

# THE WHEEL.

*A Journal of Bicycling.*

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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.

JUST PUBLISHED!

THE

## Wheelman's Log Book

FOR 1881.

PRICE TWENTY-FIVE CENTS.

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.

## PICKINGS AND STEALINGS

We had our third and last snow storm the other day.

The Orange roads are in fine condition.

Some one suggested an imitation of the "Stanley show" as one of the features of the L. A. W. Meet. A friend remarked that it would be like a county fair. Two pumpkins and one mustang.

Mr. Elmer M. White is the enthusiastic secretary of the Hartford Wheel Club, and reports that things are "booming." Situated at Hartford, the wheelmen there are placed in a position where they can readily inspect any new novelties in the bicycle trade.

In response to a request for descriptions of new machines we reprint an article from *The Cyclist*, written by Mr. Sturmey, who is a recognized authority on the subject of bicycles. We intend to give from time to time descriptions of the various makes when space will permit.

It gives us great pleasure to mention the addition of Mr. Julius Wilcox's name as an associate editor. Mr. Wilcox is a writer of ability, who has contributed largely to the bicycling literature of the day, and one, who is too well-known to need any further introduction at our hands.

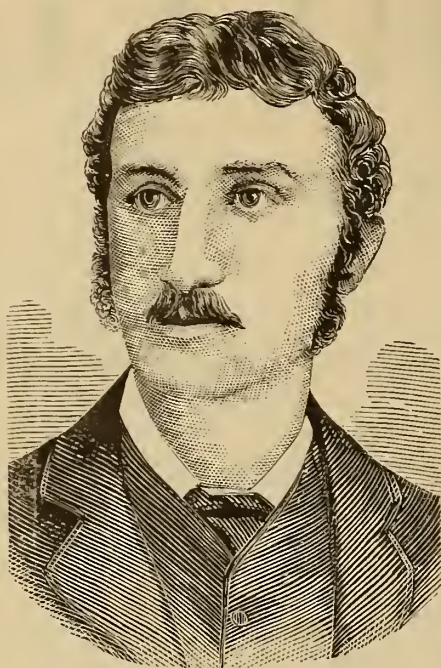
Secretaries of clubs or members who are interested in having their club doings reported in our columns, will confer a favor by sending us accounts of club runs, elections, etc., from time to time. Although we have many regular correspondents we want every reader to consider himself a correspondent, and keep us posted on all matters of interest as they may occur.

The Clubs are now fairly awakened to the fact that the riding season has opened, and numerous runs are projected. The New York and Manhattan Clubs have added to their membership, and the fact that all members of the latter organization are owners of machines, serves not only to increase the interest of bicycling, but produces a fine class of riders.

*The Bicycling World* in a recent issue insinuates that we lack respect for the directors of the L. A. W. Our friend the *World* is sadly mistaken. We admire them all, from the sleek, rotund Hodges, to the genial Munroe. But we do not think the best interests of bicycling were consulted in the selection of Boston as the place of the League Meet. Were the *World* an independant journal, and not the caudal appendage of a manufacturing company, it could then better afford to assume the supercilious tone which has characterized its remarks in reference to our paper.

The idea of discriminating between the good and bad riders in only allowing proficient men to use Park, is a plan worthy of attention. Should the Park Commissioners grant the necessary concessions, it is no more than right that wheelmen should protect themselves. The crowded thoroughfare is certainly not the place for the novice. The bicycle itself is not a dangerous vehicle, but in the hands of an inexperienced or reckless rider, it might possibly do some damage. Although the probabilities are that it would affect its rider more than the general public, yet it is well to act with discretion, and lessen the chances of any accident, that would only result in a withdrawal of the privileges granted.





H. L. CORTIS,  
AMATEUR CHAMPION.

We present to our readers this issue, the portrait of Herbert Liddell Cortis, the English amateur champion, which we are enabled to do through the courtesy of Mr. J. Revell, of the *New York Courier*. Our space will not permit us to enumerate his many successes, but a brief resume will prove of interest to our readers. He is the son of Dr. Cortis, a physician residing in the south of England, and was born at Filey, Yorkshire, June 7, 1847. He first bestrode a bone-shaker in 1872, and a year later mounted a 54-inch Spider. He became an active member of the Wanderers B. Club in April, 1876, and has since then enjoyed a wonderfully successful career, his most wonderful achievements being the winning of the one, five, twenty-five and fifty mile championships, promoted by the Bicycle Union at Stamford Bridge, London. At Leicester, August 23, 1879, he made time for three and four miles which still remains unequalled. On September 6th, at Kennington Oval, he won a ten mile scratch race in the fastest time recorded for a grass course, 34m., 31 1-2s. On October 13th, he defeated John Keen, professional champion, in a twenty-mile race (Molineux Grounds), in 1h., 4m., 42 4-5s. On September 2d, 1880, he made an attempt to ride twenty miles in an hour, at the Surbiton Grounds, London. At eleven miles he began to beat the record, continuing to do so mile after mile, until the close of the eighteenth (done in 53m. 57s.), when an accident occurred, Cortis, Liles and Griffiths falling. On the 22d of the same month he reattempted the same feat; from the eleventh to the fifteenth mile he beat the record, when he commenced to fall behind, and although breaking the record again at nineteen miles, he failed in his undertaking, taking 1hr. 38 2-5s. to accomplish the twenty miles. Going on, however, he did the fastest on record, up to twenty five miles inclusive; that distance being ridden in 1h. 16m., 41 3-5s. He travelled the unequalled distance of 19 miles 1,420 yards in one hour. Cortis has participated in 133 races, sixty-nine of which he has won, while he has been second in eight, third in fourteen, and unplaced in forty-two. He has the best record for an amateur for from three to forty-eight miles, both inclusive, while his times from three to twenty-five, and from twenty-nine to forty miles inclusive, are better than were ever accomplished by a professional.

For several years Cortis has been a student at Guy's hospital and is well advanced in the study of the medical profession. He has now retired definitely from the racing path, but will officiate as handicapper for the Bicycle Union in future.—*Courier*.

### THE "MATCHLESS" BICYCLE.

THE BICYCLE AND TRICYCLE SUPPLY ASSOCIATION, 27,  
HOLBORN VIADUCT, E. C.

That india-rubber deadens vibration is an admitted fact on all hands. We need, indeed, go no further than the case so well-known to all 'cyclists, viz., what the introduction of rubber tyres did for the bicycle itself. Without these the modern two-wheeler would never have arrived at the stage of splendid development which it has. We have before stated our views that to deaden vibration extra weight should be put, not in the iron-work, but in the rubber tyres of bicycles. The first makers to extend the principle of india-rubber to other parts of the bicycle were the Coventry Machinists' Company, who, under the management of their late chairman, Mr. Nahum Salaman, brought out the suspended rubber spring on their "Special Club." Invention, however, does not sleep in bicycling circles, and owing to the commercial severance of the connection hitherto existing between the Machinists' Company and Mr. Salaman, a certain gain has been made by the bicycling community in the fact that the latter gentleman has set his inventive genius again at work in the production of his new bicycle, the "Matchless." In this machine, which, in its outward appearance, its hollow fluted fork, and oval backbone, resembles the "Special Club," india-rubber has been made the great point. The *suspension* rubber spring has, however, given way to an improved rubber supported spring, in which *compression*, applied to india-rubber rings, is the principle adopted. The steel spring is supported at each end on a series of rubber rings encircling a pin, which is stationary, from the backbone. Not only is metallic connection thus severed, but the rider can by fitting smaller or larger rings of rubber, as the case may require, regulate the spring exactly to his weight.

When we turn to the handle-bars, we find that instead of being in direct contact with any metal, they are fitted in circular receptacles, "bushed" or padded with india-rubber; nor is this all, for we find that the handles themselves are of ebonite, inlaid with india-rubber, into which the handle-bar screws, and thus is the metal of that bar again padded off from the rider's hands. The screwing on and off of the handles alone, apart from the rubber theory, is a great improvement, as it does away with the necessity for the usual sunk end nut, or more objectionable still, riveted ends and washers.

The "Matchless" does not stop at rubber springs and rubber protected handles, however. When we come to the hind fork we are reminded that here, again, rubber can be brought into service to check vibration. It will be remembered that recently a maker has brought into use a coiled spring at the fork ends, with a view to accomplishing this object. In the "Matchless," Mr. Salaman has introduced a cushion of india-rubber, which acts as a buffer between the hind wheel gearing and the metal of the fork itself.

Next we come to the front fork ends. Here we find that between the case (which contains the adjustable ball bearings) and the fork ends, there is a rubber ring, shrunk on so as to act as a vibration exterminator. The arrangement to prevent any oil getting at this rubber is at once simple and ingenious, and consists in the carrying through it of a small metal funnel, into which in its turn is fixed a small iron oil pipe.

The points of the "Matchless" are, as will be apparent both from this article and the engravings which form our illustrated supplement this week, mainly *india-rubber*. As a machine, apart from this special feature, however, it comprises all the points of a first-class bicycle, being fitted with hollow forks, oval backbone, and adjustable ball bearings to both wheels. All interested in bicycling novelties should inspect the machine, which appears to possess great rigidity, and is finished with excellent workmanship. It is now on view at the company's premises at 27, Holborn Viaduct.—*The Cyclist*, March 2, 1881.

### FROM THE CLUBS

ALBANY.—The annual election of officers of the Albany Bicycle Club took place at the Tennis Club last evening, when the following officers were elected: R. S. Oliver, President; H.



R. Pierson, Jr., Vice-President; C. W. Fourdrinier, Secretary and Treasurer, 407 Broadway; A. H. Scattergood, Captain; F. B. Hubbard, Sub-Captain. Mr. Hubbard is also appointed consul for the "L. A. W." for the city of Albany.

Four new members were elected last evening, and the organization is in a wide-awake thriving condition. There has been quite a reaction in favor of the use of the wheel in Albany during the past twelve months.

The members of the Albany Bicycle Club have certainly merited the consideration which they have received at the hands of the public at large. Great care when riding on the highways has always been the policy of these gentlemen, and we are assured that even greater care will be exercised this season than ever. The members cannot hold themselves liable to censure because of the reckless riding of boys on the wooden machines. This irresponsible element has certainly done more toward prejudicing the public against wheels than any other thing. The members of the Albany Bicycle Club expect to send a good representation to Boston May 30, at which time the annual meet of the "League" takes place.—*Exchange*.

ARLINGTON.—The Arlington Bicycle Club, of Washington D. C., have moved their quarters to 813 10th Street. These rooms will be handsomely furnished. The front room is papered in East Lake style, and on the door which leads into the machine room is the Club monogram and colors. It will be remembered that this Club is not a year old, and commenced with ten members, but it now numbers twenty-three riding men.

The uniform is as follows: shirt of dark blue flannel, with the letter A in gold cord on the bosom; pants of a light corduroy; stockings of dark blue; cap is like that worn in the navy, with the addition of a band of old gold.

Visiting wheelmen are most cordially invited to use these rooms as their headquarters while in the city, every effort will be made by the Club to make their visit pleasant and agreeable.

SENIOR GUIDE.

BRATTLEBORO.—Members are much pleased with the decision of the League Committee in having the next Meet in Boston. We hope to be represented in full force. Our club membership will be increased this year. We are just uncovering our wheels. Let us not lose corresponding Secretary Parsons from our League. He is too prominent.

ARTHUR W. CHILDS, *Secretary*.

BROOKLYN.—The second annual meeting of the Brooklyn Bicycle Club took place at their headquarters 77 Clinton Street, on the 5th April. Messrs. John Lee and Henry D. Braun were admitted to membership, and the following officers were elected for the ensuing year: President, J. P. Wintringham; Captain, W. F. Gullen (re-elected); Lieutenant, W. T. Wintringham; Secretary, E. A. Caner (re-elected), P. O. Box 2809, New York; Committee, Andrews Preston, Geo. W. Hunt.

LENOX.—At the regular monthly meeting held April 4th, the subject of a Club uniform, which has been the bone of contention during the past few months, was finally settled, and the Club will hereafter appear clad in grey shirt, dark blue jacket and polo cap, and cadet grey pants. Messrs. Brunner and Campbell were elected to active membership. Club runs are announced for Wednesday and Saturday.

MANHATTAN.—The Manhattan Club, at their regular meeting on Monday evening, April 4th, voted, that as it was impossible to secure good quarters at a reasonable figure, in the immediate vicinity, that they remain at 791 Fifth Avenue and fit up their present quarters. A subscription was started for that purpose, and the desired amount raised. The House Committee composed of C. W. Minor, P. Timpson and P. D. Johnston, were directed to make the necessary alterations without further delay. Mr. S. Conant Foster sent in his resignation which was accepted. An amendment was introduced by which "out of town men" could join the Club upon payment of the initiation fee, but were exempt from the monthly dues, unless making use of the club-room and stable. The following gentlemen were proposed for active membership, and elected: Messrs. F. A. Coleman, W. M. Woodside and C. J. Howard. A club badge

was informally adopted, consisting of the League badge with a gold monogram (M. B. C.), fastened to the center, and worn over the club colors, royal purple and old gold. The Club uniform remains the same for the coming season. The Club will probably send a strong delegation to the May Meet. A letter was read from a member of the Club, stating that he had been informed by the agent of the Pope Manufacturing Company, that that corporation would be glad to have the office of Recording Secretary remain in the Club, and requested that a suitable person be suggested. As this was rather contrary to the mode of elections in the League, it created quite a stir. The members thought, however, that it was best to await further developments, before taking any official action in the matter. After appointing Saturday the 9th, for the first run of the season and voting to extend an invitation to the New York and Essex Clubs to join them, the meeting adjourned.

MONTREAL.—The third annual meeting of this club was held on Friday evening, April 1, at head-quarters, Montreal Gymnasium, Mansfield street, when the following officers for 1881 were elected: Charles I. Sidey, Captain (re-elected); Horace S. Tibbs, Hon. Secretary; A. T. Lane, First Lieutenant; J. D. Miller, Second Lieutenant; G. M. Smith, Third Lieutenant; C. A. Witham, Fourth Lieutenant; G. De Sola, Fifth Lieutenant. It is expected that by Good Friday at the latest the roads will be in a fit state for the opening meet to be held. The club intend to send a large deputation to the Annual Meet of the "League of American Wheelmen," of which all are members, to be held at Boston on May 30. It is also proposed to hold a race meeting at Blue Bonnets, probably in the early part of September, when handsome prizes will be given for the open events, as an inducement to draw first class competitors; so that some good contests may be expected. Mr. Raphael, the well-known artist, is composing a group for Mr. Martin, who has a photograph of the members in hand, which will be framed and placed in the club rooms.—*Bicycling World*.

NEW YORK.—The usual monthly meeting of the above club was held on Monday, 4th inst., eleven members being present. Mr. Putnam unfortunately was absent on pressing business. Mr. Roger Haydock was elected first lieutenant in place of Lieutenant Downing Vaux, who resigned that office but was elected a member of the club committee. Mr. Frank Miller, of Staten Island, was elected a member. The treasurer's report was very satisfactory, showing all debts paid and a balance in hand. The club adopted a new uniform shirt of gray flannel, laced in front with scarlet and black, the club colors. The club also voted to participate in the League Meet. The majority will go on Friday night, and accept an invitation to dine with Captain Munroe at his house in Cambridge, Mass. They also accepted the Manhattan Club's invitation to a run to Orange, Saturday night, and decided that a Club Meet be called every Saturday afternoon between now and the 30th May, for the purpose of becoming proficient in drill.—*Courier*.

OAKLAND.—The Oakland Bicycle Club are preparing for a vigorous Summer campaign, which will probably commence with a ride to San Jose, to take place some time before the middle of April, when the country roads have become smooth enough to make the trip one of pleasure instead of a feat of endurance. The intention is to invite members of the S. F. B. C., and starting from Oakland to make the trip in one day. The next day will be spent in riding about the suburbs of San Jose, and the return may be made by train, or if desired, the run may be made back upon the San Francisco side of the Bay. The details of the trip will be arranged at a future meeting of the Club, and invitations will then be sent out.

The club has just fitted up a suite of rooms as a head-quarters, where meetings are to be held and where appointments may be made for runs, etc. They expect to have all the current bicycling literature upon their tables, so that the rooms may be a pleasant place of resort for members and their friends, and where bicycles may be left when desired. The roads of Oakland and vicinity, are the best fitted for bicycling of any in this part of the State, and large additions to the active membership of the club are expected this season.—*Olympian*.



Vol. I.]

THE WHEEL

[No. 15]

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.

#### NOW WHAT WILL WE DO ABOUT IT?

In common with nearly all wheelmen in this locality of stone-wall highways, I regret that New York has lost the L. A. W. Meet. Were the object, simply and mainly, to have a good run together, New York could not be the place; but in view of all the objects to be furthered, and especially for the sake of the best interests of bicycling, I still think the practical difficulty of getting up-town would better have been accepted. There was, however, one other way out, which was not even mentioned at the directors' meeting. Brooklyn is a near by city; it has a park, and that park connects with the sea.

But I am not disposed to quarrel with the decision of the directors, whose task was the ungracious and thankless one of satisfying everybody. We now have official certification of the fact that we in New York and vicinity owe our disappointment to the wooden-headed obstructiveness of the Park Commissioners. To me it seemed as if too little was asked of them. If the Park were to be asked as a favor, the day was little enough to ask, and was certainly little enough to grant. Public notice could have been given that the Park would be on that day possessed by the deadly bicycle, and that all horsemen, users of carriages, and baby-wagons, must keep away, on peril of life and limb. The result of such notice would have been to crowd the Park with equipages, the public being all agog to see the novel and attractive spectacle, but the official wooden-heads would then have been discharged of responsibility had a baby-carriage taken fright. The Meet was *needed* here—it was not needed in Boston. That we are deprived of it is plainly due to the very thing which makes that need.

What now are we going to do about it? The Meet, held here, it was hoped, would prove—as the snarling obstructive in the Park Board objected that it would—the thin end of the wedge. With that expectation, it was quite tolerable and wise to counsel and preserve a waiting attitude. But the Meet is not to have opportunity to work in that way. The evil it was trusted to break has broken *it* in advance.

I revert, then, to my former position; that the wheelmen of this country have before them the task of asserting and taking their legal rights of use in public highways, and parks, for I do not believe there is any distinction between them in law. A park is a private park, or else a public one. As a legal proposition, I do not believe that burthen wagons could be excluded from passing through the parks, were the question tested. Park authorities may pass regulations of discrimination and exclusion, and Legislatures may pass laws authorizing them to do so: nevertheless I deny that such action can stand inquiry. I do not believe the

common municipal license taxes upon sundry small occupations could stand, if resisted, for all these discriminations are opposed to the broad and universal rule of equality in the use and enjoyment of common rights.

The enforcement of the rights of the wheel, to my mind, presents no practical difficulty, and no doubt save as to how long we shall be in getting at it. I would not be precipitate, but I submit that the resistance will not dissolve for waiting, and that we have already waited long enough. Consider it in this view: were public opinion generally enough in favor of the wheel, or were the use of the wheel general enough, which is only another way of stating the proposition, the matter would adjust itself; but the fact is that public opinion thus far regards the wheel as a plaything for boys and callow youth. Which will the sooner and more effectually correct this error—to petition and humbly crave, and to accept meekly what fragments of our rights are given, or to *take* those rights? The one is the boy's way; the other is the way of grown men. The wheel needs to acquire recognition, respect, and influence; in my opinion *it will best acquire this by correcting the misapprehension as to what class and sort of persons use it.* And I do not know of any way of doing this equal to the dispassionate and quiet occupation of our rights in the very method that lies open. When this is undertaken, it must be undertaken firmly, and as a common cause. The denial of wheel rights in Central Park and on Riverside Drive does not affect me individually, in the capacity of an actual rider, any more than it does a Bostonian, or a wheelman in some interior village; yet it is an infringement of the rights of all of us. If we are not to make common cause of it, let us narrow the subject at once down to every man for himself, on his own wheel, and admit that the Club and the L. A. W. are not worth maintaining.

A decision by the courts of this state, while not formally law elsewhere, would practically determine the whole matter everywhere. I regard the subject as pre-eminently one for the L. A. W., for unless that organization exists to do and effect something, it is a vain show. This is not an expression of petulance, impatience, or fault-finding. The L. A. W. is young yet, and must feel its way; I only state this as an expression of the fact that it is not supposed to have a purposeless existence, and I should regard as an imputation upon it any suggestion to the contrary.

I write this, therefore, to bring the subject anew before wheelmen generally. I am a layman, and cannot offer to undertake the case professionally, but I will furnish data, and will do all that is within the power of a single member of the organization. Shall not the subject be brought at once into the court of the L. A. W., for consideration—and *action*?

JULIUS WILCOX.

BROOKLYN, March 31, 1881.

#### CORRESPONDENCE

FARMDALE, Ky., April 8, 1881.

I wish it would snow. The "Wheelman's Log Book," is just what every wheeler should have.

I dreamed a dream, and it was nothing but a dream: that the Excelsior Cyclometer had come. Haven't much use for one just now, however; I have ridden but thirty-five miles so far this season, and I go out every day the weather will allow me.

I see by the last number of THE WHEEL I am a Consul of, or for, the L. A. W. Rise and explain, somebody.

The best thing a bicycler can do this kind of weather is to



study to improve his machine; I mean bicycles in general. How would you like to have a bicycle made to the following order: If the good Lord, or the advertising column of THE WHEEL will enable me to sell my present machine I am going to have a 53-inch made to the following specification:

1 inch and 7-8 inch red rubbers; crescent rims; 72 thick-ended direct spokes; gun metal hubs, 6 inches apart and 5 inches in diameter; detachable cranks; rubber pedals, balls; double ball bearings for front wheel; single ball for back wheel, (second choice, cones); double hollow fluted forks, Centaur; open head; low horn handles, detachable, not less than 24 inches from out to out, and not more than five inches above the wheel; handles themselves, large; elliptical steel backbone, 1 1/2 inches by 1 1/8, about; "Arab Cradle Spring;" suspension saddle; adjustable step, pull brake, with long lever; leg guard, oil can, wrench, etc. Every part to be made of the best material; the bearings throughout to be as hard as fire and water can make them, and *adjustable*. Machine to be shipped bright so the work may be inspected, and then I shall coat it with either bleached shellac or the bronze I spoke of in my last. I think rubber buffers ought to be introduced between the front bearings and the forks to lessen the vibration; to do this would require different forks from the ones I am going to use; with the ordinary hollow, or the solid fork, it could easily be done. Some such means should also be used with the back wheel.

Why do our American manufacturers not give us hollow forks? They are in almost universal use in England on first class machines, and it is right they should be. It is a fact not disputed by any one that, with the same amount of material, a tube is stronger than the solid bar; then, if the solid fork is strong enough, the hollow fork need not be so heavy to be equally strong. A good steel backbone will stand any work it may be called upon to do, yet with less material placed in the best form, it can be made stronger. For the backbone is like a beam supported at the ends and loaded in the middle, and therefore its strength varies as the width, directly, and as the *cube* of the depth; for instance, we have a beam one inch square and five feet long supported at the ends and loaded in the middle; call the total weight it will hold, X; then if we double the width it will support 2X, but if we double the depth it will support 8X. A bicycle is a fine piece of machinery intended for *work*, and it should be made according to scientific principles. Were it not for the cost, I should have a machine made like the above, *except* I should give every dimension; in the above specification I merely said "double ball bearings for the front wheel, adjustable and as hard as fire and water can make them;" I did not specify what kind of double ball bearings they should be, (It would cost nearly \$200 if I had each detail of my ideal bicycle made) so I merely say the best double balls should be used.

About the best exercise I have found for the legs in bad weather is dancing the "raquet," and the more racket the better; it brings more muscles of the leg into play than any one thing I know of, not to mention the pleasure there is to be found in it, especially if you have a death-like grip on a fair maiden. But the exercise does not depend on the maiden, "go it alone" and it will do your legs just as much good if half the pleasure is gone.

For bicyclers put up on the "match" order knee pants are hardly the thing, and yet it is a nuisance to ride in long pants; I, being put up on the slim principle have made way with that difficulty by having a rubber band sewed into the bottom of each leg of my pantaloons; it is securely fastened at one end and has a loop at the other, being supported between the ends by several little loops sewed on the inside of the leg; after putting the pants on I button the loop end of the rubber to a button on the other end, and I am all right; of course it is not as cool and pleasant as the other way, but it has the advantage of not attracting special attention to the rider when he is off of his machine

CAPT. C. W. F.

#### JOTTINGS ABOUT TOWN.

The cold winds and dusty roads have put a temporary injunction on riding to any considerable extent, but occasionally one sees a solitary Manhattanite, or some other man, braving the "fury of the gale," and indulging in a spin. The distance from 59th street to 90th street and return is exactly 3 and 3-16

miles. At least P. D. J. is willing to swear to it, and H. H. W. will back him up. This makes a good training ground, and the "best on record" is being constantly improved. The last we heard of was 14m. 32s. The City Fathers have decided to macadamize from 90th to 110th streets, and we hope that will put a stop to the growling about a proper exit from the city to the country. Park affairs are still quiet, but a movement is on foot to secure certain privileges for expert riders, who shall be subject to orders from a committee of the captains of the different clubs, who shall decide as to who shall be allowed to ride in the Park, and also regulate the speed, the proper use of alarms and minor details. The men whom they grant permission to, shall be provided with a pass or badge, which will be demanded by the "guardian of the peace" usually stationed at the entrances of the Park. This will serve to keep out the objectionable riders, by that we mean the "wobblers," and will also put a premium on good riding. The first Monday of the month being the general meeting night, usually attracts a number of the boys, and tends to make things look like old times. Lamps are receiving general attention, and the "King of the road" comes in for its share of approval and admiration. The interest in new things for the wheel is on the increase, and any article of merit placed upon the market is sure to receive substantial support. What is most wanted is a lamp to use in connection with a cyclometer. Most men desire to keep a record, and few care to ride without a lamp at night. In fact, in some places the use of a lamp is compulsory. Therefore a manufacturer would reap a golden, or rather, a silver harvest, who could invent a lamp that would swing clear of the cyclometer, not shake out, give a bright steady light, and last but not least, be reasonable in price. Perhaps some of your readers can furnish some light on the subject. We think such matters should receive more attention from readers and writers for the bicycling press. Once create a demand by making known your wants, and the supply is sure to follow.

MERCURY.

#### A RUN IN JERSEY.

Promptly at 5.45 a number of the Manhattan Club started out for their first run this season. The party consisted of Messrs. Bruner, Underhill, Howard, Revell, Minor, Burrill, Johnston, Timpson, Walker, and Woodside. After vainly waiting the arrival of the New York Club the party wheeled over to the Ninth Avenue Elevated Railroad where a special car had been provided by Secretary Burrill for the accommodation of their bicycles. No difficulty was experienced in handling the machines. Courtlandt street was soon reached, and after crossing the river the train was taken for Newark, where they were met by the Essex Club, including Mr. Johnson, Sr., an honorary member, and who accompanied them a part of the way to Orange on a tricycle. The roads were in perfect condition and all were in the best of spirits. Arriving at the Mansion House they were handsomely entertained by Mr. Burrill who had made every arrangement to successfully quell the usual appetite of the wheelman, and the two tables fairly groaned under the weight of the eatables. Wine flowed freely, and numerous toasts were made and responded to with the usual brilliancy characteristic of such occasions. Every one was in excellent spirits and when the party broke up at a late hour it was with expressions of regret that the Essex Club took their departure. The Manhattan Club remained all night at the hotel, and enjoyed a run over the "finest roads in America" the following day. The party returned by train in the afternoon. This was the first meeting with the Essex Club, and served to preserve the good feeling which has always existed between the Clubs, and a repetition of this ride is looked forward to with pleasure. The absence of any accidents was marked, and the few headers experienced on the part of the rusty ones served only to provoke the merriment of the light-hearted party.

N. Y. Z.

#### 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. 15]

## 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,

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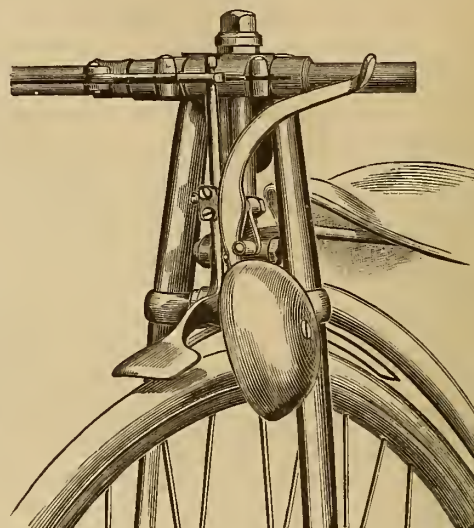
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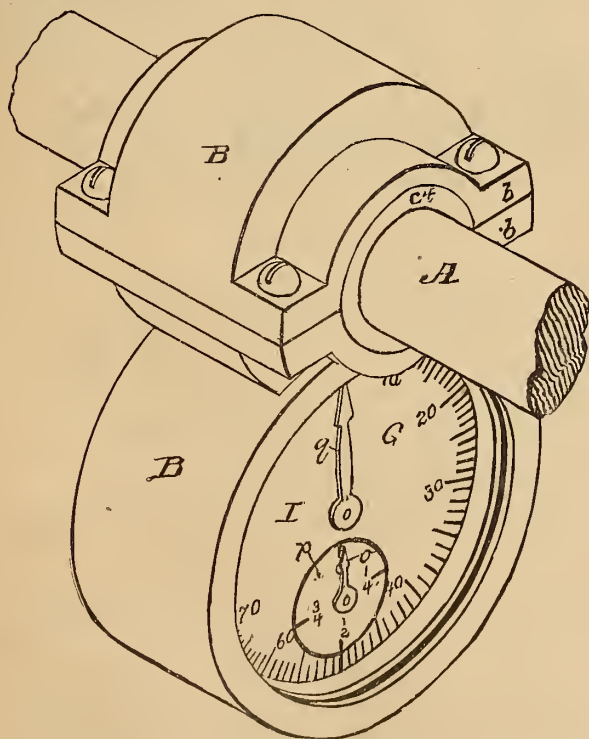
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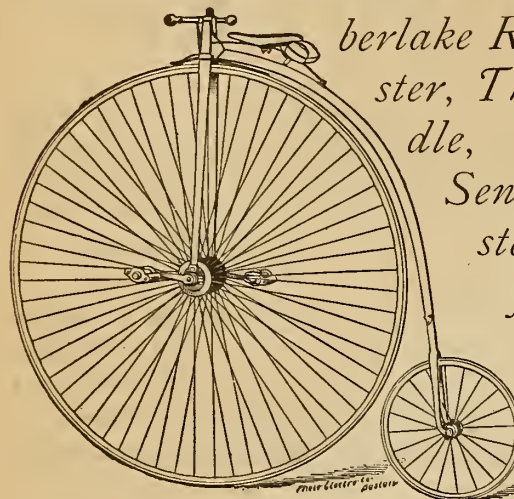
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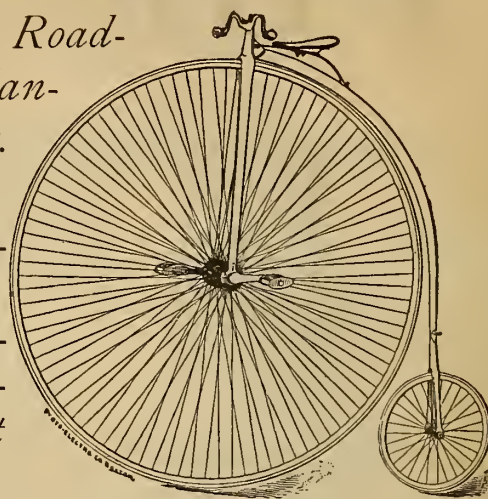
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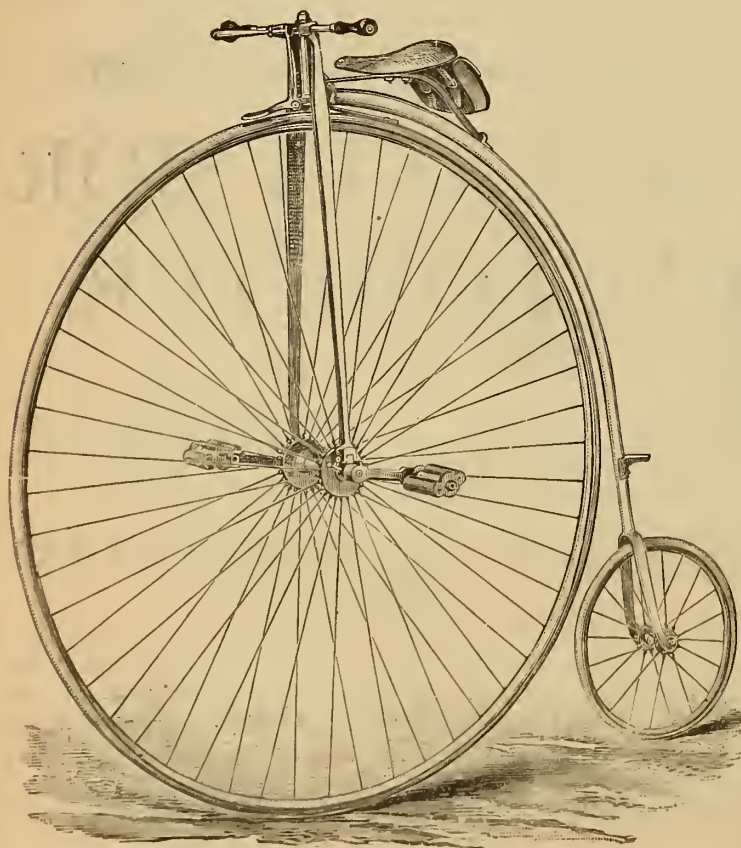
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