

THE WHEEL.

A Journal of Bicycling.

Vol. I. No. 20.]

JUNE 22 1881.

[Price, Five Cents.]

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

IMPORTERS OF THE CLUB AND SPECIAL CLUB BICYCLES.

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

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Orders taken for Singers Celebrated Machines.—The "British," "Royal" and "Imperial Challenge."

Suggestions to Bicyclers.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

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

PICKINGS AND STEALINGS

Bicycle races are generally interesting contests, and call for a display of skill and endurance, and when a man wins a race after a hard contest, he generally likes to receive the prizes competed for. But when he is compelled to wait a month for them he is apt to think that he is never going to receive them. If the Beacon Park Association intend to give any more races, they will have to be more prompt with their medals, if they wish to secure any entries. The prizes for the races held at the League Meet have not yet been awarded. Perhaps the committee can explain the delay.

We give in our columns an account of bicycle races at Washington, taken from the *New York Times*. If the time for the last mile of the three mile race is correct, 2:47, not only has the American record for the distance been beaten, but it is five seconds below the best English time. We hope our esteemed contemporary has not made an error, and that we shall soon lead the world in every branch of athletic sport.

Messrs. H. H. Walker, H. A. Harley and the editor of THE WHEEL will leave this city July 2d, for a ten days tour. The route will be up the Hudson to Catskill, spending a day or two in the mountains, and from there to Port Jervis and the Delaware Water Gap. If time will allow the route will be extended to Philadelphia. The gentlemen mentioned would be obliged for any information in regard to the roads from Catskill to Port Jervis.

The office of treasurer in a club is certainly one not eagerly sought for, but no treasurer should allow personal friendship toward members to interfere with his duty, and permit certain men to fall far behind in the payment of their dues. Unfortunately in every club there are some black sheep who are only too ready to "jump" their payments at the slightest opportunity.

One of our oldest and most esteemed correspondents has at last taken a "header." This time he informs us he will be a happy man July 5th. We hope that Mrs. Capt. C. W. F., will not prevent our friend from sending his welcome notes as usual and we are sure our readers join with us in sending congratulations.

CORRESPONDENCE

Editor of The Wheel: DEAR SIR. Going to New London on the boat last Saturday evening (the 28th May), I met Mr. G. W. Pressey, who was taking half a dozen of his American Star Bicycles to Boston for the Parade. The American Star as you are probably aware of has the small wheel in front. Mr. Pressey very kindly gave several other gentlemen and myself an exhibition of the machine. A young man who was with him, and

who was not celebrated for his great height, doing the riding, I am not a bicyclist, but have seen considerable good riding, and a great many handsome bicycles, but the American Star "takes the cake."

A good many will contradict me as regards this last statement but "them's my sentiments," at any rate. Mr. Pressey claims many things which I hope will prove facts. There are two things which might be suggested, and that is that the handles be longer, and the brake turned the other way and fastened to the frame holding the small wheel and operated by turning the handles. But these things will no doubt be added in due time. Mr. Pressey's mode of fastening the rubber tire to the wheel, I think is a good one—it being done by an iron rod which runs through its entire length, the ends being brought together and securely fastened with a right and left nut, the rod or wire being near the inner side of the rubber and near the bottom of the groove in the felly; it cannot come off unless the nut is unscrewed. I think that there is still another advantage, which is the lowness of price of these machines. And now all I have to say is that I wish Mr. Pressey "luck" with his machine, and remain, yours truly,
C. F. P.

FARMDALE, KY., June 16, 1881.

It is but a short time since I was complaining about the weather being so cold and wet I could not ride as often as I wanted to, and now I must reverse the order, still complaining however, because the weather is so hot and dry; one week I did not ride but two miles; the dust was very deep and the sun seemed to have lessened the distance between us by about half. However I have made up for it since; the dust has disappeared and old Sol has gone back to his normal place, so that I have had several nice rides, one of sixteen, another of twelve miles, being the longer ones. the latter I made yesterday, going down to Frankfort and back in an hour and twenty-five minutes; deducting five minutes for a rest on the tenth mile, leaves an average of nine miles an hour; but as I had to dismount five or six times for vehicles I must have done a little better than that. Our roads are not calculated for speed, however, for there are fewer level roads in this part of the country than almost any other place. They are good to develop a fellow's muscles at any rate. The hills are an advantage in one way, and that is on coming down "legs over." I have always been afraid of that method until here lately, because the only fall I ever got, that hurt me, was by that method of riding hills; but I have been so encouraged by my late success that I have even ventured to remove my hands in addition. I care very little for trick riding but I should be pleased if the editor or some of his readers would describe a few fancy movements. R. S. Allen, a young rider, not yet seventeen, of this place, can mount five ways: ordinary, standing, by step, by pedal, by jumping into the saddle from behind, and by jumping into the saddle from one side.

There are to be some bicycle races and fancy riding in Louisville next week, in connection with the prize drill; the whole programme includes three days, but I believe bicycling comes on the 23d. I shall be there, and I may enter. I have never been on a track yet, and have not been timed since I first began riding, I was then riding a 50-inch Standard, and made a half mile on the pike in 1m. 45s. I have a 52 D. H. F. Premier now, and I believe I can do better. Whether I enter or not I shall try and send you a full account of the proceedings, including my trip there of fifty miles or more. I am going to try to make it in one ride, although I have never ridden over thirty-two miles in one day so far; at that time I rode one hundred and twenty miles in four days riding; one day's rest between the second and third.

Mr. M. J. Norton, of Newport, Ky., informs me that the Cincinnati authorities have ruled them off of the Spring Grove Avenue because a few owners of fast horses objected. It is a very fine drive and is frequented by such men; it is also the best way the bicyclers have of getting out into the country; their club rooms being within a short distance of the lower end of the avenue. They have our sympathy; also Mr. Norton with his sprained ankle which keeps an enthusiastic bicyclist off of his wheel.

By the way, if all the slim brothers are affected like I am they

League of American Wheelmen.

Officers for 1881-'82.

President—Charles E Pratt, of Boston.
Vice-President—J. M. Fairfield, of Chicago.
Commander—C K Munroe, of New York.
Corresponding Secretary—K. N. Putnam, 54 Wall St., New York.
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 YONKERS, M. Clinton Smith, 171 Warburton Ave.

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FOND DU LAC, Chas. S. Cornwell, 518 Main st.
 MILWAUKEE, Andrew A. Hathaway, 112 Mason st.; Frank G. Stark, 460 Cass st.
 OSHKOSH, Benjamin B. Hooper.

THE LEAGUE MEET.

BUSINESS MEETING.

The meeting was called to order by the President about 2:30 P. M. In the absence of Secretary Burrill, Mr. H. S. Kempton of the Boston Club, was chosen secretary *pro tempore*.

On motion of President Bates, of Detroit, the following gentlemen were selected by the chairman as a Committee on Credentials: Bates, of Detroit; Fairfield, of Chicago; Williams, of Boston; Green, of Providence, and White, of Hartford.

A committee of five on nomination of officers were appointed by the chair, on motion of F. W. Weston, and the following gentlemen selected: Weston, of Boston; Hazlett, of Portsmouth; Moran, of Kentucky, and Capt. McNare, of Saratoga.

Mr. Wm. B. Everett, of Boston, then addressed the meeting, and presented the following list of names as candidates for the various offices. President, A. G. Carpenter; vice-president, J. M. Fairfield, of Chicago; commander, E. C. Hodges, of Boston; corresponding secretary, Kingman N. Putnam, of New York; recording secretary, S. T. Clarke, of Baltimore, and treasurer W. F. Gullen, of Brooklyn.

Mr. Randolph Hurry, of New York, then presented the following list of names: president, C. K. Munroe, of New York; commander, E. C. Hodges, of Boston; treasurer, D. Wistar; corresponding secretary, Mr. Marsden; recording secretary, Mr. Burrill.

President Pratt then delivered his annual report, reviewing the history of the League since its organization at Newport, down to the present date. Mr. Pratt spoke at length upon the difficulties in perfecting the machinery of the league, in one year, remarking that to perfect an organization embracing such a vast extent of territory as the League did in its present form, required the best wisdom and judgment of any board of officers that might be elected.

Referring to the question of rights and privileges, he briefly stated that the League had come forward and assisted the wheelmen of New York to secure an entrance to Central Park, by presenting a petition attached to which were verbatim reports from city officials relative to the general good character of bicyclers.

After thanking the gentlemen for their support during the past year, the president concluded his remarks amid great applause.

Mr. Dillwyn Wistar, treasurer *pro tem.* of the League presented his report showing a cash balance of \$218 56.

Mr. Bates of Detroit, reported for the Committee on Credentials, list of delegates and names of unattached, for the use of the secretary.

Commander Munroe then made a short report in which he criticised the lack of interest among club members in club drill, and stated that the regularity of movement on the part of some of the clubs in the parade, was entirely due to the fact that the past few months had been spent in constant drilling. He also hoped in future that more attention would be given to this subject, and that at the next annual parade, all the clubs would present as fine an appearance as the few prominent ones that were especially applauded during the parade.

Mr. Albert S. Parsons, corresponding secretary, stated that press of business had prevented him from preparing any written report, and would also exclude him from being a candidate for office again. He commented favorably on the increased number of members, and in conclusion explained the delay in the matter of procuring membership tickets.

Mr. Frank Weston in behalf of the Committee on Nominations presented the following list of names to the League as officers for the ensuing year:

President—Chas. E. Pratt, of Boston.

Vice President—J. M. Fairfield, of Ohio.

Commander—E. C. Hodges, of Boston.

Corresponding Secretary—Kingman N. Putnam, of New York.

Recording Secretary—S. T. Clark, of Baltimore.

Treasurer—S. H. Marsden, of New Haven.

Col. Pope moved that the ticket be elected by acclamation, but the president ruled that it was contrary to the rules of the League, and a ballot for the office of president was taken with following result: Chas. E. Pratt, 548; scattering, 16; total, 564.

Mr. J. M. Fairfield, of Chicago, was unanimously elected vice president.

Mr. C. K. Munroe received 224 votes and Mr. E. C. Hodges 196 for the office of commander. Mr. Munroe was declared elected.

The vote for corresponding secretary was as follows: Kingman N. Putnam, 337; A. S. Parsons, 44. The vote was made unanimous.

For recording secretary, Mr. J. Frank Burrill received 120 votes, Mr. S. T. Clark 151. Total number of votes cast 311. Mr. Clark was declared elected and the vote was made unanimous.

Mr. Dillwyn Wistar, of Philadelphia, was then unanimously elected to the office of treasurer.

After votes of thanks had been passed to the president and other officers, to the city of Boston, and to the secretary of the Entertainment Committee, the meeting adjourned to Music Hall to witness the exhibition of club drill and trick riding.

THE DINNER.

About half past five during the temporary adjournment of the business meeting, the wheelmen filed into Music Hall where the tables had been set for over four hundred guests.

The grand organ pealed out various melodies, from the Coronation March to the delicate sonata of Beethoven. After the demands of nature had been satisfied, the tables were cleared, and speeches delivered by prominent guests. In the evening an exhibition of trick riding and club drill concluded the performance.

WHEEL RACES.

WASHINGTON.—The annual races of the Capital Bicycle Club took place in the Iowa Circle at 5 o'clock yesterday afternoon, in the presence of 6,000 or 7,000 spectators. In the preliminary parade more than 100 riders participated, including representatives of the two Washington clubs and the Bicycle Club of Baltimore. There were six races, all of which were well contested. The first race, one mile, open to all, start to be made from a stand-still, was won by H. M. Schooley. Time—3:14 1-8. The second race, a quarter of a mile dash, for members of the Capital Bicycle Club only, was run by each contestant singly, with a flying start. It was won by Geo. Cook in 0:43 1-4. The third race, five miles, start to be made from a stand-still, was won by J. McK. Borden in 18:42 3-4. The fourth was a juvenile race for boys on wooden machines. The fifth race, one mile, for members of the Capital Bicycle Club only, was won by George Cook in 3:20 1-2. The last and most hotly contested race of the meeting was a three-mile dash, open to all. It was won by H. Stewart after a desperate struggle in the last mile. Time—10:0 3-4. The third mile was made in 2:47.



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 their is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

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

Savin Hill, Dorchester,

had better do as I have; buy a box of *bunion plasters*. For bunions? Oh, no.

Will not some one of your readers send me an illustrated description of the "Star," or that bicycle with the back wheel in front? It must be the essence of awkwardness, but I suppose "there is nothing like it when you get used to it."

CAPT. C. W. F.

PHILADELPHIA TO NEW YORK.

[The following account of the trip from Philadelphia to New York has been kindly sent us by Mr. Gideon, who covered the distance of 100 miles in a trifle over 15 hours. Mr. Gideon who rides a 56 inch Special Columbia, did not seem much fatigued the following morning, but advises others to take two days at it, if traveling for pleasure.—ED.]

PHILADELPHIA, June 20th, 1881.

Editor of *The Wheel*:

DEAR SIR: On Saturday, 18th inst., Mr. A. Powell (consul L. A. W., for this city), and myself started from Broad and Master streets at 5 A. M., intending to make New York on that day. To Holmesburg, (6:10), the roads were very bad, in many places the mud being over shoe top; from there to Bristol (7:05), a good side path, which continued to Trenton (7:55), where we breakfasted, having made the thirty miles in 2h. 55m. including three stops for refreshments (?) oil (?), etc., etc. Leaving Trenton at 9 o'clock we followed a rough road to Pennington—said road would be very good if dry—thence to Hopewell, two miles this side of which place Mr. Powell's machine (a D. H. F. Special Challenge) broke down, the perch snapping off just above the step. Being unable to help him I then pushed on to Somerville, getting a good dinner and rest at the "County House." From there at 3:35 over 4 miles of splendid road to Bound Brook, thence to Plainfield, 7 miles, where I got lost in the sand and traveled nearly 10 miles out of my way. Then on to Springfield, 8 miles, Milburn, 1 mile, and over a fine Macadam road to Newark, at dusk—the last few miles getting terribly long. Some tramping over cobblestones and pavements and on to what I believe is called a *plank* road, ten miles to Jersey City and BED. Yours very truly, GEO. D. GIDEON,

Sub-Capt. Germantown Bi. C.

THE GRAND.

SETTLE & CO., FLEET WORKS, FLEET STREET, COVENTRY.

Some little more than twelve months since, the firm of Settle & Co., already well-known in connection with the watch manufacturing industry of Coventry, seeing the steady yet rapid advances in popular favor of the new instrument of progression, determined, as bicycle making was rapidly becoming one of the staple trades of the city, to enter upon that branch of manufacture, in a manner that would in every way uphold the reputation of the "City of the three spires," for the production of sterling articles. This they felt confident they could do, as, although practically unacquainted at the time with actual bicycle construction, they contended that the employment of high-class mechanics already skilled in that branch of engineering, combined with their own mechanical knowledge of the delicate and accurate workmanship required in the construction of watches, could not but obtain the desired results. Accordingly, commencing with an expenditure of some £2,000 to £3,000 upon the needful premises, Messrs. Settle set themselves to work during the past season and winter months to get machinery of the most perfect kind together, by which bicycles could be constructed upon the interchangeable system. Determined at the start to have everything in the way of material, fitting and workmanship of sterling quality, the new firm worked steadily away, sparing neither trouble nor expense in securing their aim in this respect and in getting everything ready to supply machines quickly when once ready to begin. These preliminaries have now been fully completed, and we have during the past week or two had the pleasure of inspecting several of their first bicycular productions, the chief of which "The

Grand," is built on the most approved lines of modern taste. Designed for a general roadster, it is provided with 7-8in. and 3-4in. tyres of best red rubber, these being of course a *sine qua non*; they are cemented into rims of steel, crescent section, and together with phosphor-bronze hubs with 5in. flanges, form the nucleus of the wheel, which is complete with 60 steel spokes, very nicely butt-ended, of No. 12 gauge. The rear wheel to a 50in. is 17in. in diameter, with hubs 2 1-2in. each way, and twenty spokes corresponding with those of the front wheel. The cranks are detachable of course, and are adjustable in throw from 4 1-4in. to 5 1-2in., and we come to the first specialty in the pedals, which are delicately balanced upon ball bearings and are fitted with double bars of rubber upon each side, both being molded in the same piece in order to prevent the possibility of the rubber slipping round upon its bar and throwing off the foot. To the front wheel, double ball bearings are used, both balls and cases being thoroughly hard and the latter fitted with great accuracy by means of the hinge joint to the forks, these same joints being provided with shoulders so as to take a bearing at every part. The forks are hollow weldless steel of elliptical section, and the head is a very neat form of Stanley on the Humber plan, having the handles placed in front. This, like every other form of the machine, is made specially from Messrs. Settle's own designs and dies; and although the handles are but 4 3-8in. above the wheel the centres used are but 4 1-4in. in length, giving great steadiness and very low handles. The handle bar is 24in. long, and the brake handle, provided with a horn tip, runs to within 1-2in. of the end; the spoon upon which it works having a bearing 2 1-2in. upon the rubber. The backbone is of patent weldless steel tube, round in section and 1 3-8in. in diameter, tapering but little to the rear, where it unites with forks having a slight curve backwards at their ends; these hold the rear wheel in ball bearings which, like those of the pedals, are peculiar in construction, six balls only being used in each bearing, these being kept apart by a vertical cage. The step is a saw, but the firm have patented a very neat form of adjustable step, which may be had if desired without extra charge. A neat dust cover shuts in the opening of the head; the spring is bolted in front, and works at the back on a half round slide, also patented by the company, and the machine may be deemed complete with suspension saddle, leg-guard, flat steel wrench, really fitting all nuts, and the necessary oil-can. All machines are sent out with the parts usually left bright upon most machines, nickel-plated, every part receiving a coat of copper first to give the nickel a better hold upon the metal. A 50in. comes to £17 10s., with a difference of 5s. per 2in. for other sizes, and the weight is exactly 10 lbs., under "pounds for inches." We tested a 54in. last Saturday upon the road, riding it to Aston, a distance of 20 miles, in the afternoon, and returning in the evening, without a dismount, and are enabled to testify to its good going qualities, with which we were well pleased. Riders may depend upon great care in the execution of their orders, and can also feel certain of having nothing in the way of material used but the best Lowmoor iron and Bessemer steel, and although the "Grand" and its conferees, the "Fleet" and the "Settle," are late in the field, we can confidently place them upon the top shelf along with the other A1 machines.—*The Cyclist*.

WHEEL RACES.

PHILADELPHIA.—The starters in the recent three-mile bicycle race of the above mentioned club were Messrs. Field, Merchant, Gideon and Lees. At the start (a standing one) Gideon and Lees got tangled up and both fell. Pluckily remounting, however, they started at a good pace after the others, who had by this time gained a lead of over one hundred yards. "Gid" soon passed Lees and by good hard riding caught and passed to the lead on the sixth lap. On the eighth lap Field took the lead holding it to the home stretch, when Gideon who had been trailing closely, made a fine effort and passed Field with a rush. Owing to a change in the points of starting and finishing, which in the excitement of the race had been forgotten by both the leaders, Mr. Field was presented with the first prize, he having been a trifle ahead when they passed the time-keepers. This race was the most exciting of the sports. Time, 10:30—*Courier*.

Vol. I.]

THE WHEEL •

[No. 20]

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.

ONE LEAGUE, OR MORE?

Our cotemporary the *World*, which, as the official organ, must be assumed to be good authority, seems to be disturbed at some indications that the L. A. W. may break up, or be divided by the swarming process. The jealousy about Boston—referred to in these columns shortly after the choice of place was made for the Meet, and during a most unfortunate disturbance arising from the injudicious conduct of somebody with more sail than ballast—is not the largest factor in this segregating, or breaking-off process, it is gratifying to say. Bicycling Boston, if our E. C. is to be accepted as spokesman, seems to have assumed the attitude of waiting to be thanked. So let the writer hereof, for himself and probably all the outside Meeters, put on record, emphatically and without stint of heartiness, an expression of the fact that the Meet was done up brown, inside, outside, on both sides, and all sides; that Boston is superb in roads, spirit, and general understandability and do-the-square-thingness; that all the committees worked like beavers; that whatever city next undertakes the task will have a hard time to avoid comparisons; that somebody always has to push ahead in picnics of this sort, and that Boston's half bushel measure of honor shall be a bushel, heaped up, and not "struck" across the top.

But—let it be said tenderly—if one has a right to say so without having earned it by a year's hard (and unthanked) work as an L. A. W. officer, to work actively in Meets and also in all League matters, and to try to "boss" all Meets and League matters, are not quite the same thing; it is the disposition shown which counts more than the act. Such a disposition might foster jealousies in the League, for nobody likes to play anything but the first fiddle if he sees that distinctions are being made between the fiddles in an unpaid orchestra; but the large disturbing factor is the large fact of the geography. To frankly say that Boston does not expect to have the Meet again—as was said, before our contemporary, by one of the Boston dailies at the time of the Meet, is not a solution of the geographical problem. It is not merely that the country, in a wheel sense, will object to being wagged by Boston, or by New York—the country is too big. If one stops to consider what a general Meet in any place which could be named involves, in time, cost and the trouble and risks of wheel transportation, and will then apply the practical test of "what's the use" to the matter, he will begin to get at the case. To begin with, the two-wheeler is a single carrier and selfish; it is to its credit that it is able to bring its riders into clubs and hold them fairly well, but this has its limits. Bicyclers are not a class whose time is their

own and whose purses have much "dish"—they "buckle" under moderate pressure; time costs also, and if the time taken is to count as vacation, its practical results have to be looked at. Whether it will pay the cost to go from 200 to 1,000 miles for the sake of what a Meet involves is a selfish and personal question, but it must come up. On a little island like the chosen land of the bicycle, where any point is within a few hours' ride, the case is different; but this one State is almost as large as England, and yet it is only one State.

The size of the country, therefore, leaves out the mass of wheelmen. To have the Meet amble round, repeated by request several times a year, might answer the demands were the Meet all; but if it is all, then the League itself is not worth much. The alternative, perhaps, to soothing the seceding or centrifugal disposition by administering Meets frequently is the formation of several associations.

Is this to be so very much deprecated? If it is unavoidable, distress about it is useless; equally so, if it is not a misfortune particularly. The centripetal force is not great enough; rather, there is no centre; is it so very bad to have several centres? Not only does the size of the country make a general meet impracticable, as respects a general attendance, but the West and South will be very likely to have their own ideas of times and places. That other organizations than the L. A. W. will be and necessarily must be formed is probably the fact; if it be so, it behooves us all to accept the fact and make the best of it.

Whatever movement arises within the wheel interest and becomes confirmed is presumably best for that interest; at least, it is useless to try to make head against the dictates of the situation, or to cut our wheel doings in America by any foreign model, too small to fit. If such local or sectional—Middle, Southern, Northwestern, or Pacific—associations are formed, does this necessarily mean disruption, or even impairment, of the L. A. W.? The latter exists—if it is worth existence—as a league to combine all wheelmen on the continent, for all common ends, which are the common defense of the rights of wheelmen and the increase of the means of defense by increase of numbers, the development of good roads, and the knowledge which touring acquires and requires, by the same means. If the wheel is not to extend into general use, we need not quarrel about the League at all; if it is, there will be room enough for every legitimate interest and for as many associations as will naturally be formed, provided they do not antagonize one another. Surely they need not do this. The L. A. W., as first and parent, can embrace and unite them all, in direction toward any specific purpose; and it is not unlikely that the rise of such associations may prove effective in one most desirable way—bringing into the League the unhappy unattached. So long as it is understood and remembered—as it always ought to be—that the L. A. W. comprehends them all, there is nothing to be feared from any new organization. The process will not be segregation, or splitting off; merely a formation of small orbits in one large circle. Better that the distant sections have their own centres and meets, which they can and will attend, than that they be debarred by distance from participation in a nominally general one.

J. W.

BOSTON NOTES AND NOTIONS.

The recent League Meet seems to have given pretty good satisfaction even to the previously discontented ones, and it has probably done more for the general cause of the wheel than six

months of the ordinary course of effort would do without such a gathering. A great many people all over the country are now first awakened to the fact of the importance and permanence of the bicycle. The next event in its favor should be the opening of the "sacred horse-garden" in your city. The article on "A Bicycle Era," in a late magazine is one of the facts significant of our progress, though not first-rate writing nor without suspicion of being an advertisement of one novel machine. As my slight perusal of it showed a statement to the effect that about a thousand wheelmen were reviewed on our Common by the mayor, I should expect to find many other errors. I agree with a recent writer in the *World* about the room for improvement in our parades, and especially like his suggestion of putting some musicians on "tricycles," as it seems to be a thoroughly practical idea, and something is certainly needed to relieve the preter-natural stillness of a cycling procession. To judge from my own view of it, the Star machine made a good impression here on the late occasion, and is thought better of by the disinterested than before. It appeared well in the parade, lighter and more graceful than was expected. A young gentleman of the Crescent Club is to ride one soon. My prediction of 850 or more "wheels in line" on that occasion was fully verified. A hasty report by some irresponsible party before starting made it considerably less, but I know of no careful count made on the move, excepting my own—a touching evidence of the confidence in my honesty. I included no smaller wheels of bicycles, nor the smallest ones of the tricycles, but all three of each tricycle—and, of course, the "right" and "left wheel" at every corner turned. The result was precisely the number given by me (barring an obvious slip of the pen), as far back as March 21st! I am quite infallible in the foreseeing line, on any topic excepting the weather.

The joint occupants of 40 Providence street are to have an inter-club ten-mile race of selected men on the 25th instant, at the Beacon Park track. Also the oldest man of each club is entered for 2 1-2 miles against each other. As the younger and stronger of the two is much less experienced in riding, and both are wholly novices in racing, the result looks particularly dubious. I have, myself, special doubts in the matter, and some private reasons for hoping that the worst man may win. The Boston Club is projecting some distant excursions to come off ere long, one of which may be to Montreal. This name reminds me of Quebec, the heights there, and the well-known lines of a small poet about their capture by General Wolfe, and I can't refrain—positively cannot—from the following version:

Great President Pratt, without any fears,
Rides any hill with his bold bicycliers—
And, what is "most miraculous and particular,"
He says that their limit is half a perpendicular!

This may be mischievous in me, but there is no malice or forethought; 'tis an impromptu, and if very wrong should be suppressed in the *second edition*.

Since the last paragraph I have had a sea-bath, as usual these afternoons, together with some practice in jumping. If I were about to come out on the racing path I should consider that this exercise, with swimming and treading water etc. was a better—as it is certainly a far pleasanter, preparation for it than riding a white hot bicycle on the dusty roads—say till within a day or two of the trial.

This simple act of "treading water" was the subject of a timely article in a scientific journal lately, which was widely copied by the papers, urging the practice of it as a sure way for any one to avoid drowning, even in a rough sea. The motions, and balance, and presence of mind needed, are much the same as in bicycling, which the writer failed to remark. When all writers are wheelmen both science and literature will attain to new heights and take many rapid steps in advance.

JUVENIS.

JUNE 19, 1881.

NEW YORK TO ORANGE.

On Saturday last a number of Manhattan wheelmen assembled at headquarters for the final club run of the season. The party consisted of Capt. P. Fred. Bruner, Lieut. Rawson Underhill, J.

F. Burrill, J. L. Falk, C. J. Howard, E. H. Jewett, Fred Jenkins Irving Taylor and H. H. Meyer.

Promptly at 7 P. M. the captain sounded the call, and the men mounted and rode down Fifth Avenue to 58th street, through to Sixth avenue to the Elevated R. R. The problem of transporting machines was easily solved and the nine machines were soon safely stored in the front car, which was set apart for the club. Considerable merriment was provoked by the attempts of the boys to "mash" everything along the road. "Raws" and "Irvy" were badly left in South Fifth Avenue. At Cortlandt street the car was hurriedly emptied and the boys rolled down to the Pennsylvania R. R. depot in time to catch the 7:45 train for Newark. On their way to that place they were joined by two wheelmen from Rahway, who had wheeled from that point. Arriving at Chestnut street, the wheels were again mounted and a stop was made to collect forces at the "Sec's" residence on High street. Here the numbers were increased by the arrival of "Billy" Woodside and "Joe" Fullerton, who missed the first train.

The run was then made to the Mansion House, Orange, where the genial proprietor had made the best arrangements possible, which consisted of one long bed made up on the floor in one of the parlors, a la Brigham Young style. A few of the faithful remained up the better part of the night tempting fickle fortune with varying success. The others went through the farce of trying to sleep. About 4 A. M. a few choice spirits started on a tour of inspection in the direction of the cellar, and having stumbled on a case of "fizz water" proceeded to enjoy themselves. By the time they returned the steady boys were sweetly sleeping, and having nothing better to do, the gang set to work to stir the remainder of the party up. It is needless to say that they were entirely successful and for half an hour things were lively. Quiet was finally restored, although sleep was out of the question for a long period.

Sunday morning dawned bright and clear, and after breakfast the boys shook themselves together and started for a quiet run in the beautiful Orange valley. "Phil's" residence was reached after a delightful coast and a climb up a steep hill, and as it was voted too hot to spend the day riding, the boys indulged in a few running races, the final heat of which was captured by "Sarah." The "Professor" having met the party at Mountain Station, kindly gave a rehearsal of his beginners' act, amid great applause. The run back to the Mansion House was made in about fourteen minutes, the roads being in excellent condition. In the afternoon a fair photograph was taken of the club, after which the wheelmen separated for quiet spins in the vicinity. At six o'clock the train was taken for Jersey city, the ferry at 23d street successfully crossed, and after a hard ride over the cobble stones up Seventh avenue, escorted by a mob of small boys, the club reached the headquarters at 9 P. M., after a hot journey, which fortunately, was entirely free from accident.

THE SCRIBE.

BY BICYCLE TO BOSTON.

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

1.

Wonderful indeed, are the adventures recorded in those renowned chronicles, commonly called travels. There is related in goodly language, how such doughty explorers as Lemuel Gulliver, Marco Polo, the great Stanley, the modest Sinbad, and Don Quixote with the renowned Sancia Panza, through perils by sea and land, journeyed up and down the earth. But, p-haw! none of these ever experienced what we did. None of them ever travelled on a bicycle. We did "We" includes Bob and myself (dubbed "Blaine" among my associates, on account of my enthusiastic support of Hon. James G. Blaine's Presidential claims.) We had long wanted to travel, and had long projected a bicycle trip. At last after manifold plans and preparations, at five o'clock, P. M., of Wednesday, August 18th, 1880, fully equipped, we started for Boston, Mass., mounted on two full blooded, high mettled, Standard Columbia Bicycles.

For some time it had been known that we were to undertake a bicycle trip to Boston, and on this afternoon, when in traveling rig, we met with a fellow wheelman in the public square, a curious crowd immediately gathered to see us off. "Gale," the third bicyclist was to escort us out of town. We were equipped in thorough traveling outfits. Our costumes consisted of short jackets, flannel shirts, knee breeches, leggings, rubber soled shoes and light caps. Each rode a splendid Columbia—a name now almost synonymous among Americans with the word bicycle. Bob owned a 50-inch wheel and myself a 52-inch—which in honor of the immortal "De la Mancha's" (barb), I christened "Rosinante." Strapped behind our saddles we carried each a "Multum in Parvo Bag," in which was packed change of underclothes, collars, cravats, handkerchiefs, a drinking cup, a bottle of liniment, wrenches, oil can, spanner, some tire cement and other necessities.

We said our farewells, mounted and rode rapidly out North Main street, from Lima, Ohio, toward the village of West Cairo. The road was a splendid gravel turnpike, and we bowled along at eight miles an hour, noisy with the wild, dashing excitement of the splendid exercise we felt elevated. The blood tingled with elation as though we were already in sight of Boston, and our surplus energy found vent in all sorts of bicycle antics, much to the edification of spectators along the road. At Cairo, seven miles out, our disconsolate escort turned back, completely overwhelmed with the insignificance of his bicycle exploits compared with our "trip." After handshaking and mutual exchange of good luck, we mounted and wheeled away Bostonward, and Gale returned to Lima.

We had ridden nearly two miles when we approached a new building by the roadside, on the roof of which, a solemn visaged carpenter was engaged in laying shingles.

"Hello!" he abruptly remarked, "where you fellows goin' with them things?"

"Going to Boston."

"What?"

"Going to Boston."

"Boston, Massachusetts?"

"Yes sir, we are going to ride these machines from here to Boston, Massachusetts."

(A stare of incredulous astonishment, then in a meditative tone.) "Well the fools aint all dead yet."

We went on. In fact, I never could imagine what we had stopped for, or why we had taken so much trouble to inform an evident ignoramus about our intentions.

It was beginning to get dark, when we came upon a ditch from which the customary bridge had been washed away by a recent freshet. All unconscious of this fact, I rode at break-neck speed right into that ditch, and "Rosinante bucked." A dim consciousness of a wild scrambling through the air and a clawing after the unattainable, of a world turned upside down, and a bicycle transformed into a flying machine, and I came down on my nose, at last comprehending that in bicycle parlance, I had "taken a header."

It was nearly dark, when we rode up to the home of Bob's uncle, our rendezvous for the night. Our reception was enthusiastic, but our reception of the supper, was, to say the least, more enthusiastic still. At six o'clock the following morning we were on the road again, but had ridden only a mile, when we were compelled to dodge into a roadside blacksmith shop to escape the rain. It didn't rain, it just opened out and let a month's supply down in about five minutes. In an hour we ventured to start. The nearest turnpike was five miles away and between us and that turnpike lay five miles of bottomless clay road, which the rain had just finished churning up afresh. We started for the turnpike. It was no riding, but a wade, each of us with a clay bicycle in tow. The spider wheel filled up with mud, the backbone became encased in clay, the forks were full, the cranks and spring were nowhere to be seen, the head was full and the tail was full; it was mud, mud, mud, until spokes, hubs, backbone, handlebar—the whole bicycle was merged into an indefinite mass of sticky, dauby, yellow clay. We took sticks and punched the mud out, and our boots threw mud in. Bob kicked, and tugged, and pulled, and soliloquized. He "blamed" the weather and the road commissioner, and stopped about every fifty yards and rested. We were not discouraged. No,

the pike was only four and one-half miles further, and it was only ten o'clock. We pulled ahead until we came in sight of a cross-road. We redoubled our exertions—there, at last, was the pike. Alas for human hopes—the crazy guide-board said "Three miles to turnpike," and we toiled on. We reached a corner and stopped to rest. In the bushes, thirty feet away, sat a rabbit. Now among other traps stowed away in the closely packed "M. I. P. Bag," I carried a diminutive revolver. The rabbit made a mistake in choosing us for objects to stare at. We were not in the mood to be trifled with. The straps were unbuckled and that revolver was fished out. With the bicycle for a rest, the shooter was carefully aimed at the rabbit and the trigger pulled. Spit! The smoke finally cleared away. (Rabbit holding the fort.) Bob then wanted me to wait until he got behind me, but I sarcastically refused to countenance such a childish fear of fire-arms, and fired the six remaining shots in rapid succession. When I saw that rabbit, through the dismal murkiness of the atmosphere, sitting on his old accustomed place in the attitude of a musical critic at the opera, I came to the conclusion I had been shooting with the wrong end of the revolver at a phantom delusion, until I saw Bob hurl a piece of clay at his rabbitship, when the phantom retreated with expedition before so sanguinary an assault. Bob observed that I would be wanted to lead the American Rifle Team in the next Creedmoor match, and said he thought it would be a good idea to take out a patent on my revolver for sowing wheat—it was such a good thing to scatter.

About noon we reached the turnpike, after traversing the worst five miles of road it has ever been my luck to fall into. It has always been a wonder to me since, that this part of the trip was not dose enough to satisfy two such naturally tired youths as we were.

On the pike we could ride. In the afternoon, the sun shone out with surprisingly fierce heat. It became evident we were contending against the fates. We solaced ourselves by crawling under all the shade trees on the road and invading the farm houses now and then for a drink of milk. That day we dodged three thunder storms, and in the intervals between showers dodged the sun under fifty shade trees. We finally dragged into Findlay, about six o'clock, through the steady drizzle of the fourth rain in twelve hours. We immediately found we had run into an ambush. About six reporters and "twenty gentlemen of leisure" under the lead of two "persecuting" attorneys, gathered around and commenced a cross-examination. When we finally escaped from this investigating committee, we were thoroughly exhausted.

We remained in Findlay until noon of August 20th, on account of the weather. After dinner we repacked our "Multums" (as we abbreviated it), crossed the Blanchard River, and wheeled away for Tiffin, distant twenty-eight miles. The road was good, and after the previous day's experience, this was enough to put us in a good humor. We repeated our calls at the farm houses, "taking it turn about" to beg for a drink of milk. This beverage is excellent as a counter irritant, or something of that sort—anyway we decided it was a necessity to persons exposed so much to the hot sun.

[To be Continued.]

COMING EVENTS

June 30.—Elizabeth Athletic Club, Prince street, Elizabeth, N. J. One mile bicycle race, best two in three heats. Half-mile bicycle race, best three in five heats; open only to those who have never won a first prize in a bicycle race. Entrance fee 25 cents. Entries close 27th inst., to L. R. Leeds, secretary Elizabeth Athletic Club, Lock box 28, Elizabeth, N. J.

July 4.—Williamsburg Athletic Club. Two mile bicycle handicap; entrance fee, 50 cents; to Secretary Williamsburg Athletic Club.

July 4.—Manhattan Athletic Club. One mile bicycle race, handicap, limit 100 yards; entrance fee, 50 cents; entries close June 28, to W. Newbrough, 8th avenue, 56th and 57th streets.

July 4.—Dunkirk, N. Y. Half-mile, one mile and three mile bicycle races; open to League members only. Entrance fee to George Blackham, Dunkirk, N. Y.

Vol. I.]

THE WHEEL.

[No. 20

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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Bicycling Times Office, East Temple Chambers, Whitefriars Street, Fleet Street, London, E. C. Advertisements and Subscriptions should be sent to C. J. Fox, Jr.

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Address CYCLOMETER, This Office.

FOR SALE.

52 inch D. H. F. Premier; ball bearings to front wheel, cones to back; two pair of cranks, 4 to 5 and 5 to 6 inches. Price \$95. Reason: I am going to have a 54 made to order. For full particulars address,

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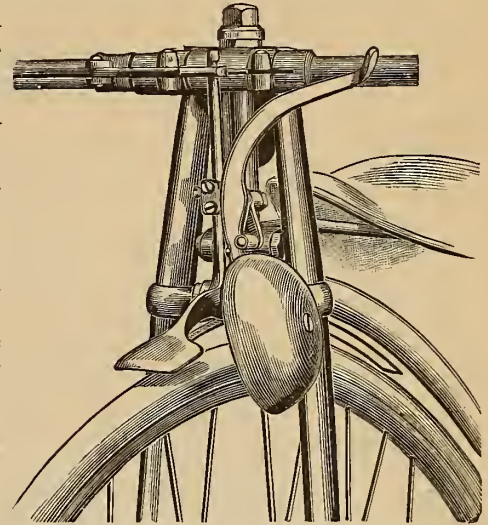
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5. Ordinary Columbias.

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Send for circular.

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THE SECOND ANNUAL BICYCLE TOUR THROUGH ENGLAND.

I propose to start on this tour about the 16th of July, and to cover pretty nearly the same ground as last year, with such alterations as may be required to enable us to attend the B. T. C. Annual Meet at Harrogate. The return to this country will be about the middle of September. The price of the ticket for the tour, which includes first-class cabin each way on S. S. and the hotel bills *en route* will be

\$265.

Circular given full particulars will be ready on the 11th of June, and can be obtained by sending stamp for reply to FRANK W. WESTON.
MAY, 25, 1881. Savin Hill, Boston, Mass.

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Between Maiden Lane and John Sts.

Every variety of Polo Caps for Bicyclers on hand
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OWING TO THE COLLISION

At the mouth of the Thames by which the S. S. "Milanese" was disabled, a consignment of

"MATCHLESS" BICYCLES

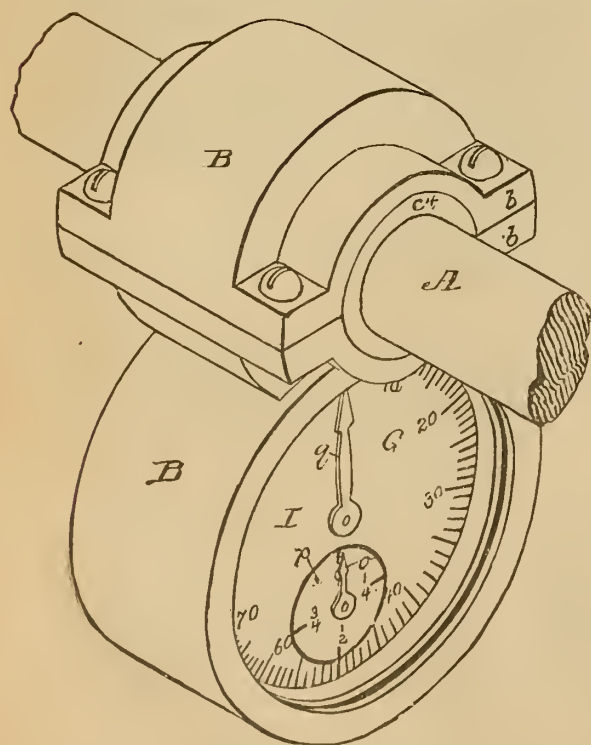
was transferred to the S. S. "Australia" which left London for Boston on the 19th of May.

The vessel should arrive here by the last of the month, with the bicycles, nearly half of which are already engaged in advance, and will be ready for our customers in one week after arrival.

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