

# THE WHEEL.

*A Journal of Bicycling.*

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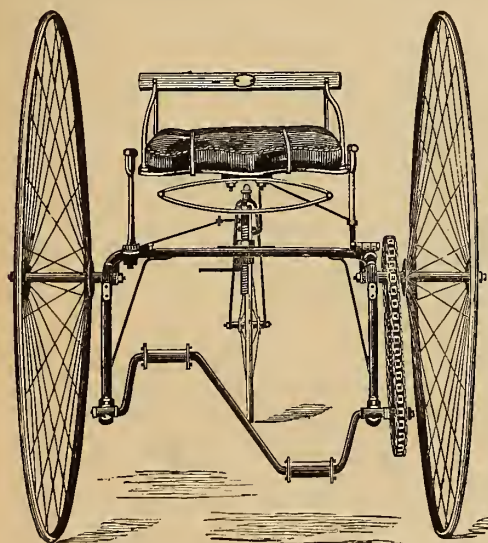
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597 Washington Street, Boston, Mass.

## CONTENTS

Advertisements.....	201-207
By Bicycle to Boston, VI.....	206
Correspondence.....	205
Coming Events.....	203
Editorial—The Wheel—Not all a pastime.....	204
From the Clubs.....	205
Our Exchanges.....	204
Pickings and Stealings.....	202
Personal.....	206
Rates and Terms.....	206
Some Boston Beans.....	205
Wheel Races.....	202

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

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

## PICKINGS AND STEALINGS

Don't forget the Waverly races on the 21st.

Wheelmen in uniform will be admitted to the grounds free. All are invited to take part in the grand parade.

Take any train on the Pennsylvania R. R., as all stop at Waverly on that day by special arrangement. Wheels will be transported free of charge.

The attention of racing men is drawn to the following rule recently passed by the National Association Amateur Athletes of America:—

"No person competing in games other than those given by an Associate, or approved club, shall be allowed to compete in games given by associate clubs, nor at the championship meeting.

"This resolution shall not affect members of clubs located beyond a radius of fifty miles from New York city, except when competing within such radius."

Therefore, all men who competed at Morristown, who race at Waverly or any Fair or bicycle club race meeting, are barred from entering in the championship games of the N. A. A. A. This of course excludes L. H. Johnson, the present champion, Woodside, and many others. The following letter from the Commander of the League will be of interest:

*Editor of THE WHEEL,* Dear Sir,—In view of the recent action taken by the N. A. A. A., the L. A. W. has decided to offer at its races of the 6th, proximo, a \$50 gold medal for the two mile Amateur Championship of America, open to all amateurs, entries to be made to me. Will you please publish and oblige,

Yours truly,

C. K. MUNROE,

N. Y., Sept 12, '81.

*Commander L. A. W.*

Thus we have two Championship Medals. The one offered by the N. A. A. A. only open to those who will be good little boys and only race when the Association of many A's allows them; and the other open to all amateurs, which has just been offered by the League of American Wheelmen.

We do not wish to quarrel with our neighbor, the N. A. A. A., but we are inclined to think they are undertaking too much, when they apply the rule to members of the League and exclude such from their games. A man certainly cannot be a member of that organization unless he is an amateur, and it is about time that the N. A. A. A. should recognize the League.

We can afford to let the championship of the N. A. A. A. go. The man who wins it, will certainly not be recognized among wheelmen as the champion unless he should be able to also win the League medal. Should the League bar from its championship all men who compete in races given by any club or organization, not members of the League, or under the direction of League members, or approved by the League, the result would soon be apparent. The races given by athletic clubs would be only contested by third or fourth rate men, and the championship would fall to the lot of some insignificant rider, while the best men would enter the League championship, which

is the only true championship, and which will always be regarded as such, and the winner of the same, the only true "Champion of America."

## WHEEL RACES

ATTLEBORO, Mass., Sept. 10.—The first grand meet of New England wheelmen took place here to-day under the auspices of the Columbia Bicycle Club. One hundred wheelmen were present. The first race, one mile, best two in three, was won by W. W. Stall, of Waltham; A. R. Cortes, of Boston, second. Time, 3m. 11 3-4s. The second race, two miles, best two in three, was won by L. T. Frye, of Marlboro, in 6m. 44 1-2s.; C. F. Carpenter, of North Attleboro, second. M. Chandler, of Providence, R. I., was awarded the first prize for fancy riding. The slow race was won by Conrad Eller, of Providence. The five-mile race was won by L. H. Johnson, of Orange, N. J., in 17m. 14 1-2s.

BALTIMORE.—Sept. 7, the Baltimore Agricultural Society gave handsome prizes for one-half mile race, in heats, and a two-mile scratch race. Track was one-half mile circuit, very rough, and a trifle hilly. F. G. Powell, Germantown Bi. Club, and S. T. Clark, Geo. W. Cole, and Herbert Bean, Baltimore Bi. Club, competed in the half-mile. Powell took the lead at the start and maintained it to the finish, winning the first prize, a silver flask, valued at \$30. Clark secured the second prize, a silver medal.

The two-mile race was contested by the same parties, Mr. Powell again taking the first prize, a handsomely chased silver ale tankard, valued at \$50. Clark won the second prize, a silver medal. After the races the Baltimore Club wheeled back to the city, a distance of almost thirteen miles.

BICYCLE AGAINST RUNNER.—Aug. 25, at Chatham, N. Y., G. E. Patton, bicycle, 10 miles, 47m. 21s.; W. J. Beebe, runner, 6 miles, beaten by half a mile.

COLUMBUS, O.—Aug. 30, at the Fair Grounds, track heavy. One mile—J. L. Pease, 3m. 51s.; W. S. Reed, 2; W. F. Eldridge, 0; J. G. Kitchell, 0; H. G. Glydden, 0; P. B. Oliver, 0; S. S. Mott, 0.

CYNTHIANA, Ky.—Aug. 25, on the Fair Grounds, half mile, best 3 in 5 heats—H. Skillman won first heat; T. Skillman the second, third, and fourth heats; H. Millwood, 3; A. Morgan, 0; R. Barr, 0; time: 2m. 11s., 2m. 10s., 2m. 6s., 2m. 5s.

HUDSON, Mass.—Aug. 22, at Riverside Park, 1 mile—A. Curtis, 3m. 31s.; G. E. Frye, 3m. 33½s.; J. Swain, 3m. 35s.

MILFORD, Mass.—Aug. 27, at Charles River Riding Park. One-mile bicycle race—L. T. Frye, Marlboro, 3m. 25s. Two-mile bicycle race—G. E. Frye, Marlboro, 7m. 20s.

MORRISTOWN, N. J.—Aug. 30; the half-mile. A large attendance and splendid weather contributed to the success of the first day's racing at Morristown. A number of 'cyclers were present, and among the spectators we noticed Charley Rowell, who is over here this time, he says, on a "pleasure trip only." Out of an entry of twelve only four came to the post, the following being the starters: L. H. Johnson and E. R. Bellman, Essex Bicycle Club; F. W. Fullerton and W. M. Woodside, Manhattan Bicycle Club. The race needs little description, as Johnson, who had the pole, got off with the lead, which he held to the finish, and won by about twenty yards from Bellman. Fullerton made a good race for second place with Bellman, till about half of the distance was ridden, when, his pedal loosening, he was virtually out of court. Ten yards separated Woodside from Bellman, Fullerton close up. The two Essex men evidently knew the nature of the track (which was dusty and lumpy), as they both rode "Harvard Roadsters," with cradle springs. Woodside, who rode a light "Humber" racer, had no chance whatever on such a track. The time was remarkably good for a trotting track, being 1m. 39 1-4s. In the quarter-mile heats only three faced the starter, viz.: Messrs. Johnson, Fullerton, and Bellman. The first heat was won by Johnson by fifteen yards, from Bellman, Fullerton close up. The second heat resulted again in a victory for the champion; Fullerton,



however, taking second place, with Bellman fifteen yards in the rear. Mr. Johnson having won two straight heats took the first prize. Fullerton and Bellman ran off for second prize; a capital race ensued, Fullerton holding his own all the way, and winning by about half a yard, hands down.—*New York Sunday Courier*.

The third day, when the two-mile race was called, only Mr. Johnson put in an appearance, and he declined to ride over the course alone.

STATEN ISLAND.—Sept. 10, the annual fall meeting of the Staten Island Athletic Club was held on their grounds at West New Brighton. Mr. L. E. Myers, the champion runner, officiated as starter. Rain fell during the greater portion of the afternoon, and the track was not in condition for fast time. The two-mile race was won by A. J. Eddy, of Flint, Mich., with A. B. Rich second. Time, 8m. 55 4-5s.

WORCESTER, Mass.—Aug. 25, at the Driving Park, half-mile—Speers, 1m. 46s.; Brown, 1m. 56s.; Higgins fell at half distance. 2 miles—Higgins, 7m. 59s.; Brown, 2.

WORCESTER, Sept. 6.—The afternoon was devoted to the bicyclists, and this feature of the exhibition, as was the case last year, proved full of interest. Promptly at 2 1-2 o'clock the men who had been received on their arrival in the city and entertained at Grand Army Hall by the members of the Worcester and Æolus Clubs entered the grounds, and the parade immediately began. The line was divided into two divisions, each which was formed into two ranks. The first division went around the track to the left of the stand, and the second to the right in open order. As the divisions met the files of the one passed between the files of the other, the movement being repeated as the divisions met, after which a return was made to close order and the next passing was made to the right. The second division counter-marched, and the whole column reforming into fours rode around the track together, there being over 200 men in the procession, representing the following clubs: Boston, Chelsea, Columbia of Attleboro, Framingham of Framingham, Hartford Wheel Club, Haverhill, Hudson Club, Marlboro, Massachusetts of Boston, Melrose, Milford, Northboro, Providence, Portland, Rockingham of Portsmouth, Southbridge, Star of Lynn, Springfield, Stoneham, Webster, Waltham, Worcester, Æolus of Worcester. The different styles of riding were particularly noticeable. The line was in charge of Fred S. Pratt of Worcester, as chief marshal, with C. E. Pratt of Boston, A. S. Parsons of Cambridgeport, W. E. Gilman of Chelsea, and F. W. Blacker of Worcester, assistants. The first division was commanded by E. C. Hodges of Boston, and the second by C. A. Hazlett, of Portland.

After the parade the men were called for the first race of two miles the starters and positions being: Charles T. Carpenter of Attleboro, E. M. Bent of Cohituate, J. E. Brown of Webster, L. H. Johnson of Orange, N. J., E. G. Lombard of Cambridgeport, Geo. E. Whittaker of Hudson. Bent had a trifle the best of the start, and held the lead through the first half mile, with Carpenter second, Whittaker third, Brown fourth, Johnson fifth and Lombard last. The second half-mile reduced the number of contestants to four, Whittaker and Lombard dropping out, and the positions were changed before the half was completed, Carpenter heading Bent, and Johnson taking third position from Brown. At the end of the next half Johnson had the lead, with Carpenter second, Brown third, and Bent last. Johnson held his lead to the end, although Carpenter gave him a good brush near the finish, and Brown attempted to head Bent, but had not speed enough. Time—Johnson, 6:42; Carpenter, 6:44; Bent, 6:55.

In the second heat, Johnson, Carpenter and Whittaker were the only contestants. Carpenter took the lead, with Whittaker second, and Johnson last, these positions being maintained till the last half mile, when Johnson who had been riding a waiting race from the first, easily took the lead and won handsomely in 6:56, Carpenter second in 7:01, and Whittaker third in 7:35, the prizes being awarded in that order.

For the second race of one mile 5 of the 24 entries started, they being Lewis T. Frye of Marlboro, John E. Brown of Webster, H. G. Wheeler, of Marlboro, Clark Lawrence and Thos.

Waite of Hartford. The first heat was easily won by Frye of Marlboro, the principal interest being in the contest for third place which resulted in a dead heat between Brown and Wheeler. Time—Frye, 3:13 1-2; Lawrence, 3:24; Brown and Wheeler, 3:29. In the second heat Frye, Brown, Wheeler and Lawrence started, but Wheeler did not finish, and Frye won easily in 3:24, Lawrence second in 3:25, and Brown third in 3:33 1-2, the prizes being awarded in this order.

For the half-mile race there were 20 entries but only 5 starters, they being Geo. E. Whittaker of Hudson, Harry Percival of Boston, E. P. Butler and B. W. Potter of South Windham, and W. W. Stall of Waltham. Stall was an easy winner, riding the last 150 yards without the use of his hands, in 1:38 1-4; Whittaker second, in 1:41; Percival third, in 1:42, the others not finishing. The second heat was easily won by Stall, in 1:26 1-2; Whittaker second, in 1:43; and Percival third, in 1:45, and the prizes were awarded in this order.

During the afternoon an excellent exhibition of fancy riding was given by Master Girard of Portsmouth, which was much enjoyed.

The judges were Charles E. Pratt of Boston, S. A. Marsden of New Haven and Waldo Lincoln of Worcester. The prizes in each race were a gold medal, silver medal, and bronze medal.—*Worcester Spy*.

## COMING EVENTS

SEPTEMBER 15.—Entries close for two mile bicycle race at the grounds of the New York Athletic Club (championship games) September 24th, at 10 A. M. and 1:10 P. M. Fee \$20, to Secretary National Association of Amateur Athletes, P. O. box 3,478, New York.

SEPTEMBER 24.—Entries close for three mile bicycle race at games of Williamsburgh Athletic Club, October 1st, at 3.30 P.M. Fee, 50 cents, to John Wood, Jr., Sec. Williamsburgh Athletic Club, 52 South Tenth St., Brooklyn, E. D.

SEPTEMBER 24.—St. Louis, Mo. One-mile bicycle race, championship of Missouri. Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three minute record. Eight entries to date.

SEPTEMBER 24.—The twenty mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, September 25, at 2.30 P.M.; entries to be made to J. S. Dean, Secretary, 28 State Street, and E. C. Hodges, Captain, 28 State Street.

SEPTEMBER 27.—Entries close for three mile bicycle race at games of Montreal Amateur Association, October 1st. Fee, 50 cents, to Secretary of games, P. O. box 1138, Montreal, Quebec.

SEPTEMBER 30.—Entries close for first Annual Race Meeting of the League of American Wheelmen on Thursday, October 6th, at 3.30, P.M. on the Polo Grounds, 110th Street and 6th Avenue. The following are the events, open to League members only: 5 mile race, three prizes valued at \$30, 20, 10, one mile, championship of America, diamond medal, value, \$100, to be won three times before becoming the final property of the winner; one mile handicap, three prizes, value \$25, 15, 10; three quarters mile ride and run race, two prizes, value \$20, 10; two mile (scratch) championship of America, open to all amateurs, gold medal, value \$50; one mile tricycle race open to all amateurs, two prizes, value \$20, 10. Fee, \$1 for each and every event, to be made to C. K. Monroe, 331 Pearl Street, New York.

OCTOBER 5.—Entries close for three mile bicycle race at fall games of Young America Cricket Club, at Stenton, on Saturday, October 8th, at 2 P.M. Fee 50 cents to W. T. Wilcox, 1704 Pine Street, Philadelphia, Pa.

DIED.—On the 1st inst., Ben-Israel Butler, aged 28 years, at Bay View, Mass. Those who knew him were won by his quiet, gentlemanly bearing; and among the multitude of his friends who mourn his loss, none do so more than his fellow wheelmen, who lose a true friend and companion.

To the members of the Boston Bicycle Club: You are hereby ordered to wear a small crape bow under your badge, when on the wheel, for thirty days from date, in memory of our recently deceased member, Ben-Israel Butler, of Lowell.

The above can be obtained of the club secretary.

Per order, E. C. HODGES, Capt.

J. S. DEAN, Sec., 28 State street.

Boston, 2 September, 1881.



Vol. 1.]

THE WHEEL

[No. 26]

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.

#### NOT ALL A PASTIME.

Whenever encountering either of the three great enemies,—too rough roads, too soft ones, or too stiff winds, compels the rider either to draw upon all the strength that is in him, or to get off and ignominiously push behind, there can be no question that wheeling is not sport. At its best, when the conditions favor, it is an unquestionable sport and exercise of the most glorious and invigorating character. As such, it is up to the level of baseball, rowing, canoeing, yachting, lawn-tennis, kiteflying, archery, croquet with several of the dearest girls for companions, and any other diversion of any age in life; but it differs from them all in one important particular—its practical utility. All these other sports, at the best, are sports purely, useful for their results of health and enjoyment, and always to be commended as profitable if rationally pursued; but neither the canoe, the bow, the rifle, nor the fishing-rod is or can be turned to use as an instrument for accomplishing purposes ordinarily and regularly arising. On cannot use the self-propelled boat to go somewhere, but he can so use the wheel—there is the distinction. The wheel is not only healthful and enjoyable in using, but its use goes to take the rider, as in any other vehicle, somewhere he wants to go.

This is soberly true in England, where its truth has brought the wheel into the commonest use. It serves as a vehicle, in circumstances where the rider uses it not for the sake of riding, but because he wants to go from some place to some other place, as when used by professional men and postmen on their rounds, by men who go out from town on it for their Saturday to Monday rest, by others who use it for vacation jaunts, by commercial travelers, by migratory artists and photographers. These are a few ordinary examples of practical utility in travel, when the journeys taken on the self-driven wheel would otherwise have to be taken on some other wheel.

This being the fact, the enormous development of manufacture and trade in England is not surprising, for it is a thing of course. In this country, save in a few favored oases among the weary desert of bad roads, it is not yet true that the wheel has found practical utility. The two-wheeler is still making its way against the difficulties which usually beset pioneers, and the three-wheel is still so little known that hardly anybody has a better notion of what it is than is gathered from looking at those little tumble-bugs, the juveniles, as they get into everybody's way on the city side-walks. Of the fact that the desert of bad roads exists, there is only too little doubt; the quality, extent and location of the roads are yet very inadequately known, partly because the number of riders and their explorations are not yet exten-

sive, and partly because riders who have found good roads are backward in carrying the good news. So far, it is very largely the unpleasant fact, so far as positively known, that those who would ride in this country must ride where they can rather than where they would; as the hunter must take his gun to the woods and the oarsman must go to the river, the wheelman must take his wheel to the selected spots where the surface lets it go.

If rideable roads are indeed the rare exception, and if this is an exact presentation of the situation to-day, it is patent that the case is not one which favors the swift and easy spread of wheeling we would all like to see. How far this *is* the case is the first thing that needs to be found out, as has heretofore been urged in these columns; a road record is wanted, and the suggestion is risked that to further the getting of it is a work not unsuitable to that very pacific organization, the L. A. W. How fast the obstacle of bad roads can be and will be removed is yet to be seen; but the first step in removing a difficulty is certainly to take its measure and description.

Thus far, it is evident that the bicycle—which represents the wheel as yet in this country—is used by men averaging young and for the sake of the riding. If one cannot go on it when he wants to go he is excusable for not using it as a vehicle, surely; but this is a utilitarian country, and *one source of resistance to the bicycle is notoriously the fact that it is regarded generally as not a practical implement but as merely a plaything.* There is quite a notion about that it is really the property of children, and that a few children of larger growth have gotten hold of it and are using it, in a temporary craze of athleticism, to scare horses with. How nonsensical this is wheelmen know; nevertheless it is just about what is thought by the anti-bicycle people and by no small part of the indifferent public. It is not believed to have come to the country to stay; it will answer "on very smooth roads," but not on any which are ever likely to be in ordinary use for highways; it "must be very hard work," and quite dangerous withal; it is a foolish machine, because "there is no use in it;"—this is about what is thought of the wheel, thus far.

The object of the foregoing remarks is simply to urge this; the very common practice of wheelmen in this country, in speaking and in furnishing communications to the newspapers, is to refer to wheeling as "the sport," "our sport," "our pastime," etc. This, under the circumstances and for the reasons set forth, is probably an error. Sport it is, truly enough, but let us enjoy it without laying stress on it—let us keep *that* part more in the background for the present. We should not keep the anti-wheel people who argue that the wheel is only a toy, not entitled to consideration when it seems to interfere with any vested rights and confirmed ideas. Let us put the wheel on a broader and firmer basis. To show the public that the wheel is "good for something" and can be put to use would strengthen its position and further its progress into use.

J. W.

#### OUR EXCHANGES.

The first numbers of *Friction*, a weekly publication containing only stories, by Keppler & Schwarzmann, lie on our table, and have been perused with pleasure. The well known publishers of *Puck* have aimed to supply the American public with good wholesome reading, and we are pleased to say that they have not fallen short of their mark. The stories are thrilling and entertaining, and are of varying lengths to suit the most fastidious reader. Printed in large beautiful type, the publication presents a pleasing appearance.



## FROM THE CLUBS

[Secretaries of clubs are invited to contribute to this column any items of general information and interest, and to send in their reports as early as possible to insure proper classification.]

HAMILTON.—Aug. 27. The Hamilton Club met on Aug. 24, and elected the following officers: President, W. H. Glassco; Secretary-Treasurer, A. Ridout; Captain, A. E. Jarvis; Lieutenant, F. Glassco. It is the intention of this club to make bicycling popular here. Yours, H. C.

MANHATTAN.—The Manhattan Bicycle Club held their first fall meeting on Monday evening, Sept. 5. About thirteen members were present, including President Wales. Mr. G. R. Bidwell was elected to active membership. The club voted to participate in the Waverly parade, and club drills were voted for Tuesdays and Fridays at 6 P. M. A committee of three were appointed to draft a new constitution and by-laws, as the original one does not cover the present requirements of the club. Mr. Phil. Johnson, the First Lieutenant, having temporarily given up riding, Mr. Fred. Jenkins was elected First Lieutenant until Mr. Johnson was able to perform the duties of that office. The club voted a sum sufficient to complete the decorations at the headquarters. The club is fortunate in possessing men who take a great interest in riding, and who are usually on hand every evening in parties from a couple to eight or ten.

NEW YORK.—The New York Club held their fall meeting on the evening of the 5th, with President Munroe in the chair. One or two new members were elected to active membership. Owing to the fact that a number of their men are absent from the city, the club will not take an active part in the Waverly Tournament, although they will be well represented as spectators.

## CORRESPONDENCE.

ORANGE, N. J., Aug. 20th, 1881.

Editor of THE WHEEL: Dear Sir:

In your issue (Aug. 17th) appears a communication entitled, "The Bicycle in Orange" signed "S. S. and L. C. P." which is stolen bodily, with the exception of the last paragraph, from an article by the writer published in "Schenk's handbook of the Oranges" pp. 140, 141.

The omission of credit, or even quotation marks, shows that these would-be *literateurs* do not scruple to credit to the great metropolis, the thoughts and words of the despised "mosquito state" "S. S. and L. C. P." (query; scribbling shark, and literary cheeky pirate?) are very kind to call to the attention of the fastidious wheelmen of New York, the humble lanes of a Jersey suburb, but they should remember that, while they are at perfect liberty to atone for their scant riding upon Manhattan and out here on our superb macadams, a sense of honesty should prevent them from supplying the deficiency in their intellects in the same manner.

N. J. VERITAS.

## SOME BOSTON BEANS.

The original MSS., as sent you for publication in No. 24, was none too good, but the liberties your printer has taken with it has made some of the sentences—ambiguous at the best—mere drivelling idiocies. He makes me say "agreement," when I wrote "argument;" and "due," when I wrote "dull;" "nicely," when I wrote "wisely." He makes nonsense out of sense, by printing, "it enjoys," instead of "to enjoy." Will you kindly hint to your proof-reader, that I am over six feet two, in my stockings, my muscular development is something remarkable, that my temper is choleric, and finally that as I am often in the neighborhood of 75 Fulton Street, I should not consider it *much* trouble to call in and interview him privately; that is should the like egregious howling mistakes be repeated.

I have just been looking over the last list of Consuls you published, and I am impressed with the idea that we, in this state, should have at least three Consuls where we now have one. Out-

side Boston and immediate vicinity we have only eleven in Massachusetts; considering the fact that there is scarcely a village of five hundred inhabitants, in the state, which has not one or more riders it seems to me that the Directors could increase the Consular list. In case such riders were not already League men, solicitation to join and act as consul would meet with success nine times out of ten. If some such scheme could be accomplished, it would be of incalculable value to the organization: in the first place the practical utility of the League to members would be largely enhanced, and the nuclei thus formed by the consularships would undoubtedly be the cause of rapidly swelling our rank and file. By all means Mr. Directors give us more Consuls.

That was a excellent idea suggested by the bicycling editor of the "*Boston Sunday Herald*," namely: to use guide boards indicating the nature of roads, distance, etc.; and it seems to me that an improvement on the original conception, would be to use colors for the ground-work of sign board, to designate the kind and condition of roads; the same board to have from one, to four or five different colors, and each color to represent the condition and peculiarities of road. The names of places and distances of course to be in plain black letters. If some such system were elaborated and adopted by the League, the country could be posted by degrees, taking the main lines of travel first, and then as our means in money and men increased we could complete the plan by posting the cross-roads and by-ways.

Massachusetts can tally one more point in law in favor of the bicyclist; thusly: Mr. Samuel Parker of Wakefield was riding leisurely on his machine on the extreme right of the road near Spot Pond in Malden; Seth Ames was going in the opposite direction on foot, and after turning out to let Parker pass, he gave the bi. a push, sending Parker flying over the wall into the pond. Parker had Ames promptly arrested, and in the District Court Mr. Ames was fined \$8 and costs. He has however carried the case up to the Superior Court, where, we believe and hope that the decision of the lower Court will be sustained.

Originally the case was brought up before Judge Pettingill, he however, put it over to this week when Associate Justice Bancroft would be present, on the ground that he himself "was prejudiced vs. the bicycle;" in which acknowledgement and consequent action, Judge Pettingill puts himself on record as an honest gentleman and is entitled to the thanks and respect of all riders, though he is "prejudiced."

The other afternoon while slowly riding my machine on Beacon Street and carefully threading my way through the crowd toward Brookline, I wished that P. C's could pass an hour or so of observation on that thoroughfare, and see for themselves with what unconcern the sensible horses and *drivers* of Boston treat the bi. All ages and conditions of horses were represented, from the nervy thoroughbred to the staid and stately family coach-horse; the drivers and riders were of both sexes, and all alike courteously and tacitly acknowledged the bicycles equal rights with themselves. This civility to wheelmen is almost universal here among our better and influential class, but, we have a good many bipeds of the horsey persuasion, who hate us worse than poison; I was going to say, "worse than the *Devil*," but on second thought, remembering the probable relationship existing, I imagined it possible that they might be more than favorably disposed towards His Satanic Majesty.

The *Boston Transcript* lately had a well meant article, supposing to set forth the "casus belli" between New York P. C's and wheelmen; the worthy writer got somewhat mixed, and so Pratt had to fly to the rescue and set 'em straight, which he did in a well written statement of the facts.

Apodos of the good will thus shown by the *Transcript*, I would remark that one of the most pleasant things for wheelmen to contemplate, is the remarkable change of tone in regard to our sport by the Press at large; the occasional supercilious or sneering mention we used to receive has given place to hearty sympathy and support, and I cannot but appreciate the imperative necessity of continually urging wheelmen to see that they continue to merit these evidences of good will. I am sorry to say I have seen royal good fellows (thoughtlessly I do believe), arrogate certain privileges with the utmost sang froid. A good many of these men do not mean any harm, but it is these little things which irritate and prejudice public opinion. Happily, so far, in



almost every instance, when Courts have been appealed to, the bicyclist, has proved to be in the right; let us see to it that this record is not broken.

The "Bostons" intend to go to Worcester on the 6th, in a body, none of the other local clubs so far as I have heard have taken any official action in the matter.

I want to see Woodside and Stall come together; I think the result would not be favorable to your man, still no one can tell; they are both "bad men" to beat; I should like to see them come together on the 6th, proximo, and I hope to.

From what I hear, I imagine that during the first week of September most of our boys will have returned from their country seats, and so I trust in my next to be able to report resuscitation of club life at head quarters; for my part, I long to see all the laddies once more.

HANDY ANDY.

## PERSONAL

Mr. A. J. Eddy, of Flint, Mich., is in training at the Polo Grounds, with his 60 in. Yale, and will probably compete in the championship games.

Francis Cragin, of the Boston Bicycle Club, started at 7.30 A. M., September 5, from the headquarters of the Chicago Bicycle Club in that city to wheel to Boston.—*Bi. World*.

Mr. Frederick Fisher, of the New Brunswick B. Club, has been elected Secretary and Treasurer, in place of Mr. Elliott Mason, who is now in Boston with the Pope Manufacturing Co.

Mr. William E. Gilman, the present editor of the *Bicycling World*, is pushing in the right direction, and keeps well up with the times. Brother Gilman has our best wishes for continued success.

Recording Secretary S. T. Clark, L. A. W., passed through New York on his way to Boston last Friday. Mr. Clark reports matters as rather quiet in Baltimore, owing to the absence of a majority of members.

Mr. A. L. Bristol, Vice President of the Charlestown Bicycle Club, is in town. He goes on to Boston, but will be back in company with Secretary L. M. Beebe, Jr., and Capt. J. A. Ball, for the League races.—*Courier*.

Col. Albert A. Pope, the veteran wheelman, arrived from Europe Sept. 4th on the *City of Berlin*. The Colonel is in good health and spirits, and we look forward to the introduction of some novelties in the construction of the "Columbias" shortly.

In discussing journalists we cannot pass by our former associate, Mr. Marius Lazare, who recently started the *American Gentlemen's Magazine*. Marius used his scissors liberally and extracted the best things from the *Bicycling World*, *Sunday Courier*, and *THE WHEEL* and thereby bid fair to have an interesting bicycling department. In the second number, which combines, singularly enough, the months of August and September, we find the size reduced one-half, and are told that the professional races, under the auspices of the Am. G. M., are exciting the wildest enthusiasm in the wheel world (!)

## BY BICYCLE TO BOSTON

A TRIP OF 1,030 MILES, FROM LIMA, OHIO, TO BOSTON, MASS. ON BICYCLES.

### VI.

[Continued from page 198.]

The following afternoon, as I rode through Fonda, on the northern bank of the Mohawk, I found its enthusiastic inhabitants engaged in a Democratic pole-raising. The long-windedness of the speakers, though, exhausted my "waiting ability," and I rode away without seeing the pole placed in its exalted position. Crossing the bridge to the south side of the river, at dark, I reached Amsterdam. Here, as everywhere, my bicycle enlisted a large following of "gentlemen of leisure," and the usual category of questions and answers were brought out and aired. I have always been sorry that prejudice has prevented

the introduction of the famous project for improving conversation, which Gulliver discovered in the Academy of Legado. In discoursing upon this remarkable invention, Gulliver makes a strong point in its favor, when he speaks of the "diminution of our lungs from corrosion" caused by talking, the fact to which my experience enables me to testify.

The morning that I left Amsterdam, the valley of the Mohawk was filled with a fog so dense, that one could hardly discern the indistinct outlines of an object at one hundred feet. I rode along the New York Central Railroad. The Central road consists of four tracks, two appropriated to express trains, and two to the freight trains. Between these tracks, were three gravelled spaces, upon which I often rode when the ordinary roads did not suit me. The morning in question, several trains had come thundering past me, and I would draw off to one side. Some four miles from Amsterdam, I heard a train coming, and I dismounted on the inside express track. It soon came close enough for me to perceive a freight train. Almost simultaneously, another came from the opposite direction, and while these two were passing me, an express train rushed suddenly out of the dense bank of fog and came rattling by in a whirl of dust. I began to feel perplexed. There I was, in the midst of three rushing trains, upon the only unoccupied track; my eyes filled with dust from the passing express train; if a fourth train had taken a notion to put in an appearance at that instant, I wouldn't have enjoyed it a bit, for I couldn't make up my mind whether in such a case, it would be better to lie down, and thus go under the train, or boldly ride into it,—up the cow-catcher, and along the top of the train and take the chance of a header when I came to ride off the rear end. The idea, though, of going off the back end of a train running forty miles an hour,—a fall of at least twenty feet,—was rather a damper to the last plan; for, although the riding along the foot-board on top of the train, would be nice enough, I would be morally certain to take a header off of the end of the last car,—a header that would amount to something, too,—and I had about rejected this idea, as too full of possible risks when the trains got by. The minute this occurred, I vacated the premises. I have been told that four trains passing the same place at the same instant is not an unfrequent occurrence upon this magnificent road, and at the rate which most trains run, I didn't care to dispute the right of way with any of them.

At ten o'clock I rode across a splendid bridge spanning the Mohawk into Schenectady, a picturesque and beautifully situated city eleven miles north of Albany. Here I took leave of the Mohawk and rode south on the Albany turnpike, the most novel road in the U. S. Instead of an ordinary paved or macadamized road, two parallel rows of flat stones edged with a curb on the other side, are laid in the worst and most sandy places, at a distance apart corresponding with that separating two carriage wheels. On this carriages roll along smoothly enough, but as the center between the rows of stones is unpaved, the horse plunges along in the sand with as much labor as ever. In spite of the nearness of Albany and Schenectady, there is very little travel over this road, the toll-collector at the Albany end of the pike, informing me that often the total amount of tolls collected in one day, fell below one dollar. The railroad takes its place and does about all the business. The Delavan formed my headquarters in Albany, from which I sallied forth on various sight-seeing expeditions.

Vol. I.]

THE WHEEL.

[No. 26]

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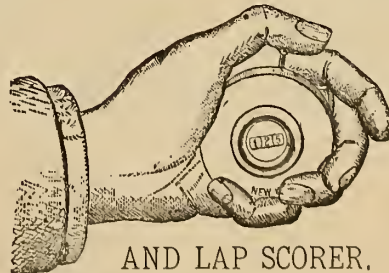
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