

THE WHEEL.

A Journal of Bicycling.

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

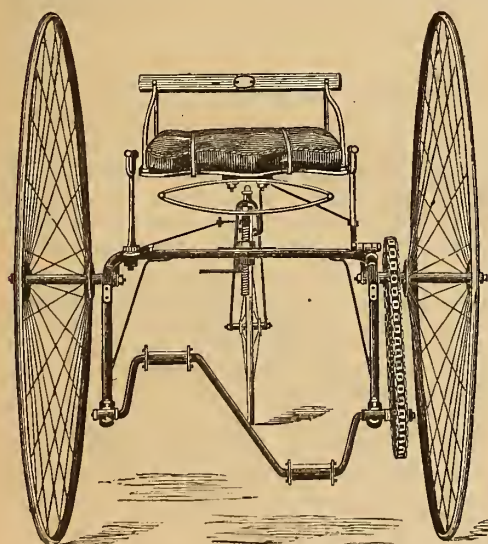
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THE POPE MANUFACTURING CO., MAKERS OF THE COLUMBIA BICYCLES, &c.,

597 Washington Street, Boston, Mass.

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PICKINGS AND STEALINGS

Delightful weather for a spin.

It is to be hoped that the Election day run will be largely attended.

The arrangements for the picture are rather extensive. We understand the wheelmen are to be taken in sections, and then mounted—on linen or card board, like an extended picture of the Brooklyn bridge.

The taking of testimony in Philadelphia has elicited some comment from the daily press. We reprint an article from the *Times* which speaks of the situation of the riders there in regard to the horse question.

We recently made a visit to Philadelphia and enjoyed a ride in the Park with three or four members of the Germantown club, and although we passed as many horses as one would meet in Central Park, we failed to see one single case where the horses were alarmed.

Bicycling seems to be on a very healthy basis in that city. Wheelmen were to be seen riding in every direction, and small parties of six or seven were the rule and not the exception.

Philadelphia will probably make a strong bid for the League Meet, and she can probably offer more inducements than most any city except perhaps Boston and Washington, and then its situation is a happy medium between the two.

If Boston can crow over three League medals, we can afford to be content with our six.

T. A. H. writes us to ask if some one will "rise and explain" how a man can ride on one wheel, without taking a header. Perhaps some of our readers can.

We are often indebted to our excellent cotemporary the *Spirit of the Times*, for many accounts of bicycle races which do not always reach us from our regular correspondents. In our last issue our printer failed to place the proper credit to an account of the three mile race in Williamsburgh, which we took from the *Spirit's* columns.

President Pratt among many other good things has issued a little pamphlet called "suggestions, for choice, care and repair of bicycles." Although the author says that "these suggestions are for the benefit of the inexperienced; the expert need not read them," we would advise all our readers to send for a copy of this neat publication.

Director Lamson has his "Luggage Carrier" ready for the market, which is one of the neatest and most satisfactory arrangements we have ever tried for carrying a coat or bundle.

LEAGUE HAND-BOOK.

The L. A. W. Hand-Book is out. It contains information that every member of the League should have—constitution, rules, officers, directors, consuls list of members, and general information—rules for racing, road-riding, etc., etc. It is bound

in neat imitation morocco, is of convenient size and shape for pocket, and will be sent post-paid, on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses:

BICYCLING WORLD, 40 Water street, Boston, Mass.

THE WHEEL, 75 Fulton street, New York.

KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.

DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.

WM. M. WRIGHT, 791 5th avenue, New York.

WHEEL RACES

WAVERLY, Oct. 15.—About three hundred persons assembled to witness a mile heat race, under the auspices of the Essex Bi. club. The entries were scarce as usual, and only Woodside, Lafon and Bellman faced the starter. Woodside took the lead and won as he pleased in 3m. 28½s.; Lafon 2, by 10 yards. In the second heat Lafon took the lead and did some good work until the last lap, when Woodside went ahead and crossed the line in 3m. 23 1-4s. A fine game of La Crosse between the University of New York and Princeton completed the afternoon's sport. The track was in fair condition and weather fine.

STENTON, Oct. 15.—Three mile race. Lees, Dyson, Powell and Gideon started in the order named. Then Dyson went off with a rush, Powell second, Lees third, "Gid." last, which order was kept up until the seventh lap, when Lees took the lead. Powell pushed him for a lap and took the lead on the last of the ninth lap. Gideon took the lead from Powell on last lap and turned the far corner as fast as it is possible for any one to round it and not fall. Powell tried to go him one better and got "a header—down you go." Too bad, as it spoiled what would have been a very close race. Gideon rode in leisurely in 10m. 31 1-2s., taking nearly a minute for last half of last lap. Powell remounted and secured second place; Lees and Dyson both stopped on last lap. X.

Amusement Notes.

At the Standard Theatre "Patience" continues to delight the ear and please the eye. Every seat is filled and "standing room only" seems to be a permanent announcement. The recent changes in the cast, have not only greatly improved the piece, but the chorus work is thus rendered doubly attractive.

The "Hanlon-Lees" at the Park Theatre still convulses one with laughter by their clever antics and marvelous quickness of action. The recent plan of allowing children occupying reserved seats at the matinees to be admitted at half rates has proved a success, and it is a sight worth seeing to observe the little ones' pleasure during the performance.

Olivette holds supreme at the new Metropolitan Casino and will continue on the boards until the end of the week, when it will be succeeded by Farnie's London version of Les Cloches de Corneville, which will open Monday evening with a powerful cast, including Miss Kate Munroe.

FROM THE CLUBS

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

CRESCENT.—The second annual meeting and dinner of the Crescent Bicycle Club of Boston, was held at the Hotel Brunswick on Tuesday evening, Oct 11.

The following officers were elected for the ensuing year:

Pres., H. P. Robinson; V. P., A. B. Turner; Sec'y, Arthur E. Brown; Treas., William C. Woodward. Standing Com

mittee, the President and Captain, ex-officio, F. B. Cochran, Geo. Blake, Jr., Geo. W. Euler, Capt., F. B. Carpenter; 1st Lieut., Robert C. Goodwin; 2d Lieut., Franklin A. Shaw; Bugler, H. W. Keyes. Secretary's address—Box 2,109, Boston.—*Courier*.

GERMANTOWN.*—On Saturday, July 2d, 15 members of the Germantown Bi. C. boarded the 2:40 P. M. train on the West Jersey R. R. for Atlantic City. The R. R. people kindly transported the machines free. Arriving at the sea shore the party were met by a number of other bicyclers already there and all proceeded to rigorously take up headquarters (and other things) at the "Ruscombe." After supper a business meeting was rushed through, Mr. H. H. Linnard in the chair. A number of new names were submitted as applicants for membership and accepted; this bringing the total membership of the club to about sixty-two, which we think is about the largest roll of any club in the country. After the meeting the club dispersed to various hops, rides, etc., etc., and turned in at equally various times Sunday A. M. Lots of fun all day Sunday, nearly all the riders taking little excursions around on the fine, level roads of the city. Monday A. M. a photograph of 28 members of the club was taken at headquarters. Then arrived a couple of "American Star" machines, which we all tried, and with a little trouble rode. They *may* be a good thing, but in the language of little "Captain Theo." (Reath, age 12), one of the very best fancy riders in the country, they are an "abomination that ought to be suppressed." Some fancy riding followed, in which of course "The." took the cake—his proper size is a 46 inch, but he clambered up the back bone of a 56, caught the handles after he was in the saddle, and being there could touch the pedals only when they were up. Nevertheless he managed to show us a variousness of tricks on said 56, that few could imitate; riding on one wheel, on one side of the machine touching nothing but handles and one pedal, etc. At 4 P. M. a drill and parade under the command of Capt. Jo. Pennell, on the venerable *hearse* which as usual broke down about half way. Then followed a slow race—two heats and a final—hotly contested and fought, an inch at a time, won however by Theo. Reath. Harris, of Germantown club, doing remarkably well on a 52 inch. A 100 dash followed, won by F. W. Corse, in a little less than eight seconds, flying start. Mr. Corse can probably get up steam quicker than anyone else in the country. Also put more wind into a bugle with less effect than anyone we know. Then the entire party interviewed a cream saloon and returned to the hotel well satisfied with the day's sport. Altogether it would be hard to have found a jollier party or a more enjoyable time. G.

LENNOX.—At a meeting of the Lennox Bi. Club, held Oct. 24, the following members were elected as officers for the year ending September, 1882. President, P. Brown; Captain, E. Y. Weber; First Lieutenant, L. Stearns; Secretary and Treasurer, H. Hall; Ensign, W. Brokaw; Bugler, E. Y. Weber. Mr. Gray's resignation was read and accepted. Rood and Edwards' application for membership were accepted. Messrs. Bigelow and Hall declined a re-election. Upon a motion made by Stearns and seconded by Brown and Lahens, the club resolved to be present at the meet and run to King's Bridge on election day. Next meeting of the club was decided to be Monday, November 7th, at half past eight o'clock P. M. H. H.

ELECTION DAY MEET.

We have received for publication the following circular:

ATTENTION! WHEELMEN!

You are cordially invited to participate in a run to King's Bridge and back on Election day, Nov. 8th, 1881.

PROGRAMME.

Start to be made from the Bicycle Headquarters, 791 Fifth avenue, at 11:30 sharp.

Photographs to be taken on the Sixth avenue Boulevard.

One hour's rest at King's Bridge for lunch; lunch tickets, 50 cents. Return to headquarters at about four o'clock.

* The following account has just reached us together with many other letters, from the dead letter office, after following us on our trip through the Catskills. Although rather old, we print it however in the hopes that it will recall pleasant memories to the members of the jolly Germantown club.

OFFICERS OF THE DAY.—Commander, F. C. Bruner, Captain Manhattan Bi. Club; Captain Unattached, Alex. Le Duc, Captain Yonkers Bi. Club; Bugler, E. C. Delavan, Jr.

COMMITTEE ON ARRANGEMENTS.—Chairman, K. N. Putnam, New York Bi. Club; L. H. Johnson, Essex Bi. Club; W. F. Gullen, Captain Brooklyn Bi. Club; John Clark, Captain Kings Co. Wheelmen; E. Y. Weber, Captain Lennox Bi. Club; C. A. Reed, Captain Col. Bi. Club; Secretary S. Conant Foster, Mercury Bi. Club. Marshals: one from Brooklyn and one from Lenox Bi. Club, selected by the commander on day of the run. The pace will be slow, so that each man may keep his proper position. Good form throughout, being more desirable than a display of rapid riding. The photograph will be taken by the instantaneous process, and in four parts, by Pach of Broadway, who promises the largest picture of bicyclers ever taken. A ribbon souvenir of the run will be presented to each rider by the Mercury Club. In order that proper arrangements may be made for the lunch, captains of each club are requested to notify the secretary by postal before the 5th inst. about how many men they expect to bring; unattached riders are also asked to send word of their intention to join the run.

Wheelmen from Newburgh, New Haven, Sing Sing and other neighboring cities have expressed their desire to be present. It is confidently expected that over 200 will be in line.

S. CONANT FOSTER.

Sec. Committee on Arrangements.

The following communication recently appeared in the *Sunday Courier*:

A GOOD IDEA.

EDITOR *Sunday Courier*:

DEAR SIR:—It seems to be the desire of many bicyclers to see a one-mile race between Louis Frye, winner of the League championship, and Wm. Smith, winner of open two-mile championship, before the close of the season. I will be one of ten or twenty to present the winner with a suitable prize, worth \$100. Race to come off at Polo grounds. If Johnson has recovered we would not bar him.

If Fred. Jenkins of the WHEEL will act as treasurer, he can draw on me when nine men have signed for ten dollars, or if it is the wish of those interested to have twenty men in, my five dollars is ready.

Yours respectfully,

WILL R. PITMAN.

We will be willing to act as stake holder if there is enough interest taken in the matter, and will also contribute our five or ten dollars as may be required, provided that the race also be open to *first class men only*, such as Woodside, Gideon, Stall, Reed and Powell. With such an entry, no doubt a close race would be the result. The Polo grounds are probably the best for the purpose. As the time is short we would be obliged to the gentlemen who wish to contribute any amount for this purpose, if they will send in their names at once. The money need not be forwarded until the full amount has been pledged. As nearly all the gentlemen named as contestants are members of bicycle clubs, would it not be appropriate for the clubs to contribute? We would be pleased to hear the views of others on the subject.

PERSONAL

Mr. Louis Sledge, of the Manhattan Bi. Club, has returned from his Western trip.

OUR EXCHANGES.

The *Century Magazine*, formerly *Scribner's Monthly*, commences its 23d volume with the November number. The world-wide reputation of this magazine for the excellence of its articles, and beautiful illustrations needs no comment at our hands. We are pleased to say that *The Century* improves with every number and we shall always welcome it as a chosen friend. Among the many good things in the November number is a fine engraving of George Eliot, and also the illustrations of "In the Footsteps of Fortuny and Regnault" and "The so-called Venus of Melos," are particularly attractive.

THE WHEEL.

A Journal of Cycling.

Published on alternate Wednesday mornings by FRED. JENKINS,
75 Fulton street. London agency, *Bicycling Times* office, East
Temple Chambers, Whitefriars street, Fleet street.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.
EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

FRED JENKINS - - - - - *Editor and Publisher*
JULIUS WILCOX *Associate Editor.*

75 Fulton Street, New York.

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, October 26, 1881.

THE TRICYCLE.

The earliest form of velocipede was the bicycle without cranks, in the Draisine or dandy-horse. A few clumsy-headed people pattered with four-wheeled wagons rigged with cranks and levers for hands and feet, as to which the chief trouble is that there is not power enough in the human body to work them, but the three-wheeler is the principal type of velocipede of to-day. Outdone and pushed aside by its two-wheeled brother, it has been again brought to the front, its details studied and improved, its faults one by one corrected, and it has been "coming in" with a rapidity which very few wheelmen in America suspect. It has now its many special clubs and its special general organization in England; it is made to carry one, two, and three persons, and it makes nothing of taking a child or a dog along, with all the accoutrements and things which can be hitched on; Queen Victoria rides it, and orders come from kings, shahs, dukes, grandees; it serves professional as well as pleasureable purposes largely, letter-carriers using it in considerable numbers, for example; the chief wheel journal, the *Cyclist*, has given it a department for a year past; it has its "Indispensable" and its own special trade; it has also its own special organ, the *Tricycling Journal*, a sixteen page weekly started in London, June 15 last; it is not scoffed at by the two-wheeler in England, but has the right-hand of fellowship extended, and several important bicycle clubs have even lately voted to admit tricyclists to membership; and so on. The three-legged steel-horse is coming right along and is fast conquering his place, about fifty firms in England now producing him.

Having taken much interest in him, the writer hereof has been studying the animal for a year past, in the careful and methodical way which he deems appropriate to those who really want intelligent knowledge, and proposes to share with the readers of this journal what he thinks he knows about the once neglected and scorned three-wheeler. First, extracts as below are given from private letters from manufacturers in England—chiefly in Coventry, and all well known bicycle makers—written last Winter. A Coventry firm as much engaged in the bicycle as in the tri., says:

"We gather from your queries that at present you are rather disposed to look upon the tricycle as an impractical myth rather than a practical fact. Twenty-four hours on this side of the Atlantic would soon dispel that illusion. The general opinion

here is that it will eventually supersede the bicycle. Many bicyclists have come to the conclusion that the additional two miles an hour in speed is not to be compared to the comfort and safety of the tricycle."

This is "coming it strong," but another Coventry firm writes:

"We have not the least doubt but that the tricycle will take a prominent position. We have exported largely to Australia, New Zealand, and most European countries, and are doing a large trade with India."

Another firm (not in Coventry), write that "As far as we can learn, tricycles are almost unknown in the States; they are, of course, coming into very general favor here, and bid fair eventually to cut out the bicycle." Another firm, who have since abandoned the bicycle for the tri., write: "If you decide to have one you had better order immediately, or we are positive you will not get it this next season, as neither we nor any other maker of good machines will be able to make enough, or anything like enough, for home consumption. Hundreds of old bicycle riders have given up and taken tricycles, and prefer them. Of course, on rough or soft roads likely a tricycle is a little harder to drive, but they are used by thousands in all kinds of weather—rain, snow, mud, etc.—and nothing can prevent their becoming the future means of traveling."

Another well known Coventry firm writes:

"We sold one in March to a clergyman 67 years old, and of 18½ stone (about 260 lbs.) weight. Early in June he rode here to see us on his tricycle, in the one day, 70 miles—riding-time 10 hours—and said that in one place he had to walk five miles on account of the extremely bad road, or he would have averaged 8 miles an hour for all through. He also said he felt quite fit to do the same journey the next day. This will show you the capacity of the machine."

The following are extracts at random in reply to various queries, from as many different makers, the queries not being copied:

The tricycle goes as easily as the bicycle, if speed be sacrificed, supposing the road is moderately good. There is no difficulty here with tricycles, and only about two or three miles per hour are lost.

As regards roads the conditions would be equal for bi. and tri. To equalize the propelling power we give more leverage, which means a proportionate reduction in speed. The difference would not be more than two miles an hour; on English roads we can average eight miles an hour. The tricycle can be ridden over rougher roads than it would be safe to ride the bicycle, and where it is impossible to ride it can be pushed as easily and conveniently as a perambulator.

Tricycles are largely used in Ireland, Scotland, and on the Continent, where we think the roads are quite as bad as in the States.

With practice a good well-fitted tricycle is not much harder to propel than a bicycle, and upon rough roads it is safer and very much better. We have sent a few this year to —, Mass., and have received the highest praise; the roads there are no doubt the same kind.

Our tricycle will go over paved roads such as we have here in the towns much easier and quicker than a bicycle; in fact, on a bicycle they can only be ridden by an experienced rider, and then only slowly. It can be brought to a standstill by the brake on the steepest hills, and we have some in this neighborhood which cannot be ridden down safely on a bicycle. Our tricycle will go over cobble or granite sets much easier than a bicycle, and will even ride over a four-inch curb with the rider on it without falling, although it is not safe to try it too often, as it strains the machine considerable. A rider in good condition can ride our machine at 12 miles an hour for a long distance, and we know several instances in which ordinary bicycle riders

have been quite out-paced by our tricycle, and it takes good bicycle riders to keep up.

One firm write that they have made over 800 of a single pattern during the past season, and the makers of another pattern which seems to be quite a favorite claim to have sold a number, this year, which the writer does not recall exactly, but thinks exceeds 1,000. This "testimony," interested of course, but from parties in a position to know and interested not to misjudge the facts and the outlook, will suffice for to-day. J. W.

SOME BOSTON BEANS.

Reputation is a great thing in its way, and its desirability depends much on its kind. The kind of reputation which a certain Massachusetts man is trying to establish for a club man of your city, by posting him on the bulletin at headquarters, for non-payment of a personal loan made in May last, is not of the nature for which my soul yearns. They do say there is always two sides to a question, apparently the side as set forth in this bulletin is the rough side, if this be so, I trust that unknown surface may offset the extreme roughness of the Massachusetts man's statement by its ultra smoothness. I say, I trust so, because the honor of a gentleman, a club man, and a league member is placed in a rather dubious position.

There was some pretty good work done at Beacon Park last Saturday, in cutting down the record of local wheelmen; a mile being covered by Mr. Stall in 3m. 6s. That is somewhat hard to beat, but I am satisfied that the same gentleman will be able to knock off those six seconds (and more perhaps) by the time the next racing season is inaugurated.

A sort of apathy seems to have settled on the Boston club; that is, so far as having club runs is concerned. But the fact that quite a number of the members are appreciating the situation indicates pretty distinctly that the torpor is but temporary; on the other hand the Massachusetts club are showing their usual enterprise in the way of social runs, and a two days' trip to Gloucester and return is the next thing in that line on the tapis. Perhaps the Boston men are concentrating all their energies on the establishment of fitting headquarters; still I would modestly suggest that the aims of the society as a *bicycle club* be not entirely lost sight of in the new "emigration scheme," which now seems to be the all engrossing object.

I am told that the efforts of the Boston men to establish an adjunct to the regular organization in the shape of associate members is meeting with very flattering success and that the committee is hard at work wearing out shoe leather and patience endeavoring to secure quarters for the soon-to-be-homeless club.

The inter-club race between the Massachusetts' and Boston's a week ago, resulted in a victory for the latter club, had Hardwick of the former, finished the race (instead of fainting and consequently dropping out on the seventh mile), it would in no wise have changed the result, as he was a bad sixth when he caved, he never ought to race, his physique plainly shows that. Mr. Parkhurst, of the Massachusetts team elicited the warmest congratulations by his plucky riding, from the fact that he was entirely out of training and had not been riding much lately, notwithstanding which he made an exceedingly interesting effort with Mr. Dean for second place and was beaten only by about ten yards. Stall finished about half a mile ahead of the second and third men (Dean and Parkhurst), Claffin, of the Massachusetts, about a lap behind these two, Clark, of the Boston's, about a lap behind him, and about half a lap ahead of Hardwick when he fell. All the men who did the distance finished in excellent form and with plenty of go left.

We have been favored with a visit from President Miller, of the Buckeye Bi. C., Columbus, O. As usual in such cases a party was formed to pilot the visitor over some of our roads and a start for Wellesly was made, but I am sorry to be obliged to chronicle the giving out of the President at Dedham, about 12 miles out, the frequency of hills and the infrequency of his mounts lately, was the cause.

The weather and the roads have been exceedingly favorable for bicyclers for some time past, and a trip on the wheel in any

direction from the city, will show the riders appreciate the fact that the season is now rapidly "going, going" and almost gone; consequently they intend to make the most of the glorious fall days.

I have a kind of indistinct idea that a case bearing on the rights of bicyclers in Central Park, engaged the attention of some one of your New York courts, the idea is intangible and sort of shadowy, about as shadowy and intangible as the claims of your P. C's. Perhaps the case and all the data in connection with the same has been carefully laid away among the archives of the city, to be exhumed and read with curiosity by future generations and shown as evidence of the pig-headed-horse-jockey enthralldom of the park Commissioners in power A. D. 1881.

Does not the generous action of the Philadelphia Commissioners quicken their torpid brains and understandings to go and do likewise? If you in New York know what has been and is being done in this fight against bigotry; for heaven's sake tickle my memory, for by the Great Smash I want to see those measley duffers squelched.

HANDY ANDY.

CORRESPONDENCE.

A COMMON SENSE VIEW OF THE BICYCLE.

Fifty years ago a distinguished writer said, "It is far from my wish to promulgate to the whole world that the ridiculous expectations, or rather, professions, of the enthusiastic speculatist will be realized, and that we shall see engines traveling at the rate of twelve, sixteen, eighteen, and twenty miles an hour, Nothing can do more harm towards their general adoption and improvement than the promulgation of such nonsense!" Such was the sentiment in England in regard to the locomotive; and as almost everyone knows this was the general view taken; if there were any other opinions they were stronger against it. A great many lived to see their folly, although some carried their prejudice so far as never to use the despised means of locomotion. The locomotive is not an isolated case; everything, almost without exception, met bitter opposition when first used, and the very fact that there is so much opposition to the bicycle goes far to prove there is some good in it. Of course it has its friends, too, and the fact that they are constantly increasing shows that people may be, and are, convinced of its usefulness. It would be hard work to convince a man that lived on a mud road of the usefulness of the bicycle; and it would be equally hard to convince that man of the usefulness of a high-priced, fast horse, for he could not use him in the capacity he is best adapted for. If you do not live on roads you are ashamed of, and villify the owners of it for not giving you a better means of exit, why then you cannot use a bicycle with advantage, and the more so as the roads improve. If you live in such localities you have no business with a bicycle, so do not get one; but for the Lord's sake shut your mouth when you see others using them who do live on good roads, and who do appreciate the good services of the bicycle; you are in no position to judge of the merits or faults of that which you know nothing of, either theoretically or practically. You belong to the class that blame the government for spending a few thousand dollars to learn the habits of some one insect, yet you will be the first one to profit by the knowledge thus gained, and you will want it too, by your right as a native born American citizen, and not because you are willing to pay for it. Such are the men we have to use our best arguments against; they will not be convinced by a few practical trials, and are equally obstinate in listening to a person who wishes to show them their mistake.

People, some people say the bicycle is a toy, and is used by children only, or mayhap a grown-up child, occasionally; therefore it can be of no use to a man, especially a man that has work to do. The pistol is a toy, too, and is used by children; of course a dozen or so children die every year, in our larger cities, from lockjaw, caused by the toy, but that does not prevent the toy being made in a more substantial form and used by men; perhaps you will say it was designed for men first and the toy is but a copy; *so was the bicycle*. Bicycles, under other names, perhaps, were ridden by men forty years before the manufacture of children's cheap toy machines was thought of. They

are made, thrown together any way, and only intended for smooth pavements or some equally favored roadway; the bicycle is *manufactured*; each and every part is carefully designed for work; and they are constantly being improved; the most insignificant part of a bicycle is the subject of improvement by every maker every season. The bicycle is not the fruit of one man's genius; it is the result of a slow growth, fitful, almost dormant at times, but now sure and steady. The construction of a bicycle is a science, requiring the best art to produce the finished work. All the rules relating to the science of bicycle construction and of bicycle riding are, of course, empirical, contradictory though the statement may seem. So was road building, so was steam engineering, so was nearly every science in its infancy. I doubt not that in ten years more there will be certain fixed laws for the designing and making of every part of the bicycle so that it may be adapted for the work required of it. There is but one instrument I know of that is as perfect, and more delicate in construction, than the bicycle, and that is the watch. It may be made of such extreme delicacy that a silver dime will cover it, yet so perfect that it will follow the mighty sun in his apparent motions. So the bicycle must be so perfectly made that it will carry a weight of from one hundred and twenty-five to two hundred pounds at an average speed of eight miles an hour, and yet not weigh over forty pounds, and many weigh ten pounds less. It would be difficult to conceive of any other combination of steel and rubber, occupying as it does fully twenty-five cubic feet of space, when in working order, that weighs so little and yet stands so much. Nothing succeeds like success, hence the position of the modern bicycle. CAPT. C. W. F.

THE PROFESSIONAL CHAMPIONSHIP.

Editor of THE WHEEL:

I saw in your paper a challenge from J. S. Prince to race any professional bicycle rider in the country from one to five miles, for the championship of America. I will be very pleased to meet Mr. Prince in a one mile contest for the claim of that title, which I have held for the past eighteen months, at a date as early as convenient for me to do so. At present am placed in a certain position hindering me from settling upon any date. If Mr. Prince will have a little patience we can probably arrange an International championship as well as a national one, when Messrs. Keen and Cooper arrive in this country. I would propose the Exposition building here in this city or the Exposition building at Boston, both good places to have the contest, and until I am beaten in a one mile race from scratch, I claim the title I have held as heretofore. Yours respectfully,

PROF. F. S. ROLLINSON,
Champion of America.

Answers to Correspondents.

F. S. R.—Don't think we shall sell.

F. A. J.—Delayed on account of boxes.

E. R. S.—Yours received. Send you back numbers.

E. F. H.—Forwarded your letter to the secretary. Have none yet.

W. B. KRUG.—The distance is two 7-16 miles to other side of the bridge.

THE RIGHTS OF THE BICYCLE.

That part of the New York community which clings to the feudal traditions that highways are the almost exclusive property of that favored part of humanity enabled, as Carlyle dryly put it, to keep its gig, induced the Central Park Commissioners to forbid the park highways to bicyclists. In order to expose the monstrous pretension of the exclusionists two or three spirited young men rode into the grounds and were arrested. The case was taken before the Supreme Court and given over to a referee. During the last four months the whole country has been searched by the monopolists for testimony to prove

that horses are opposed to bicycles and that they manifest their repulsion by dangerous caprices.

Hardly a day passed in which advertisements were not seen in the newspapers asking Tom, Dick and Harry to come forward and tell the tale of horse terror. The testimony thus suborned, so to speak, has in every instance fallen ludicrously short of the end aimed at. The horse has come out nobly. He is shown to be no more averse to the passing wheel than to the flamboyant garments of promenading dames or casual obstructions encountered in the streets. The mere fact that such an attempt could be made in a free and civilized country to circumscribe the pleasure or purpose of law abiding citizens, proves that the democracy of certain classes is not very deep or broad.

Even if horses were as much terrified by a bicycle as by a locomotive, is that a valid cause why the comparatively few fortunate enough to make use of the public parks or pleasure highways for displaying trotters should have a monopoly of facilities for which the commonalty is taxed? It is an affront to American institutions that such an order could be contemplated by an executive body and an outrage that it should be even temporarily put into effect. The monopolists will meet cold comfort for their autocratic and un-American project in Philadelphia, where the graceful wheel is as common on our thoroughfares as the trotter or four-wheeled vehicle.

American horses certainly are not less intelligent or susceptible of being made to reconcile themselves to progress than their equine companions in other countries. Who that has ever passed through European cities has failed to remark in the dense crowds of Picadilly, Pall Mall, the Champ Elysees the Bois de Boulogne, the Prater in Vienna, the Corso in Rome, the Thier Garten in Berlin, and every other famous public promenade, hundreds, yes thousands, of bicycles winding decorously among the packed equipages? There is not a public or private park or highway in Europe closed to the bicyclists; and yet this is called the land of freedom.—*Philadelphia Times*.



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.

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Chief Consul, U. S. A.
Boston, Mass.

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Particulars as to prices, etc., will be published later.

FOR SALE AND EXCHANGE.

[Advertisements not exceeding four lines will be inserted under this head for forty cents.]

FOR SALE.—The Associate Editor of THE WHEEL will sell the 52 in. Royal Challenge bicycle now ridden by him. Direct butt-ended spokes: gun-metal hubs: ball bearings to both wheels, tires inch and three quarters, detachable cranks, hollow forks, and all details of improved construction. All plated but rims and gun metal. Makers, Singer & Co., of Coventry. New this season, very little used, and that very carefully, has had no falls, pedals and spring never used at all, every way equal to new. Address, J. W., this office.

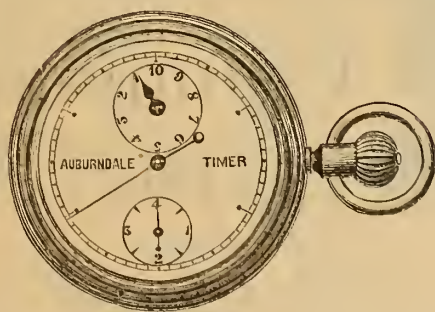
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In German Silver Case Nickle Plated.

Price, plain, \$15, split second, \$25

Three-quarters size of watch, $\frac{1}{4}$ or $\frac{1}{8}$ second Fly-back.



ACCURATE AND RELIABLE.

Its size and form same as ordinary watch. It is the best and most perfect timer made; the only one that marks eighths of seconds. These timers add immensely to the interest of sports of all kinds and are invaluable for scientific and mechanical purposes.

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These alarms are finely finished and nickel plated all over.

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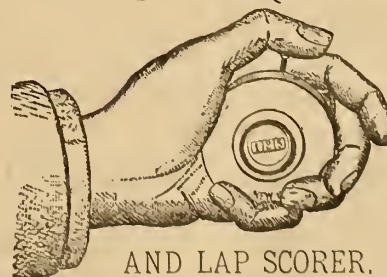
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