

THE WHEEL.

A Journal of Bicycling.

Vol. I. No. 8.]

NEW YORK, JANUARY 1, 1881.

[Price Five Cents.

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ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

FRED JENKINS - - - - - *Editor and Proprietor*
M. LAZARE - - - - - *Associate Editor*

Office of Publication, 75 *Fulton Street.*

PICKINGS AND STEALINGS

Look out for headers on: New Year's Day.

Has anyone noticed the *moral* decorations ?

Snow, snow, beautiful snow still reigns supreme.

Rather late to wish you a Merry Christmas, but just in time to send you a New Year's greeting.

We would like to see some of the men who think it great fun to edit a bicycling paper.

Those who have a fondness for childhood's happy hours should try a "cradle."

The improved Special Columbia for 1881, compares favorably with the best productions of the English makers.

And you should not fail to notice the reasonable prices.

'Cycling Sketches are having an extended sale.

The poetic lover of moonlight spins should not forget "Lyra Bicyclica."

Send in your items now and club news.

Cunningham & Co. are busy with their Catalogue for 1881, which promises to contain much information of interest to wheelmen.

Our readers should notice our premium list which appears in another column.

Among our new exchanges we find *THE WHEEL*, a bright little paper devoted to the bicycling interests. Although it only makes two revolutions a month it will be found to come under the string with the best of the journals of its class. As the price is only \$1.25 per year no wheelmen should be without his *Wheel*. Long may you roll.—*K. M. I. News.*

The Rev. Mr. Morton, rector of St. James' Church of this village, has purchased a bicycle in place of a horse and carriage, for a road vehicle. He will use it to make his regular Sunday visits to Homer Village, where he officiates. The bicycle will give him healthy and pleasurable exercise, besides the means for a rapid trip between the two villages, and the saving in the cost of keeping a horse. The bicycle has proved itself to be a permanent, practical road vehicle, and the number in daily use is rapidly increasing.—*Albion. (Mich.) Mirror.*

THE WHEEL.—Yet another sign of the progress of our sport abroad is the evident success of *THE WHEEL* which has now had four issues, and devotes itself entirely to the wheel and its doings, thus being, although late in the field, the only periodical in America solely devoted to our pastime. It is printed on excellent highly finished paper in a taking manner and has plenty of "go" about it—may it ever run free and true and be kept from loose spokes, buckling or a broken felloe.—*Cycling.*

We don't generally notice anonymous communications, but this is a good one. The writer says :—The Hawthorne Bi. Club turned out on Christmas Day, and in spite of slippery hills and treacherous ruts, had a very enjoyable two hours spin through the city streets. Only one of the riders had his legs properly encased in bicycle hose, which suggested the thought that on account of their superior capacity, the others had been obliged to loan this indispensable part of the uniform for the prospective visit of Santa Claus.
N.

THE WHEEL ABROAD

BICYCLE TOURING CLUB.

THE COUNCIL.

THE usual Monthly Meeting was held at the Grand Hotel, Birmingham, on Saturday, the 13th November, at 6 p.m. The following Councillors were present:—V.P. Stanley J. A. Cotterell (Chairman), Birmingham ; V.P. C. W. Fagan, London ; V.P. A. B. Perkins, Bradford ; V.P. J. L. Varley, York ; Hon. Treas. S. H. Ineson, Bradford ; C.C. W. Cosens, London ; C.C. W. H. French,

Winslow ; C.C. R. Johnson; Dublin ; C.C. C. W. Leake, Willington ; C.C. E. R. Shipton, Salisbury ; C.C. H. Sturmev, Coventry ; C.C. W. B. Tanner, London ; C.C. F. Howard Warner, Redditch.

The following are extracts from the minutes :—

"That the Chief Consuls be asked to send to the Secretary suggestions as to the mode of printing and publishing the next *Handbook*."

"That Foreign Members of the B. T. C. be accepted as Amateurs, according to the rules in force in their own country, provided they have not at any time visited England, and been guilty in this country of breaches of the amateur laws."

"That the word 'Officer,' wherever it occurs in pages 39, 40, and 41 of the last *Handbook*, be altered to 'Members of the Council.'"

"That the next three Council Meetings be held in turn at Edinburgh, London, and Birmingham."

"That the 'Suggested Representation Scheme,' now agreed upon by the Council, be published in the December *Circular*, for the consideration of all members."

Chief Consuls are required for the No. 1a North Western English District, and also for the West Scottish District.

It will be seen from the above minutes that the Council have decided to hold the future Council Meetings in different towns; the next meeting being fixed for Edinburgh, and the January meeting in London.

SUGGESTED SCHEME OF REPRESENTATION.

The Council, at their meeting on the 13th ult., were for some hours busily engaged in discussing the advisability as well as the practicability of introducing for the consideration of the members a scheme which will ensure a more direct representation of the Club on the Council.

The difficulties attendant on any radical change of this description are, as will be readily surmised, of no ordinary calibre; and it was felt that any suggested scheme which might be submitted, should possess as its primary recommendation the one of *simplicity*, it being manifestly unfair to cast the onus of working any heavy and complicated machinery on the shoulders of the Chief Consuls and other honorary officers.

Many plans were brought forward and discussed at great length, and ultimately the "Suggested Representation Scheme," which follows, was adopted by the Council, and is now submitted to the general body of members for an expression of their opinion thereon.

For the guidance of those who may not be thoroughly conversant with the composition of the present Council and its mode of election, a personal reference to the rules may not be out of place.

The advantage of the new over the old system may be briefly enumerated as follows:

- 1st.—Each district, no matter how remote, would have a voice and a share in the management.
- 2nd.—All districts possessing great numerical strength in the way of membership, would be entitled to additional representation in proportion thereto.
- 3rd.—It would be incumbent on any gentleman seeking election to the Council to signify and subscribe to his willingness to fulfil the duties of his office if duly elected.
- 4th.—The clause confining the elective power of the members to candidates residing in the several districts for which they seek suffrages, would tend more than all to a true and impartial representation.

Under the new system there would be one Vice-President only

according to the present roll of members the district would return about thirty Representative Councillors. The number on the Council would then be about fifty instead of thirty as at present.

It is believed that the "Suggested Scheme" will be readily understood, and superfluous comments are therefore unnecessary. One item only—the proposed alteration in subscription—requiring explanation.

From the inauguration of the Club to the present date it has been a matter of no small moment and anxiety to the Council to reduce in every feasible way the expenditure of the Club and to husband to the best of their ability its resources.

In spite, however, of their most strenuous efforts and their earnest desire to continue to the last moment to adhere to the "popular half-crown," they feel it a duty they owe their fellow members to point out that it is absolutely impossible longer to refrain from increasing the income by raising the subscription. The proposed addition of 1s. will, they believe, suffice to satisfactorily meet the bare working expenses, and enable them to lay by a *very small* margin as a fund for "contingencies," of the advisability of which desiderata they think there will be no two opinions.

It only remains to remind members that the more perfect organization of the Club and the great additions which have been made to the advantages it offers in the way of a vastly increased number of Hotel Headquarters, Consuls, &c., &c., render it even more worthy of support at the advanced figure than when the subscription was fixed at its present limit.

THE SUGGESTED SCHEME.

"The present year of the club to expire on the 31st May, 1881, and in future the club year to expire on the 31st March, at the same period as the subscriptions."

"The Council to consist of President, Vice-President, Honorary Treasurer, Chief Consuls, and Representative Councillors, and who shall each hold one office only."

"The President, Vice-President and Honorary Treasurer to be elected annually by ballot at the Annual General Meeting."

"The Chief Consuls to be appointed annually by the Council at their first meeting after the Annual General Meeting."

"Each district to have one Representative Councillor, and also an additional Representative Councillor for every complete hundred members over and above the first hundred."

"The members in each district to elect annually their own Representative Council or Councillors only and by ballot in manner hereafter provided."

"Every Representative Councillor to reside in and be a member of the district he represents, save and except the foreign district."

"In the *Monthly Circular* for March, 1881, and in future years in the *Circular* for January, the number of Representative Councillors to which each district is entitled, to be stated, and members willing to accept the posts of Representative Councillors for their own respective districts for the then next ensuing year, to be invited to send in their full names, addresses and descriptions, to the Secretary before the 15th of the month, to be accompanied with written statements that they are prepared to undertake the duties if elected. Members to be able to obtain nomination papers for themselves or others from the Secretary."

"With the *Monthly Circular* for May, 1881, and in future years with the *Circular* for March, a separate ballot paper for each district to be sent to the members thereof, containing a list of the

candidates seeking election as Representative Councillors in such district. The number of Representative Councillors to be elected for the district to be stated on such ballot paper, and each member thereof to have the same number of votes as there are Representative Councillors to be elected for such district. No cumulative voting."

"Each member to fill up his ballot paper in accordance with the directions printed thereon, and return the same to the Secretary within seven days after receipt thereof."

"In case two or more Representative Councillors in a district shall obtain the like number of votes, and thereby prevent the complete election of any one or more by such ballot, the Council, at their first meeting to decide by ballot as to the election of any such Representative Councillors."

"The first elected Representative Councillors to come into office on the 1st June, 1881, and in future years on 1st April."

"Five scrutineers of the ballot papers to be duly appointed by the Council."

"In case any Representative Councillor shall during the year for any reason cease to hold office, or if a district shall by increase of members, or otherwise, become entitled to an additional Representative Councillor, such vacancy to be filled up by the Council as they may think advisable."

"The President and any of the Vice-Presidents to be eligible for election as Representative Councillors, notwithstanding their term of office may not have expired."

"The subscription to be increased to 3s. 6d. per annum."

"The next annual General Meeting to take place in May, 1881, and the future Annual General Meetings to take place in March, at such places and upon such dates as may be fixed by the Council."

"A Special General Meeting of the club to be held at Birmingham in February, 1881, to consider, and if thought advisable, to sanction the necessary steps to be taken to carry out this scheme or any amendments thereof."

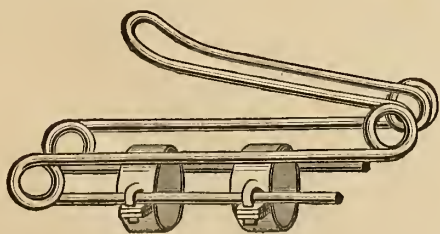
N.B.—The Council will be glad if each member of the club will submit his opinion, and any comments he may have to make on the foregoing "Suggested Scheme," through the Secretary, or the Chief Consul of his district, on or before the 21st inst.

Any member who may refrain from communicating may be deemed to give his assent.

INVENTION AND MANUFACTURE

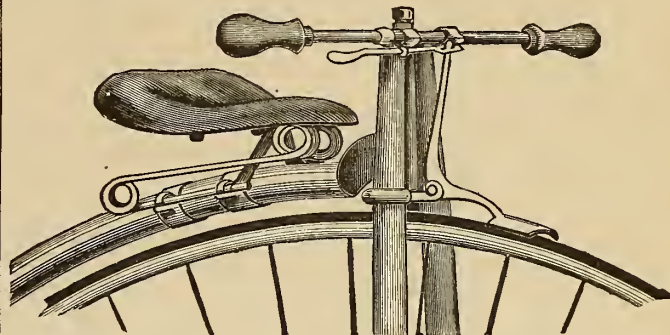
THE CRADLE SPRING.

One of the most valuable additions to the bicycle, and one that is likely to attract the attention of wheelmen who desire comfort and ease, is the "Cradle Spring," recently introduced by Messrs. Cunningham & Co., an illustration of which is here given :



The "Cradle Spring" consists of a steel rod, coiled in such a manner that it allows the saddle to give in every direction ; for-

ward, backward and sideways, thereby absorbing much of the jar and vibration experienced in traveling over rough surfaces. In touring it will be found indispensable and an ordinary light machine can be used with perfect safety.



The above cut illustrates the method of fastening the spring to the backbone of a bicycle, which is effected by means of a clamp. The saddle can be adjusted level or set up behind to suit the taste of the rider. The springs are finished in various styles at prices ranging from six to seven dollars.

FROM THE CLUBS

LAWRENCE BI. C.—A club was organized at Lawrence, Mass., on the 5th Oct. 1880, with 13 members, and the following officers, President, P. M. Lyall; Captain, D. G. Smith; Secretary and Treasurer, Francis Cogswell.

TOLEDO BI. C.—Information is at hand of a preliminary meeting held on the evening of the 3rd of December, at Toledo, Ohio, for the purpose of organizing a bicycle club. Committees were appointed to report bylaws and candidates for offices at a future meeting. There was much enthusiasm, and the wheelmen of Toledo are likely to have a good club.

NEW YORK.—The New York Bicycle Club celebrated the first anniversary of its birthday, on Saturday evening, December 18th, by a dinner at the Hotel Hungaria. Many members of the club could not be present owing to absence from the city. Fifteen gentlemen sat down including Mr. Moody, the Captain of the Yonkers Bi. Club.

Captain C. K. Munroe presided. Letters of regret were received from Captain Hodges of the Boston Bi. Club, Captain Gullen of the Brooklyn Bi. Club, and Captain Johnson of the Essex Bi. Club.

The dinner was a very good one and was well served. The club was two hours at the table and then the speech-making began with an address by Captain Munroe. He said that the plan of starting the club originated at a dinner of the New York Canoe Club, held in the same place, one year ago. The idea was received so favorably that a number of the canoers went at once to the rink and tried their skill at riding. Several swept the floor with their dress suits and retired in disgust. Others were more fortunate and took courage. A day or two afterwards they met in the office of Mr. Sutherland Smith and formed the club. It rapidly increased in membership and secured quarters in the American Institute rink. With the New York club originated the plan of the Newport meet which was carried to such a successful issue. Today the club is considered and looked up to as one of the leading

(Continued on page 60.)

Vol. I.]

THE WHEEL

[No. 8

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

By the time this issue reaches the hands of our numerous readers, the majority of them will perhaps be thinking more of the social duties of the day, than of the faithful "steed" which is undoubtedly "housed" for some time to come.

The outlook for 1881 however is encouraging. The manufacturers and importers are busy preparing for the coming season. The Pope Manufacturing Company are making many improvements in their special Columbias, and predict a perfect bicycle in the future. Cunningham & Co., are not idle, and have in addition to their excellent "Harvard Roadster," created a light racing machine "The Yale," which closely resembles the famous "Invincible." In our own city Messrs. Schuyler & Duane are constantly making additions to their large stock of English machines, prominent among which are the "Special Club," and the well-known "Timberlake." With such a varied collection at hand the wants of the most critical rider cannot fail to be satisfied.

The clubs as now reported and in actual existence, number over one hundred, with a membership roll of two thousand strong, and are ever increasing, which is in itself sufficient proof that the bicycle is a permanent institution, and one that is destined to last in spite of the predictions of the unbelievers, and the smiles of the supercilious. Although the Eastern States claim the greater number of riders, the wheel is becoming known in all portions of the United States, and we are constantly hearing of new organizations. We welcome them all, and there is undoubtedly room for many more. We want to see fifty thousand riders in this country, and if the interest the sport is developing continues to increase as it has the past year, the gap between our present numbers and the desired quantity will be speedily filled.

And now a word for ourselves. With the commencement of the New Year, the eighth number of THE WHEEL rolls out before its readers, and we embrace this opportunity of saying a few words in confidence. Three months ago we started on our journey with fair road before us, and we have had a good run. Some hills to mount to be sure, and we hope we are not egotistical if we say we

have been successful. Although there were some few to condemn, yet we found many ready to lend us a helping hand, and kind words have reached us from many parts of the globe. A number have come forward with their subscriptions, and others have assisted us in the way of correspondence, items, &c. The latter we have endeavored to thank personally, the former have had their favors acknowledged by our forwarding papers, &c. We want more subscribers. We want those who have been content to read our paper at the club-room, to buy it at the stand, or to borrow a friend's copy, to come forward and put their shoulder to THE WHEEL, and give us their substantial support. We think we are reasonable in our demands, and hope that we shall soon be able to add many names to our increasing list of subscribers. The inducements we offer in another column should certainly be sufficient to secure the attention desired.

REMOVAL

The office of THE WHEEL has this day been removed from No. 38 Courtlandt street to more commodious quarters at No. 75 Fulton street.

January 1, 1881.

(From the Clubs.—Continued from page 59.)

bicycle clubs in the country. The members with very few exceptions, own their machines and are practicle riders. The club has never been in debt, pays up promptly, and has a good balance in the treasury. It is not a racing club, does not take much interest in prizes, but cultivates bicycling simply as a pleasurable and healthy recreation. The generous manner in which the members have contributed towards the decoration in the club rooms shows the deep interest they feel in the club, and promises well for the future.

In response to a health to the Yonkers Club Captain Moody replied pleasantly and said that the New York Club would always be heartily welcomed in Yonkers.

Messrs. Adams, Benjamin, Whitlock and Putnam, each made a few remarks and Dr. Mears announced that as consul of the L. A. W., he had obtained permission for free carriage of bicycles on the Long Island Railroad. Capt. Munroe spoke of the advantages of the L. A. W., and gave a detailed account of the Haddonfield turnpike case.

Mr. Whitlock responded to the toast to the New York Canoe Club.

Good stories were told, jokes passed around, and the best of a good time was enjoyed until a late hour.—*Courier.*

BOSTON NOTES AND NOTIONS.

I am still pretty mad at the way I was snubbed in the last number. The "Ed." could well have let me down more easily and without public exposure. If it was because a New York man was hit in the previous remarks, I will own that in what was said against something from "Kol Kron" I had in view those good

things of same kind by him, and near at hand to the selector. There is another grievance of mine in that issue. Granting that my verse is "poor stuff," I don't write such a dumfangled sentence as the types made of this one: "It is curious that *Punch* has made but little use of bicycling as a topic, and its best things have been against it." Nor do I say "restrain" for "retain," &c. No doubt all this was the work of that compositor whose "doctor's bills" were mentioned; so sick a man should have leave of absence right off.

A mistake of my own there is to be apologized for to the venerable Hiems who now rules over us, for mistaking his designs so much as to say he would give us no more wheeling this year. It must be allowed that we had almost perfect weather from the 19th to the 24th inclusive, with most roads as ridable as in summer. During that season those pests of the wheelman in and around this city, the watering carts, are constantly about and making the worst kind of a mess to travel in; so that their absence in winter tends to make the average going better then, whenever the main roads are bare and elements favorable. Such having been the case lately, the few who like myself will have their needed exercise got several extensive spins into the country. At times I rode a long way on snow or ice, packed hard and good sleighing, without much difficulty except in mounting. A meet, however, appointed for the 25th at the same place as that on Thanksgiving Day encountered just the same unlucky change of weather as then. A slight fall of snow the previous night, as before, deterred all but two from starting, one of whom was the hardy and sunny sonny H., with the "pretty dress" his mother puts on him. Many others ought to have been out, as the riding was much better than it looked. Those especially who depend chiefly on the holidays for recreative rides should be less timid. At the present hour some inches more of snow and mud have come, and it is certain this time that the cocks of the airy walk will not tread their bicycles in public again before next year.

Items are scarce indeed. To strike some, I have bored Colonel Pope. He says that the inventor of the "American Star" wishes to dispose of it for only \$100,000, and that when he buys it he will rename it the Paradox, because its *rear* is in front, particularly when going up hill. Wheeling on paper is even better than usual for our organ here has a sweet accompaniment lately, as feminine voices have joined the choir of contributors. Madeline and Jennie have critical eyes for the dress and demeanor of men on the wheel, and are remarkably well informed as to some points of debate in the clubs. Their personal allusions are a mingling of satire and compliment that cannot hurt, and may improve, those aimed at. Not directly concerned in the matter myself, as I never alight on my head, and am neither a "blushing youth" nor "of much greater age and poetic appearance," I hope they will continue to observe and sketch; and I don't mind giving them a distinct clue to myself.—*juvenis* by the Latin dictionary is one somewhere between twenty and forty years. The wheel, however, rejuvenates some while it may age others if their eminence of position cause too much anxiety.

It is a curious coincidence, such as are often observed, that the quotation "over the hills and far away" appeared twice from different sources in the last number of THE WHEEL, and then in the next of the *World* it comes again as first line of verse on 2d page. Now, I never saw it before in all my cycling reading, familiar as it is and so appropriate for our use.

I have borrowed something withheld by a certain bicyclergyman, one of the "end men" of the *Bi. Whirted* troupe, this: If Madam

Lot had had a bicycle she might have escaped that salty transformation, as she couldn't have looked back. This is even so; the odd part of it is that she would have remained fresh, tho' less well preserved. Very likely Mr. L. admired her most as a monument. This may be feeble, but it is nice enough, and the end ladies M. & J. could have taken no offence. Sent to Sarah B., indeed, it might have been too evident an attempt at a boneshaker. By the way, a bicycle should be presented to her, being a spinster, with boys to ride it too. To take away the taste of all that, here are some lines from *Punch* of late date:

A BICYCLER'S MEAT.

If friends on me would dine,
They'd never lack a meal,
For here's two calves of mine
Make endless rounds of wheel.

(We have our suspicions of that. Has he been "trying again"?—Ed.)

If that be not inserted, by god Bisakel he'll never get anything more from
JUVENIS.

December 27th, 1880.

Vol. I.]

THE WHEEL.

[No. 8.]

RATES AND TERMS.

THE WHEEL is published regularly on alternate Saturday 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.

ADVERTISEMENTS

OUR PREMIUM LIST FOR 1881.

Appreciating the fact that it requires considerable effort to obtain subscribers, the publisher desires the co-operation of his friends in extending the circulation of THE WHEEL, and submits the following premium list for the consideration of its patrons:

For Five new subscribers a pair of the Wright Gloves, any size, or a Wright Standard Holder.

For Ten new subscribers, one Hill & Tollman Automatic Alarm Bell.

For Twenty new subscribers, one Excelsior Cyclometer, to fit any size wheel.

To CLUBS—We will also forward Five Copies for one year to members of any one club sending their names together for FIVE DOLLARS.

Any names sent in will be placed to the credit of parties desiring to secure a certain premium.

Respectfully yours

FRED JENKINS.

January 1st, 1880.

"LYRA BICYCLICA;"

Forty Poets on the Wheel.

The most remarkable, curious and various series of Parodies, Imitations, etc., since the "Rejected Addresses," singing the history and wonders of the bicycle; being also a satire on the poets in a high-toney manner that makes all the literati squirm, and the magazines fear to notice it. 110 pp., bound in cloth. Mailed, postpaid, for 60 cents, by

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THE WHEEL,

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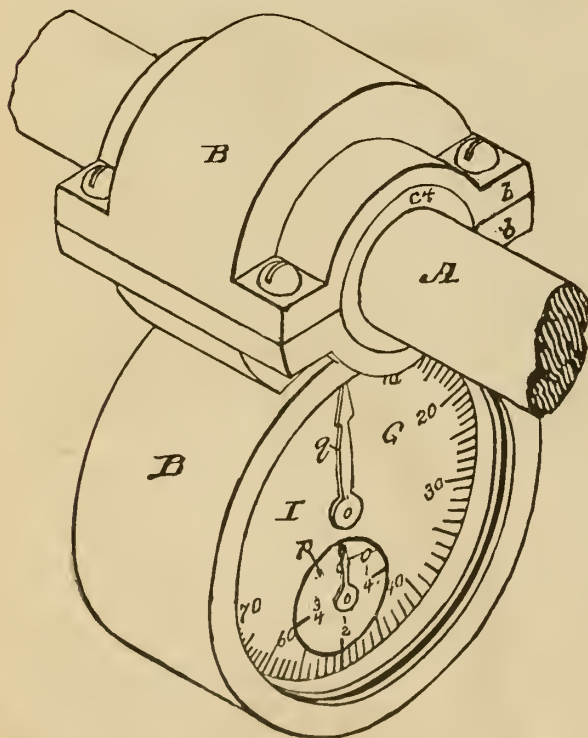
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THE EXCELSIOR CYCLOMETER.

(Patented in England and America.)

PRICE, \$7. NICKELED, \$8.

In ordering state size of wheel and diameter of axle.

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The **Special Columbia** is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction ball-bearings., adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market. We make the Special Columbia from 46 to 60 inches; price for 46-inch, \$105.00 to \$122.50 for 60-inch, half bright. All bright, \$10.00 extra; full nickel, \$15.00 additional.

The **Standard Columbia** is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42-inch, \$80.00 up to \$100.00 or 60-inch. Full nickel, \$22.50 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The **Mustang** is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46-inch; price, for 36-inch, \$60.00, to \$65.00 for 46-inch.

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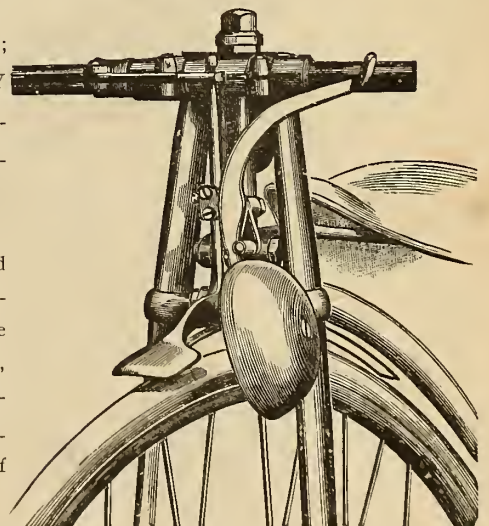
Manufacturers of the Regulation Cup for the New Yorkacht Club, and the Manhattan Bicycle Club.

THE "AUTOMATIC" ALARM.

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

IT IS EFFECTIVE;
OUT OF THE WAY
NOT EASILY BRO-
KEN; HIGHLY OR-
NAMENTAL.

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



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