.]

THE WHEEL

[No. 18]

THE WHEEL.—It is the intention of the managers to make THE WHEEL a lively and interesting paper. To present to its readers all matters of interest in connection with bicycling. Accounts of Club meetings, races, tours, excursions and runs will find place in our columns, together with personal items, the latest inventions and improvements, and other subjects of interest to bicyclers and their friends. Correspondence is invited, and we will be pleased to acknowledge any news items, clippings or suggestions which will assist us to make our paper as attractive as possible. Contributors and correspondents are requested to send their favors to *The Editor of THE WHEEL, 75 Fulton Street, New York.* To give their full names and addresses, though not for publication unless desired. Also to notice that we go to press the Saturday preceeding the date of publication. We refer our readers to another column for our terms of subscription and rates of advertising.

ON THE DEFENSIVE.

The position of this journal on the subject of rights in highways and parks has already been taken: it believes in not waiting longer for those rights to be conceded, but in *taking* them by the usual lawful methods. The world will always be selfish; the people who are already comfortably seated will be unwilling to be disturbed by new-comers; those who already occupy the highways will be ungracious to new claimants; the bicycle will, for a long time yet, be a "nuisance" to many thoughtless or selfish persons who do not want to use it, and who are, therefore, sure there is neither good nor sense in it.

To those of us who are not fortunate enough to live in Boston, and consequently want to go there, there will be at least one satisfaction, possessing the charm of some novelty, and to those of us who are compelled to live in New York, there will be one compensation for not having had the Meet here, that next week we shall wheel in a city where friendliness will be visible and the bicycle will not merely be tolerated. Here in New York, it is "that thing," and its rider is a sort of demilunatic and disturber of the peace, who has better than his deserts in being allowed to frighten the horse and kill babies.

Time—that is, time with proper effort—will conquer the remaining regulations under which the bicycle is now denied its rights. But meanwhile the hostility of rowdism and selfishness has to be encountered in other ways. An essay might be written on the curious fact that association of mankind with that assumed noblest of animals, the horse, seems to be demoralizing to mankind at least, in about the degree of its closeness, unless it be said that only the worst of bipeds choose association with the horse. A "horse" man is not the sort of biped whose intimacy is sought by persons possessing culture or refinement; and, saving that the ever-active cur, the ugly big dog, and the hoodlum of any age, must be encountered, the "horse" man and his cronies are the living enemies we have to look out for. The writer hereof has been invited to go and drown himself, and has been assailed with other vituperation, by blackguards driving gentlemanly horses. One fellow, who made himself conspicuous for such conduct, it was ascertained, keeps a livery stable, and, having lost a customer, who bought a bicycle and gave up hiring a saddle horse, he forthwith declared war on the "nuisance." Among the horse crowd of "sports" and the stable keepers along the Coney Island road, it is reported, the proper course is now understood to be to "run down" the bicycle.

It is not easy to keep a dignified silence when some nameless

lout tells what he is by abusive language, but it can be done—by an effort. But when hostility goes further, and in any material way interferes with the bicycle, dignity is no longer cover for submission. That there was no case of deliberate collision last season is rather surprising, and such must be expected when it occurs. There is but one course—if the offender does not escape without identification, put him through, to the full extent of the law. A case or two of prompt punishment will end the trouble, except from once in a while a fellow too tipsy to think of consequences; but passing these offences by is like parleying with a mob—it only emboldens. As for the lesser, that is, lesser in point of malice and deliberation, perhaps, although not certain to be in consequences, such as thrusting a stick through the wheel, shoving against it, stretching cords across the way, and all the rest of them, the offender should be taken in hand on the spot. Ignorance and lack of malice are no excuse. The person, old or young, who does not know better than to touch either wheel or rider as he passes, will be improved rather than harmed by the process of inversion and shaking.

The attitude of the bicyclist, except in the moral and the proselyting sense, is wholly passive and defensive. He does not propose to crowd anybody or to touch on anybody's rights, but merely to quietly take his own. He is on the defensive. But what would become of soldiers so peacefully defensive that they never returned fire? Bicyclers cannot afford to settle into the position of meekly taking what fag-ends of rights and courtesy may be dropped for them. They cannot acquire position and respect in any way so quickly as by maintaining their rights everywhere, and in every proper way. They must exact their share of the road, and must teach others to restrict their offensiveness to the tongue.

The bicycle is on the defensive. But to be so it must, on proper need, take the aggressive, and it must not try turning the other cheek.

J. W.

BOSTON NOTES AND NOTIONS.

The great Wheeliday is so close upon us that this number of Ours will (or o—ht to) reach its readers just at the time of their starting for the rendezvous. The reverse of Greeley's maxim should be the motto of most good wheelmen now—"Go East, young man." Come one, come all, both great and small (machines). Do not falsify my prediction by failing to muster, with us, as many as 850. 'Tis revealed from on high bicycle: 'tis a magic number: 8 times 5 is 40, an important figure here—40 Providence, and 40 Water Streets; and 40lbs. is the normal weight, while 8, minus 5 is 3, the number of it when going, 2 wheels and 1 man. Again, subtract 100 and divide by 10, gives 75, the number of *The Wheel* office; and subtract 8 from the 85 gives 77, the year of the advent of the "Bi," from which, taking 8 more, you have '69, the era of its wooden fore-runner. Don't damage these pre-established harmonies by holding back. A few too many will do no harm, as the pregnant number will be there. If you can add 200 to it, the result will be another surprise, and make an aggregate that we can provide for, though 'twould be close work. The Chairman of the R. R. Committee seems to have given in his recent letter all the needful information to facilitate conveyance; but if any hesitate on account of their machines, let them come without them, and hire or borrow a mount here. I believe fifty or more could be thus accommodated on short notice. Perhaps it will displease him to mention it, but they say that the said chairman has a stud of six himself—and he is a liberal man.

Up to date we have had nearly a full week of April weather

or worse, and it is reasonable and seasonable to expect some true May-days about the 30th, which should be a bright one to give effect to the glitter and color of metals and uniforms. Our battalion have moulted their autumnal hues for new suits, about the color of a sturdy oak in fly-time. We shall be well led by the gaily dignified stockyman in a stocky business; "Jack Easy" will carry his many badges and "superb equipoise" more easily than ever on his cradle spring: our President will ride ready to take any rise of "five feet in ten," or, if impossible, will give a legal opinion why 'tis so. our Sec. shows second to none for ornament or use, and bears the championship medal; Mr *Currente Bottelo* will (before dinner) maintain a level head and a limber tongue, and what in the world he will say of it all afterward, remains to be seen. Lastly, one may be alluded to,

Who rode in boots, which riders never choose,

Far as the famous riders rode in shoes,
and will that day, for the first time, appear in full rig as a genuine bicyclist, though a dubious youth.

I find the Excelsior Cyclometer to be reliably unvarying in its record. I went over one circuitous and hilly route of 19 miles with it three times for trial, and the readings differed less than an eighth of a mile. The best map is on too small a scale to get the length of the route precisely from it, but the cyclometer agrees with the measured miles I have tried it on. The liability alleged against it by some is that dust may get in between the plates of the upper part. The joint seems quite close enough to prevent that—or a smear of tallow between the plates would seal it most effectually. I oiled it (only the axle movement) at first slightly, and after running near 300 miles it still swings perfectly free.

My experience with an unusual accident may possibly be of use. I recently broke the rim of my hind wheel, square across. I tied it together with twine, and managed to get back some ten miles after retying it several times. Wishing to ride the next day, I fastened it, as I thought, very securely with a soft wire, but it wore through in the course of three miles, and I returned to the string again. It occurred to me to try another experiment before having the wheel repaired, and I took about a foot of raw-hide string such as was used for the old kind of brakes, laid one end across the fracture, and then made three turns around all as tightly as possible, securing it by knots on a spoke. This answered perfectly, as it held for twenty miles without in any way yielding, and upon taking it off was found more compressed than worn away, and would evidently have lasted as many miles more. It had served still better if the winding part of the string had been smaller so as to have sunk completely in the rubber. From this I infer that one could carry nothing so effective for binding a loose tire as a few feet of raw-hide about the size of very stout twine. I have been told also of this material being used to take up the wear in parallel or cone bearings. It is tough enough to make a hind-wheel tire of, which need not be of a round section, and if stretched on would require no cement. It may be had in sheet or strips at places where "mill supplies" are furnished. Those who have first rate machines now are not troubled in the above ways, but the hints may be useful to others.

I had in mind to talk back severely to "Cyclops," who rakes our cyclic muse and me in particular for the second time in *Cycling* of this month, but the topic is an awkward one and has been touched on quite enough in these pages—and where's the use? Recklessly false assertions, and declaration of inability to understand but "little bits" of what is mostly very clear, is all his argument. He claims to be generous and kind and mild in not quite agreeing with a London paper (that *Bicycling News*?) in calling the matter in question all "sloppy, idiotical, wishy-washy nonsense!" In the same number of the magazine is an article quite germane to the subject, showing up the British bicycle poeticoles—their "ever-varying metre," or total disregard of it, and shocking bad rhymes, "strange want of sense," "vulgarity and slang," "ungrammatical twaddle," "dismal ditties," etc., and stating that among many feeble versifiers there are but one or two men who are better. I would only modestly assert that our attempts average much better than that. Pass

that book, O Cyclops, over to Mr. Yardley, for I believe that, as to such matters, you do not know beans with the bag open, as they say.

I find I must cut this short off to be in time for the postal car.
JUVENIS.

MAY 21, '81.

THE CHEYLESMORE CLUB TRICYCLE.

THE COVENTRY MACHINISTS' CO., CHEYLESMORE,
COVENTRY.

Although the oldest of all the bicycle manufacturing firms, the Coventry Machinists' Company have not until the present season gone into the manufacture of the three-wheeler with any degree of enterprise and zest. True, for two seasons past they have made tricycles; but these contained no very special features, and the trade in them was not pushed. Now, however, things are different, and the old firm under new generalship have come to consider the future of the tricycle, a great one—as, undoubtedly, it will be—and have laid themselves out with a will to supply machines with especial points of their own. The season of 1881, then, finds them busily engaged in the production of no less than four tricyclic varieties, the principal being the "Cheylesmore Club" now under our investigation. In general arrangement of wheels, seat, and pedal motion, this machine takes after the most popular pattern of the day, having equal wheels, open front, rear steering, rotary action, and the hay-fork frame. This latter portion, however, differs from those in general use, by departing from the straightness of outline which characterises most machines of this pattern and assuming the curvilinear in place thereof, by which it is contended that not only is the appearance rendered more elegant but the strength increased. The wheels used are 44in. in diameter with 7-8in. red moulded rubbers, the celebrated hollow fellows and "club" spokes as used by the Company in the construction of their "Club" bicycles, the hubs being of steel and the whole wheels braced up with a considerable degree of tension. Both these wheels are driven by two chains, and the wheels very slightly geared down to make hill work easier. The pedals are of rubber and placed well beneath the rider, in fact more so than is usual with open fronted machines, this being effected by the curving backwards of the frame ends. The rear wheel is 20in. in diameter, with "Club" spokes, and a 3-4in. tyre, and runs in a fork with slight backward curve at its ends, this fork being topped by a Stanley head and worked by a rack and pinion handle in the usual manner. The seat is adjustable and rests upon a triple spring with rubber buffers. In point of manufacture there are few to surpass it, as the finish and fitting are excellent. In order to test practically its capabilities we spent the greater part of last Wednesday afternoon in experimenting with it over some miles of country road, from which we are able to make the following observations, viz., that the patent gearing allows the wheels to revolve without the pedals, which may thus be used as foot-rests when going down hill, or the machine may be driven upon very slight inclines by intermittent strokes as circumstances require. This gearing also allows either wheel to revolve faster than its fellow when necessary for turning purposes, whilst it drives both equally in all straight forward running. At hill work it is equal to any open fronted machine we have tried, and superior to many, inasmuch as the pedals being further back, more weight can be rested upon them without "losing the steering," which occurrence, it may here be remarked, is not fraught with so much danger as usual when it does take place, by reason of the power upon each wheel being equal. The handles are low down and in a good position for power, and the brake, which is applied by a lever and acts with spoons upon the rubbers of both driving wheels, is one of the most powerful in use, sufficiently so indeed to quite "tear a machine to pieces," if applied recklessly, and it is needless to say that this quite makes up for the loss of power to pedal backwards, which, however, can be accomplished when necessary by means of a neat gearing put into action by a separate handle. The feet, until one is accustomed to it, sometimes slip backwards when pressure is applied before the foot has reached the summit of its revolution; this is not dangerous or harmful, but

is apt to cause the foot to momentarily leave the pedal, which makes us think that the use of Garrood's "Grip" arrangement to them would be a great boon. In steering it is very steady, and there is none of the sway to be found with some machines when travelling at speed, though we think a little more scope in the ratchet to enable it to turn sharper when required would be an improvement. The price is £21. with ball bearings, and taken all round we feel we only do it justice in describing it as "a very good machine indeed."—*The Cyclist*, May 4, 1881.

ENGLISH NOTES.

I am afraid the English party of cyclists who were to visit the States, have either put it off till a later date, or have given up the idea. The captain of the proposed party has just started for a tour in France, Switzerland, etc.

I notice there is an agitation *chez vous* to hold an exhibition of cycles in connection with the meet. After the Stanley Show, the same thing went on here, and several were proposed in different parts of the country. However, the one at Newcastle-on-Tyne on May 7th, seems to be the only Exhibition that is coming to anything. It will be held in the Central Exchange Art Gallery and News Room, a most magnificent place, and the show bids to be a great success.

About the first race of any consequence this season was the Ten Miles Challenge Cup of the Surrey Bicycle Club, which took place on Saturday, April 30. It was won by Lacy Hillier in 35m., 53 1-2s. on a grass course. The winner had an easy task, and won by more than half a minute.

Our champion, H. L. Cortis, has retired from racing, and is now official handicapper to the Bicycle Union. The best man for 1881 is still to be discovered, but Liles, Hamilton and Griffith are well to the fore. Hillier will about hold his own on a grass or heavy course.

The B. T. C. annual meeting is fixed for May 21st at Sheffield.

The B. T. C. has held out an open hand of friendship to the Bicycle Union in offering to assist the B. U. in forming and carrying out their "Local Centres" scheme. The two bodies are also working in unison in the matter of bye-laws and railway charges. This is how it should be, and this is how it would have been long ago but for the action of one or two mischievous or interested persons.

Do you possess in America a bicycling Editor who, when recording the decision of some individual, club, or body, will not add "as suggested in our columns"? If so, send him over here: we "Britishers" want him badly.

WOLL.

FROM THE CLUBS

ARLINGTON.—The first annual election of officers of the Arlington Bi. Club, held May 17th, resulted as follows: President, Dr. Wm. Tindall; Vice President, M. B. Barnard; Captain, F. T. Rawlings; First Lieutenant, Dr. George J. Pritchard; Second Lieutenant, John I. Loomis; Secretary and Treasurer, Howell Stewart; Senior Guide, Ed. L. Dert; Junior Guide, Harry Y. Davis; Bugler, W. C. McArthur. The non-office holding portion of the Club Committee are Messrs. E. B. Hay, P. T. Dodge, A. M. Little, and Charles M. Lewis. The Club roll now foots up twenty-seven members, of which five are honorary.—Very respectfully, Howell Stewart, Secretary.

HARTFORD WHEEL.—The Hartford Wheel Club recently issued an invitation to resident wheelmen, including members of the New Britain Bi. Club for a joint run on Friday evening, May 20. It was not intended to be a long ride, but merely to encourage the unattached riders. The evening was perfect, and as the riders filed by in the moonlight, the effect was one not easily forgotten. After spending two or three hours riding

about town, the members of the New Britain Club started for home, accompanied part of the way by members of the Hartford Wheel Club. Some of the unattached riders were so overcome by the moonlight, that three of them immediately joined the Hartford Wheel Club. Over thirty men were in line.

SUSQUEHANNA.—Susquehanna Bi. Club. Organized, May 19, 1881, with six active members. Club color, purple and gold. The following officers were elected for the ensuing year: President, F. A. Miller; Captain, T. A. Hayward; Secretary and Treasurer, Wm. Garner.

BICYCLE TOURING CLUB.

The Bicycle Touring Club, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and there is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State Consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2.50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

DURING THE L. A. W. MEET.

Temporary B. T. C. Head-quarters will be established for the 28th, 29th, 30th, and 31st of May at

THE ST. BOTOLPH,

Tremont street, corner of Dover street, Boston, Mass., to which members of the B. T. C., wearing the club badge, are invited. Members who may not have the club badge can obtain tickets of admission from the Chief Consul.

ON THE 29TH MAY

Members of the B. T. C. are invited to meet at Headquarters and join the Chief Consul for a run into the suburbs, starting about 10 A.M.

ON THE 31ST MAY

There will be an English smoking concert at the Headquarters to which all B. T. C. members are invited. Each member can obtain a limited number of tickets for friends by applying to

FRANK W. WESTON,

Chief Consul, U. S. A.,

Boston, Mass.

Savin Hill, May 25, 1881.

NOTICE TO LEAGUE CONSULS.

There will be a meeting and run of League Consuls on Sunday, 29 May. Starting from Trinity Church square at 11 A.M., run to Waltham, *via* Chestnut Hill Reservoir (total distance about twelve miles), where an informal business meeting and lunch will be had. This meeting is called in order that the consuls may get acquainted with each other and form some definite plans for action during the coming season. It will also afford the consuls from a distance an opportunity to enjoy a ride over one of the best roads in the vicinity of Boston. As this will be the only opportunity during the League's visit for the consuls to meet, it is hoped that all who can will attend. All those who will be able to be present will please send their names to J. S. Dean, consul for Boston Bicycle Club, 28 State street, Room 35.

Vol. 1.]

THE WHEEL.

[No. 18

RATES AND TERMS.

THE WHEEL is published regularly on alternate Wednesday mornings and will be forwarded, postage prepaid, to any address for one year on receipt of \$1.25, invariably in advance. European subscription 7s. Remittances should be by draft, Post Office money order or registered letter, directed to Fred. Jenkins, 75 Fulton Street, New York City, N. Y. Our rates for advertising, which are reasonable will be furnished upon application. Special rates made for continued insertions,

LONDON AGENCY,

Bicycling Times Office, East Temple Chambers, Whitefriars Street, Fleet Street, London, E. C. Advertisements and Subscriptions should be sent to C. J. Fox, Jr.

CYCLOMETERS FOR SALE.

Two Thompson (London) Cyclometers, nickel-plated and entirely new. One, a 52 inch mileage; the other, a "revolutions," fitting any wheel, and the revolutions readily converted into miles by an indicator card accompanying. Price of the latter, \$6; of the former, \$7.50, which is less than cost of importation.

Address CYCLOMETER, This Office.

FOR SALE.

52 inch D. H. F. Premier; ball bearings to front wheel, cones to back; two pair of cranks, 4 to 5 and 5 to 6 inches. Price \$95. Reason: I am going to have a 54 made to order. For full particulars address,

CAPT. C. W. FOWLER,
Farmdale, Ky.

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CONTAINS ALL THE LATEST

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OFFICE 23 DEY ST., NEW YORK.

THE SECOND ANNUAL BICYCLE TOUR
THROUGH ENGLAND.

I propose to start on this tour about the 16th of July, and to cover pretty nearly the same ground as last year, with such alterations as may be required to enable us to attend the B. T. C. Annual Meet at Harrogate. The return to this country will be about the middle of September. The price of the ticket for the tour, which includes first-class cabin each way on S. S. and the hotel bills *en route* will be

\$265.

Circular giving full particulars will be ready on the 11th of June, and can be obtained by sending stamp for reply to

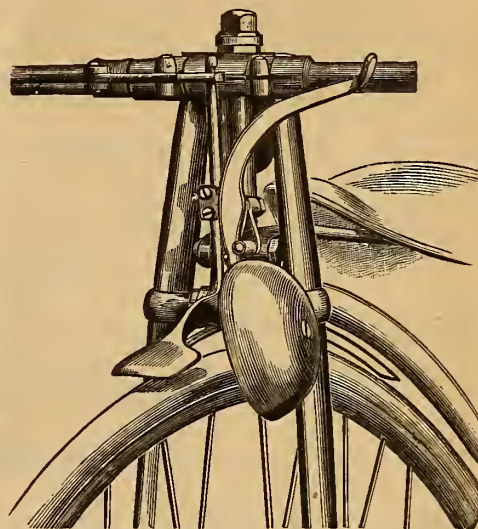
FRANK W. WESTON,
Savon Hill, Boston, Mass.

MAY, 25, 1881.

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Meets all the requirements of the perfect bicycle-bell and gives complete satisfaction.

IT IS EFFEC-
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THE WAY NOT
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ORNAMENTAL



The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1 Standard Columbias of 1880 No. 2. Harvards (Grip lever brakes). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No.

5. Ordinary Columbias.

These alarms are finely finished and nickel plated all over.

Sent by mail on receipt of \$3.00.

Send for circular.

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75 FULTON STREET NEW YORK.

Lock your Bicycles with the New Combination
Lock.

This Lock can be set on 160,000 different combinations, and can be either used with a chain in securing the wheels together, or for fastening the lockers in the club room, taking the place of an ordinary padlock.

PRICE, NICKELED, \$1.50.

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EXCELSIOR CYCLOMETER CO.,

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Between Maiden Lane and John Sts.

Every variety of Polo Caps for Bicyclers on hand and made to order. Estimates promptly furnished upon application.

Manufacturers of the Regulation Cap for the New York Yacht Club, and the Manhattan Bicycle Club.

SPECIAL NOTICE!

In order to afford our Employees an opportunity to participate in the
 L. A. W. PARADE ON THE 30TH INST.,
 we shall close our place of business from
 9.30 A. M. until 3.30 P. M. on MONDAY the 30th of MAY.

ORDERS FOR MACHINES

Which are wanted on or before the 28th should reach us not later than
 WEDNESDAY THE 25TH INSTANT,
 to insure being filled in season.

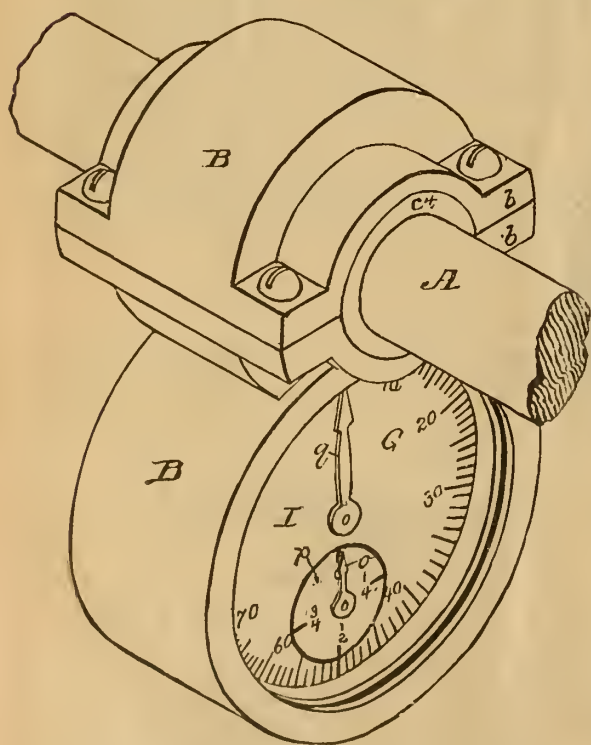
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THE EXCELSIOR CYCLOMETER.

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In ordering state the name of machine and size of wheel.

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75 Fulton Street, New York.

These Cyclometers are finely finished, and are provided with a neat lubricating cup (not shown in the cut). The dial plate is different from any previously manufactured, being silver plated with the lines clearly marked, so that the reading may be readily taken.

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