

# THE WHEEL.

*A Journal of Bicycling.*

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JULY 20 1881.

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SCHUYLER & DUANE,  
Importers and Dealers in Bicycles,  
189 BROADWAY, NEW YORK.

IMPORTERS OF THE CLUB AND SPECIAL CLUB BICYCLES.

Sole New York Agents for "THE HARVARD" "THE YALE," "SPECIAL TIMBERLAKE" and others.

*NICKEL PLATING, PAINTING & REPAIRING.*

"MULTUM IN PARVO" BAGS, CYCLOMETERS AND SUNDRIES.  
Orders taken for Singers Celebrated Machines.—The "British," "Royal" and "Imperial Challenge."

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## Suggestions to Bicyclers.

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IT IS A MISTAKE to consider all English bicycles as the best.

IT IS A FACT that a less percentage of Columbia Bicycles break or come to repairs than of any other make.

IT IS A MISTAKE to regard all the latest modifications of English bicycles as improvements.

IT IS A FACT that many of them are trade catches, and are abandoned before a season is over.

IT IS A MISTAKE to infer that the Columbia Bicycle is always the same style of machine.

IT IS A FACT that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.

IT IS A MISTAKE to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.

IT IS A FACT that the Columbias are the only bicycles that are warranted throughout by the manufacturers.

IT IS ALSO a fact that two-thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.

IT IS A MISTAKE to suppose that either the Special or Standard Columbia is the same now that it was six months ago.

IT IS A FACT that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.

REMEMBER that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.

REMEMBER that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.

REMEMBER that the Columbia nickel plating is the handsomest and most durable of any.

OBSERVE that the prices of Columbia Bicycles range from \$80 up to \$147 50.

OBSERVE that the Mustang is a cheaper grade for boys, in price from \$50 to \$65.

REFLECT that the Columbias offer choices of more value for less money than any other make of bicycles.

REFLECT that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.

EVERY rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price-lists.

NOTICE that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.

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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

The Kings County Wheelmen have leased the old bicycle grounds, corner of Rutledge street and Bedford avenue, and it is their intention to rebuild the track and fit the place up for general headquarters.

Now is the time for the theoretical rider to test his capabilities and make a tour through the country and afterwards publish his experience for the benefit of his fellow wheelmen. If more attention were given to descriptions of tours, we could keep posted in regard to distances, roads, &c.

Mr. E. I. Horsman is pushing things, and a large stock of the various kinds of Columbia bicycles can be seen at any time. Mr. G. R. Bidwell, the courteous manager, is always pleased to receive a call from wheelmen, and talks of establishing a riding school in the city this fall.

Col. A. A. Pope, so well known in connection with the manufacturing of bicycles, is to sail from this city next Saturday at 3 P. M., in the City of Richmond. Col. Pope was one of the first wheelmen in America, and has done considerable to promote the interest in bicycling throughout the country.

Wright's "Take-me-to" is attracting considerable attention among those who go in for solid comfort, and consists of a broad belt with three straps attached at the back for holding a coat, which can either be slung across the shoulder or worn around the waist. Its exceeding low price of 90 cents is in its favor. Be sure and send for one.

## LEGS OVER.

Appearances may oft deceive,  
 'Tis in the books so;  
 And though this *is* the safer way,  
 It doesn't look so.

The young ladies in the vicinity of the Boulevard and Riverside Drive are beginning to take a remarkable interest in wheelmen in general and a few choice spirits in particular. Who the favored ones are, we decline to state, but the number of machines to be found leaning against the wall—minus owners—is alarming. Positively too warm to ride far, you know—just far enough. Look out for the fathers, friends.

Messrs. Schuyler & Duane are making considerable headway in the importing business, and have lately received a consignment of the celebrated "Rudge" bicycles, which they now have on exhibition at their warerooms. Their repairing department is now in the hands of a skilled mechanic, who has been especially engaged for the purpose.

Under the column of coming events will be found the attractive programme of a series of races projected by the Worcester Bi. Club. It will be remembered last year that the record for two miles on an outdoor track was reduced to 6.30 1-2, and with

the increased number of skilled and fast riders, we look for a still greater reduction. We understand that the track will be put in first-class condition, and all who had the pleasure of meeting the Worcester Club in Boston will need no further guarantee of a cordial reception.

Edgewater Wheels of Bergen Point, N. J., were organized the latter part of May with the following members: J. K. Green, President; N. H. Day, Captain; W. J. Duane, Secretary; D. K. Este, Lieutenant; J. M. Duane, Bugler; R. V. R. Schuyler; J. H. McKinnell, A. H. Harris, and S. L. Davis. Uniform is blue serge coat, gray corduroy knee breeches, blue stockings and blue polo cap with letters E. W. in front. Instead of coats gray flannel shirts are to be worn in summer.

At the regular monthly meeting of the Capital Bi. Club, June 11, 1881, officers for the ensuing term of six months were elected as follows: President, C. E. Hawley; Vice-President, H. M. Schooley; Secretary, L. W. Seely; Treasurer, John Swinborne; Captain, Clarence G. Allen; Sub-Captain, J. M. Lewis, Jr.; Jr. Sub-Captain, Francis H. Noyes; Executive Committee, the officers ex-officio, F. D. Owen and Chas. F. Goodell.

Two drunken, unhung scoundrels, riding in a buggy, attempted to run down Albert Gloek, on Town street. The horse shied at the wheel and refused to be driven over it. With curses they again made the chase after the flying wheelman, who barely escaped them by making a turn up an alley. All this on the Fourth. Some of these miserable drunken drivers of horseflesh will get hurt if they do not let up on attempting to run down sober riders of the steel horse. Bullets may teach them what courtesy and gentlemanly treatment have failed to do, and that is that bicycles have the same rights as other carriages.—*Sunday Capital*.

The New Orleans Bi. Club are in a healthy condition, judging from their membership roll, which now numbers over forty active members. The officers for the ensuing year are Dr. W. R. Mandeville, President; John F. Mintken, Vice-President; R. P. Randall, Secretary; John P. Roche, Treasurer; A. M. Hill, Captain; C. H. Genslinger, First Lieutenant; Chas. Wirth, Second Lieutenant; J. D. Patterson, Bugler.

## PARODIC.

R-r-roll on, steely wheel, bear the traveler on his way,  
 While your little bard's song is in tune;  
 Oh, I never, never more on the sidewalks shall stray,  
 By the light of the sun or the moon.

State and county fairs are taking considerable interest in bicycling, and usually offer good prizes for one or two events. We have received notice that the Venango County Agricultural Society at their second annual fair at Franklin, Pa., will offer prizes for the best riding, the best time for one mile, and the slowest time for 100 yards. At the New Jersey State Fair, to be held at Waverly, from Sept. 19 to 24, a grand tournament will be given, consisting of amateur and professional races, and concluding with a grand parade of visiting wheelmen. The arrangements will be in the hands of a committee, consisting of representatives from the New York and New Jersey Bicycle Clubs. A new quarter-mile track will probably be constructed, and the managers will spare no pains to make the entertainment a success.

The *Tricycling Journal* is the name of a neat 12 page weekly devoted exclusively to the three-wheel sport, which has just been received. It is well printed and ably edited by R. C. Brittan. Like most of the English publications it abounds in ad's, which is a very healthy sign at the start. We wish it success.

## WHEEL RACES.

## FOURTH OF JULY RACES IN BOSTON.

One of the most interesting features of the celebration for many thousands of spectators was the series of bicycle races on the parade ground of the Common. The effort to lay out a



good track upon the turf proved hardly satisfactory to the contestants, as the rolling to which the ground was subjected failed to make the course sufficiently smooth to insure fast time. Very soon after 12 o'clock the movement of spectators toward the quarter-mile oval began to be made, and by one o'clock a perfect amphitheatre was formed on the side of Flagstaff Hill and the rising ground running from it to the junction of Boylston and Charles streets, while the mall along the latter was packed. The first race called was the one-mile amateur; first prize, gold medal; second prize, silver medal. The contestants who appeared were H. H. Duker, of Boston, Leo R. Robete, of Boston, H. E. Lombard, of Cambridgeport, W. M. Woodside, of the Manhattan Club, New York, and S. T. Kaulbach of Malden. Lombard took the lead, but when three-quarters around on the first lap he plunged over his front wheel and Woodside went to the front. From this time the New York man rode as he pleased and finished an easy winner. Duker dropped out after the third lap. Following is a summary:

NAME.	M.	S.
W. M. Woodside, New York.....	4	4 7-8
S. T. Kaulbach, Malden.....	4	17 3-8
L. R. Robete, Boston.....	4	35 3-5
E. E. Lombard, Cambridgeport.....	4	40

The next race was that for professionals. There were five starters and it proved most exciting. It was two miles, best two in three heats, and the three were required to settle it. In the first, Harrison took the lead at the start and held it for two laps, second position being held by Pierce. On the third lap, Wilson spurred past both Pierce and Harrison, and held this lead till the first mile had been finished. Then Rollinson began to loom up, and, dashing by one after another, he took the front place. The sixth lap saw Wilson again ahead, and, on the seventh, Rollinson once more pushed to the fore. The race between the two on the eighth and last lap was run for all the men could do, and the crowd went wild with excitement. Rollinson had the lead and won by a few feet, Wilson second, Harrison third, the colored man fourth and Donaldson far behind. In the second heat, Wilson and Harrison fought stubbornly throughout, first one ahead and then the other. The finish was so close that no difference in their time was recorded—both being credited with 8 06 1-2—and Wilson being the winner by less than two feet. Rollinson made no effort and Pierce and Donaldson dropped out. Rollinson was evidently holding himself for the decisive heat, and when it was started he quickly shot to the front. Wilson, with his larger wheel, spurred past him before they had finished the first round. He held there through the first half of the heat but, on the fifth lap, Rollinson pushed his wheel to the leading place. Wilson let himself out and shot ahead on the next lap, but his speedy little opponent rushed past him on the final lap and came to the line the winner of the heat and race. The summary:

NAME.	1st heat.		2d heat.		3d heat.	
	M.	S.	M.	S.	M.	S.
F. S. Rollinson, New York.....	8	3 3-4	not taken		8	10
J. W. Wilson, Boston.....	8	5 7-8	8	6 1-2	8	10 1-2
G. W. Harrison, Boston.....	8	14 1-8	8	6 1-2	8	24 1-4
A. Pierce, New York.....	8	30	out		not taken	
H. A. Donaldson, Washington.....	not taken		out		out	

First prize, \$100, to Rollinson; second prize, \$75, to Wilson; third prize, \$50, to Harrison.

Between the heats of the professional race, those of the half-mile amateur race were run. In the first heat the starters were Messrs. Kaulbach, Charles W. Clark, of Waltham, Duker, R. L. Lippitt, of Providence, R. I., Robete, George Whittaker, of Hudson, Woodside, and C. M. Sneath, of Perth Amboy, N. J. Only five of this number finished. Woodside had little difficulty in winning first place, but between Whittaker and Kaulbach the race for second position was very close. They finished wheel and wheel, but, on account of Kaulbach failing to keep the pole in coming to the finish, and thus barring Whittaker from passing him on the outside, the heat was given to Whittaker. The second heat decided the race, Woodside coming in first and Whittaker second. The summary:

NAME.	M.	S.	M.	S.
Woodside.....	I	49 1-2	I	50 1-4
Whittaker.....	I	53 1-4	I	53 3-8
Kaulbach.....	I	53 1-4	not taken	
Clark.....	not taken		not taken	
Sneath.....	not taken		out	

First prize, gold medal, to Woodside; second prize, silver medal, to Whittaker.

The tricycle race, distance one mile, was contested by Harry Percival, D. D. Hedger and E. F. Bixby, the former proving an easy winner in 5m. 43 1-8s.; Hedger second in 6m. 8 7-8s. and Bixby third in 6m. 9 1-4s. The first prize was a gold medal; second, silver medal.

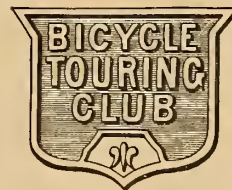
The two mile amateur race was an excellent one till the seventh lap, when an accident destroyed the chances of a rider who though not then in the front position, was looked upon by many as the probable winner. This was Stall, of Waltham, who, after "dogging" Woodside, the successful New York man, for six laps, spurting past him occasionally, had a collision with Lombard on the seventh lap. What would have been the best part of the races—a dash at the finish between these two first-class racers—was spoiled by this accident. Lippitt and Whittaker had a lively race for second position, but the others were left "out of sight" by the speedy company in which they placed themselves. The summary:

NAME.	M.	S.
W. M. Woodside, New York.....	7	56
G. E. Whittaker, Hudson.....	8	32 3-5
R. L. Lippitt, Providence.....	8	33
H. H. Duker, Boston.....	not taken	
H. E. Lombard, Cambridgeport.....	not taken	
L. R. Robete, Boston.....	not taken	
S. T. Kaulbach, Malden.....	not taken	
W. W. Stall, Waltham.....	not taken	

First prize, gold medal, to Woodside; second, silver medal, to Whittaker.

In the slow race, 200 yards, the starters were Messrs. A. H. Baldwin, Kane, and William C. Woodward. The two latter were forced to dismount before making half the distance, and Baldwin was awarded the silver medal.

The races were wholly successful, and, considering the rough track, the time made in two of them was fast. The judges were Messrs. Charles E. Pratt (chairman), E. C. Hodges (starter), H. S. Kempton (clerk), C. P. Shillaber and C. A. Perkins. Messrs. George B. Woodward, Louis Harrison and Fred Ames acted as timekeepers. After the races, an exhibition of fancy riding on small bicycles was given on a raised platform by the Stirk troupe, which proved an entertaining novelty for many spectators.—*Courier*.



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.

FRANK W. WESTON,  
Chief Consul, U. S. A.

Savin Hill, Dorchester,

Boston, Mass.



Vol. 1.]

THE WHEEL

[No. 22]

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 preceding the date of publication. We refer our readers to another column for our terms of subscription and rates of advertising.

#### THE PARK COMMISSIONERS AND THEIR DEFENSE.

The Commissioners of Central Park, it is fair to assume, are the authors of the notice inserted several times at the head of the *Herald* "personal" column last week, requesting all who have any knowledge of any accident or fright caused by velocipedes with or to horses to communicate with a certain address.

These cobble-stone obstructionists are thus on a general fishing excursion for the purpose of finding persons who, in the *pro forma* taking of testimony before the referee appointed by Judge Lawrence for that service, will tell harrowing tales of smashes and hairbreadth escapes, so that a public (?) sentiment may be worked up against the bicycle, which fogysm still insists on calling "velocipede."

One sufferer has already told his story. He sustained grievous injuries because a bicycle rider ran plump against his horse, while residing in Chicago; he was nursed by a colored woman for a long time, and fed by her with a spoon. He proposed suing the bicyler, but was deterred by finding that he was not worth five cents. He therefore considers the bicycle the most dangerous thing to life and property ever invented, and only refrains from adding that every rider of it ought to be hanged, with his machine around his neck.

It is noteworthy that in such stories as this the horse user is always entirely free from fault. Also, the horse is always remarkably gentle; this one would go up to anything, not even being disturbed by locomotives. The bicycle rider is always evasive and pecuniarily irresponsible. The half-drunken, careless, or reckless driver never has any trouble. The half-broken and skittish horse is never startled by a bicycle. No person of any personal or pecuniary responsibility ever figures in such a case. These features are as invariable as the youth and beauty of the woman who, at fixed recurring intervals, is reported by the newspapers as heroine in some amatory affair.

But the material statements of this particular case may be admitted. The evasiveness and irresponsibility of the bicycler is quite possibly correctly told, for no competent and responsible rider could ever run bolt against a horse's side, unless in consequence of somebody else's fault. Take the story just as told, and it proves only—what nobody denies—that some persons use a bicycle improperly; it is not a grain of proof of the conclusion sought, that *therefore* nobody should be permitted to use one. If a horse, a gun, a hammer, a razor, or any article whatever, is never used by incompetent persons, and misused, to the danger and detriment of innocent persons, we have yet to learn the fact.

It is the generalization which we object to. The only sound

rule is to hold the user of a bicycle, as of everything else, to the exercise of reasonable care, and if he fails in this, to visit the penalty on *him*. To condemn the steel horse, because somebody misuses it, is not a whit better than to bar the quadruped horse because (as we see persons doing every day) somebody misuses that.

Hence we cannot approve the new departure of the *B<sup>2</sup> World* in calling for information of every horse accident, from whatever cause. A department of this sort cannot be more than meagre, for not one-fiftieth of the incidents will ever be reported; if more were, the paper would not contain them; they are dreary reading, and what is the use? That runaways and haps of more or less consequence with horses are of daily occurrence everybody knows already, and there is no use in making the record, unless the object is to secure the disuse of horses.

The King of Siam refused to believe that water could ever become hard enough to bear a man—this was contrary to his experience. The one person whose horse has run away from a bicycle is satisfied that it is the most dangerous thing ever invented, not even excepting the toy pistol and the kerosene lamp—his experience proves it. One generalization is just as good as the other. The Park people, if they take time enough and put themselves in communication with livery-stable keepers, fast drivers, and other persons of pronounced hostility to the bicycle, can probably produce a hundred narratives of trouble, and if the "almost" and the "like to" runaways are added an anti-bicycle riot may perhaps be started. But these exceptional instances—ascribable to the carelessness or incompetence of some particular rider, or, quite as likely, to that of the horse user himself—do not make out the desired case. The point is, not how much disturbance has been caused, but what proportion it bears to the degree of use of the bicycle, and how far due only to its newness; for this, the experience of one rider who has encountered horses by the thousand or the tens of thousands (as is true of ninety-nine out of a hundred experienced riders) and has *not* known of any trouble, is of far more force than the single experience of some man who has had a mishap himself. The man who finds a purse on the sidewalk in Broadway in front of Trinity Church, at noon precisely, concludes from his experience that purses are to be found at that spot and hour, every day; the experience of everybody else proves the contrary.

Our generous and kindly twelfth-century friends, the incumbents (in a special sense) of the Park, must therefore do much more than their *Herald* personal will effect if they make out their justification. To prove the rare exception will not help them, for it is not denied; they must disprove the rule of the safe and not disturbing use of the bicycle. They have to explain away facts like these: its use in England, and in other States and cities in this country; the peaceful settlement of the horse difficulty elsewhere; the daily experience of every bicycle user that horses which have once learned what it is, pass it with no more notice than they give any other vehicle; its use in Prospect and other parks without injury; the fact—which every sensible and dispassionate person will admit—that the bicycle is not an alarming object, either in appearance or in motion, and that only its *newness* or gross misuse can startle; the proved fact that any horse can be broken to it in a few moments, if owners will only take the trouble; the not creditable fact that the objectors selfishly think it easier for them to settle



the matter by abolishing the new vehicle than to take this little trouble; finally, the very significant fact that the courts, American as well as English, have invariably sustained the vehicle in its equal rights of way.

J. W.

### PARK AFFAIRS.

On July 15 a number of wheelmen assembled to hear the final argument in the matter of "Wright and two others against the Park Commissioners," and were rather disappointed at another postponement until August 5. The following clipping from the *Evening Mail* illustrates the general feeling of the daily press in regard to the matter:

"Judge Lawrence has given the Park Commissioners three weeks more to furnish evidence as to their power to prohibit the introduction of bicycles in Central Park, having yesterday adjourned the hearing to test that power. Whatever the decision as to the power of the Commissioners in the matter, it is to be hoped that they will not insist that the exclusion of bicycles is essential to the proper management of the Park. If there is anywhere on Manhattan Island a proper place for the bicycle, that place is Central Park. It may be desirable to have the use of the bicycle restricted to certain parts of the Park, but it is not desirable to have that vehicle excluded altogether. Riding the bicycle is healthful recreation, and there is need enough of encouraging the young men of a city in such amusements. Both in the United States and in England the bicycle is just now popular, and Queen Victoria was so much pleased with the vehicle that she recently purchased several for her nephews and also ordered tricycles for some of her nieces. If a considerable number of people wish to ride the bicycle in Central Park the authorities ought certainly to ungrudgingly grant them permission to do so."

### TEN DAYS IN THE CATSKILLS.

Promptly at 1:30 on Saturday, July 2d, Mr. H. H. Walker, of the Manhattan Bicycle Club and the writer started on their summer vacation. Both were equipped in the most approved manner. Two full blooded Harvard Roadsters, and well they stood the severe strain we put them to, as we wheeled over some of the roughest mountain roads in the country. W. had a L. & B. suspension saddle, while we experimented with a "Burley's," but finding it set us up a little too much for "long cranks" changed for the old time "suspension." The strap saddle is very comfortable on rough roads, and its power of adjustment should be appreciated. Of course we rode with a "cradle." What tourist would be without one.

Our baggage consisted of "Multum in Parvo" bags, and a large bag which we expressed from point to point. Should we undertake another trip, we think we would dispense with the latter, as we rarely needed it. W. had a 52 inch Excelsior Cyclometer while we had a 50 inch. We found them very accurate, and at the end of our trip of 268 miles, there was not a variation of quarter of a mile.

The road to Yonkers is too well known to need any particular description. We bowled along at a ten mile gait and soon reached the Peabody House, 15 miles, about three o'clock. Stopping long enough for a mild tippler in the form of milk and soda, we remounted our steeds and were soon *en route* for Tarrytown, which was reached about quarter past four, cyclometer marking at this point 26 miles.

From Tarrytown we branched off from the river road in the direction of Pleasantville, 7 miles, which was reached about half past five. From there to Mount Kisco, 8 miles, the road continued good, and as it was growing dark we pushed on rapidly in the hope of reaching Katonah, 5 miles, before dark, which we accomplished without any trouble, arriving at 8 P. M. making an afternoon's work of forty-five miles.

The next day was very warm and we took things easy, riding early in the morning and resting during the hot portion of the day. Croton Falls, 8 miles, Brewsters, 6 miles, Patterson, 9 miles was successively passed. The roads through these towns are rather sandy and hilly, which accounts for small number of miles wheeled over. At Pauling, 5 miles, we put up for the night, intending to make Millertown by two the next day.

From Pauling to Dover Plains the distance is 15 miles of average riding. From there to Amenia the roads continued to improve, and the nine miles to Millerton was made in little over an hour, arriving about three o'clock. Our log here registered 105 miles.

After spending the 4th and 5th at Millerton, we got under way about 9:30 A. M. W. evidently found home attractions rather pressing, but once on the way soon cut out a pace over hill and dale, that gave us plenty to look after, to keep up.

At Boston Corners, 7 1-2 miles, the first pause was made. The day was beautiful, and although the sun shone brightly and with considerable warmth, the gentle head wind, retarding our progress somewhat, was very acceptable. The road winding through a fertile valley, and quite hilly, was hard and proved good wheeling. In fact we found all the roads through Dutchess County to be far above the average. At Copake Flats 4 miles, we were well received by N. Holsapple; who served us with a good dinner at a reasonable price. After a short rest we started on our way, W. as usual taking the lead. To Hillsdale 6 1-4 miles, the roads continued good though a trifle hilly. The inhabitants turned out *en masse* and received us with open arms. Of course the usual questions of "How fast can you go on them things? How much do they cost," etc., etc., which every tourist encounters, were asked and answered. One thing that struck us was a question that greeted us in every nook and corner throughout our route, and that was, if our machines were Columbias. Perryville was only three miles beyond our last stopping place, and here in coasting down a rather steep incline we both took our first header, or rather we "came off" rather hurriedly, owing to an intimate acquaintance with a stone, which was artfully concealed by the dust. At the Hoffman Lake House, 3 1-4 miles, we paused long enough to admire the scenery and a glass of milk and soda. Which received the most attention we decline to state. From there to Hollowville was a short run of 3 3-4 miles, the roads continuing excellent and our spirits rising like the thermometer as the blue Catskills came into view.

The next eleven miles of wheeling were not as good as what we had been over, but after walking four or five long hills, we found a good road, which after winding in and out among the hills finally brought us to the Catskill station in time to catch the six o'clock boat, after an interesting ride of 40 miles in about six hours riding time.

Catskill is a pleasant village, situated about one-half mile from the river, consisting of one Main street, which is the business portion of the town. The private residences are on the hills, from the top of which a fine view of the river can be obtained.

The Prospect Park Hotel is the best in the neighborhood and overlooks the river. A fine view of the mountains can also be had, and on a clear night the lights of the Mountain House, fourteen miles distant, are plainly visible.

We remained all night in Catskill and at six the next morning turned out for a row up the Hudson, stopping long enough to take a good swim before breakfast. We spent most of the day picking cherries, and taking life easy, and it was nearly half past three when we started for the mountains intending to reach the Laurel House before night. The road to the mountains is rough and hilly, and on that particular afternoon very dusty. Many of the coaches in passing us would shower us with dust from the brakes, and by the time we reached Palenville (10 miles) we were well powdered. A shower coming up, we decided to remain at the foot of the mountain and push up to the top in the morning. At the Winchelsea Cottage we were cordially received, and in spite of our rough appearance, were made to feel at home. We advise our fellow wheelmen to look up Mr. Theo. C. Teale if they ever have the good fortune to stop in Palenville, and we can assure them that they will be well taken care of. The next day the rain continued and a change of plans became a necessity. The writer won the toss, and went back to Catskill after the baggage in the shape of two "Multum in Parvo" bags, which we found artistically arranged by the ladies of the house together with sundry pairs of gloves, belts, wrenches, etc., upon our return from the bowling alleys.

Towards evening the clouds broke away and everything looked promising for the morrow. The next morning, at 8:30, after bidding our new made friends *au revoir*, we mounted and



rode up the turnpike until the new Harding road was reached at the base of the mountain. Here the actual work of the trip began, and as we put our shoulder to the wheel and pushed it up the steep incline we began to sigh for level roads. Our bags grew heavier at every step and we were forced to make frequent stops. We had the satisfaction of passing numerous teams and were invariably invited to "get up and ride that thing." A turn in the road brought us to a comparatively level portion, with a rise of about one foot in seven and we eagerly embraced the opportunity for a spin, but we found to our sorrow that the rain the night previous had reduced the surface to a mass of sticky mud and we were glad to dismount and walk. After sampling the various springs on the mountain side, we reached the Hotel Kaaterskill, at 11, the last three miles consuming two hours and a half. The view from the new hotel is very fine but is not equal in our opinion to that of the old Mountain House. One can see farther down the river, but looking towards the north it is not so extended. After resting an hour or so, we mounted and rode to the Laurel House where we dined. As we were the first wheelmen in the mountains, we naturally attracted considerable attention, and our machines stacked in front of the hotel received as much notice as the Falls. At the invitation of Mr. J. L. Schutt, the genial proprietor, we remained all night, instead of pushing on to Tannersville as intended. In the afternoon we rode to the Catskill Mountain House over quite a level road. The mist which partially obscured our view in the morning, had by this time lifted and for miles and miles, as far as the eye could reach, the country was spread out before us like a map. The Hudson winding in a serpentine manner below us, was dotted with sail, the clumsy river boats in the distance resembling toy yachts. Farms at the base of the mountain appeared to be laid out with the regularity of a chess board. Altogether the view was grand and we felt amply repaid for our climb. Stretched out on the rocks we lingered until the declining rays of old Sol warned us that time was flitting fast, and it was not without some feelings of regret that we turned our backs on the glorious scene.

The next day was Sunday, and at 8:30 we turned our wheels in the direction of Tannersville. The first church we passed had not commenced services, and by the time the second one was reached the people were coming out. So we contented ourselves that day with "sermons in stones," which hardly had a soothing effect. The Platterkill Clove was reached about 12 o'clock and the descent of the mountain commenced. This was another hard portion of the trip. Of course we could not ride, and it was with difficulty that we restrained our wheels from running over the bank. West Saugerties was reached about one o'clock and we put up at the only tavern for dinner. We found that the residents knew very little about the roads and a dozen routes were recommended as the best to reach Kingston, our objective point. After disposing of a very good meal, we started for Saugerties, the thermometer registering about 97° in the shade. We found the roads in a wretched condition, and were obliged to make many dismounts. About three miles from Saugerties the roads improved, and within a mile and a half of that place we encountered a fine macadamized road, and were able to ride into town in very fair form. A short stop was made at the hotel, and hearing that the road to Kingston (12 miles) was in good condition, we determined to push on and reach that point if possible before dark. After coasting a beautifully smooth hill we crossed the bridge and found a fine, shady side path for about four miles. The next four miles was over a very sandy road, the edge of which varying from three to six inches had been packed hard by people on foot. As the road had been cut in the side of the hill we had the option of coming off in the sand or going over a bank varying in height from four to ten feet. The writer at one point pursued the latter course, although not following his inclinations, and landed Harvard and all in some bushes at a point about six feet below the level of the road.

Fortunately we escaped with a few trifling bruises, and we next turned our attention to our H. F. H., which was luckily unhurt; not even a bent spoke or a nut loosened (score one for C. & Co.)

Glad to escape the gathering crowd, we pushed on another mile, and finally rolled over a level footpath, which lead to

Kingston. Arrived at the Eagle Hotel about 8 o'clock, in time for a substantial supper.

The next morning it poured, and we were obliged to give up our trip to the Delaware Water Gap. W. in the afternoon started for home, while we remained over until the next day, taking the day boat to Tarrytown, and riding from there down to the club room at 791 Fifth avenue, our original starting point. Thus ended our summer vacation, which we shall always look upon as one spent in the most enjoyable manner.

We think we fully demonstrated that the bicycle was a practical method of locomotion, even though a hilly country and over indifferent roads. To those who are speculating as to how to spend their vacation, we strongly advise them to pack up their M. I. P. bags, get on their wheel, and roll away into the country. Take as little baggage as possible, and if you do not come back with renewed health and vigor we will acknowledge ourselves mistaken as to the amount of enjoyment to be extracted from a week's recreation on the wheel.

Below we give an extract from our log-book that may be of value to some tourist who might possibly go over the same ground.

PLACE.	MILES.	F. J. ROADS.
New York.....		
Yonkers.....	15	M. H.
Tarrytown.....	10	"
Pleasantville.....	7	C.
Mount Kisco.....	8	"
Bedford.....	2	"
Katonah.....	3	"
Goldens Bridge.....	2	S. H.
Croton Falls.....	6	"
Brewsters.....	6	"
Patterson.....	9	C.
Pawling.....	5	"
Dover Plains.....	15	"
Amenia.....	9	"
Millerton.....	9	"
Boston Corners.....	7 1-2	C. H.
Copake Flats.....	4	"
Hillsdale.....	6 1-4	M.
Perryville.....	3	"
Hoffman Lake House.....	3 1-4	C.
Hollowville.....	3 3-4	"
Catskill Station.....	9	"
Glenwood Hotel.....	6 1-4	R.
Palenville.....	4	"
Kaaterskill Mountain House.....	4	"
Laurel House.....	1 1-2	"
Tannersville.....	3 1-2	C.
West Saugerties.....	12	R.
Saugerties.....	6	"
Kingston.....	12 1-4	C.
Rondout.....	2 3-4	M.

M.—Macadamized, S.—Sandy, R.—Rough and stony, H.—Hilly, C.—Country dirt rolled, with wagon tracks about a foot wide making good average wheeling.

## COMING EVENTS

September 5.—New England Fair.—Bicycle races at 2:30 P.M. open to amateurs only, at Worcester, Mass., Tuesday, 7 September, 1881. The committee offer the following prizes:

First Race.—Distance two miles. First prize, gold medal, valued at \$50; second prize, silver medal, valued at \$20; third prize, bronze.

Second Race.—Distance one mile. First prize, gold medal, valued at \$40; second prize, silver medal, valued at \$15; third prize bronze.

Third Race.—Distance one half mile. First prize, gold medal, valued at \$30; second prize, silver medal, valued at \$10; third prize, bronze. Best two in three heats.

Entries Free, and should be made with Edward F. Tolman, 424 Main street, Worcester, Mass., by 5 September. The track will be in good order, and ample provision made for the convenience of wheelmen. S. Salisbury, Jr., J. L. Ellsworth, G. C. Rice, New England Fair Committee.

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 \$2, to Secretary National Association of Amateur Athletics, P. O. box 3,478, New York.

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