

THE WHEEL.

A Journal of Bicycling.

Vol. I. No. II.]

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ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

FRED JENKINS - - - - - *Editor and Proprietor*
Office of Publication, 75 Fulton Street.

PICKINGS AND STEALINGS

The favorite drink for bicyclers is milk and soda, which has superior staying qualities, without producing the heavy feeling caused by ale, beer and other drinks affected by bicyclers.

The announcement that the Excelsior Cyclometers will be ready by March 20th, will be of interest to those who intend to keep a log this season, by means of this accurate indicator.

Boston maidens are now clasping their hands in a ecstasy of doubt and tribulation, and exclaiming, "Tholo de Bernhartoi popalupti?" which is the Greek for, "Ought we to visit her?"—*Argonaut.*

Now is the time to overhaul your wheel and get in proper shape for the coming season. If all men delay making necessary repairs until the riding commences, they will be badly "left" when the boom commences.

The Elks' ball at the Academy of Music and Nilsson Hall, on the 14th inst., in addition to the special attraction of an orchestra of one hundred pieces, promises to be an affair of unusual brilliancy and interest. A limited number of tickets can be procured of members of the order, and at the theatres, hotels, and District Telegraph offices.

The bicycle, like the ball, yacht, bow, gun and rifle, is for recreation and physical exercise. The good fellowship, risk, adventure and club spirit, are items which go a long ways to promote and perpetuate it. It is also a practical means of locomotion, as in eight months of the year it is available in business for the doctor, lawyer and clergyman, and for people of all classes it is an ever saddled horse.

The subject of a substantial and ornamental uniform is a theme that is worthy of considerable thought and discussion, and one that is receiving considerable attention from wheelmen. The favorite style of a coat is a short, single-breasted jacket, buttoning up to the throat, to the collar of which may be fastened a white celluloid collar, the favorite colors being dark green or blue cloth, or drab English corduroy.

MEMORANDUM ON RIGHTS IN HIGHWAYS AND PARKS.

1. A street is a strip of land reserved for and forever dedicated to common and public use, on equal terms, in passing from one place to another. Nothing less or other than this can be a public street. A private road has an individual ownership, and the owner may admit all, or exclude all, or admit some, as he chooses; a public road can exclude none.

2. In the sense of my unhampered use of it in common with others, I own the street and the park, as absolutely as I do the hat on my head, because I am a citizen, and because I am taxed to support them. The municipality has no power to deprive me of this undivided and common *usus*; the legislature has no power to authorize such deprivation. As well might a legislature enact that red-haired men shall not use the street as discriminate between different *classes* of users of it.

3. The purpose of my passing from place to place through the street or park is for myself to determine; whether for business, health, pleasure, or otherwise, is my affair only, as an absolute owner of the right to use it. Equally, the vehicle or manner of my use is for my determination. Whether I go on foot, or horseback; or stilts or skates; in a vehicle with one wheel, or more; drawn by a horse, cow, dog, or other animal, others may think as they please—my right of selection is absolute and unqualified.

4. This right is subject, however, to some limitations, as under its very nature. I may not use a vehicle forty feet wide; or harness ferocious animals to my carriage; or convey nitroglycerine or small-pox; or take my use in such manner as to necessarily exclude others from the street. Doing this, I should take their shares with my own; until I do so, my right to be my own master is absolute.

5. The power to reasonably regulate the use of streets and parks—as in the matter of speed—necessarily rests in a municipality, but the right to regulate is not the right to exclude. Such right must be reasonably exercised, and must not discriminate. Regulations as to speed, etc., must apply alike to all users of streets and parks.

6. The fact that horses already are in the street gives no special right of possession, nor does it in the least establish the doctrine that other instruments of propulsion are to be judged by their possible or their necessary effect upon horses. I cannot pre-empt the street, merely because I am there first with my horse, as against another who comes afterwards with some vehicle which the horse may not like. If I could do so, the street would become my private property, whereas it is my public property. I own my share of its use, but I cannot touch my neighbor's share, though I may covet it.

7. Were it true that the horse has especial right in the street by virtue of possession, the absurdity would follow that no device, however superior, could ever supplant that animal. Progress and improvement in transportation would be debarred. Nothing to which he chose to object could be tested, except in private.

8. These propositions, which are only terse statements of elementary common sense on the subject, are well sustained by judicial decisions. "Now the public street is a place in which all have a right to be, for streets are for the purposes of public

"travel," said the Maine Supreme Court. Said the Connecticut Supreme Court: "the highway shall be forever subservient to the right of every individual in the community to pass over the thoroughfares so created at all times." The New York Court of Appeals has said that "all persons may travel on the street or highway in their own common modes of conveyance; the use is general and open to all alike." Said the Supreme Court of Illinois: "A street is made for the passage of persons and property, and the law cannot define what exclusive means of transportation shall be used." Said Judge Cooley in his work on Constitutional Limitations: "When land is taken or dedicated for a public street it is unquestionably appropriated for all the ordinary purposes of a town street; not merely the purposes to which such streets were formerly applied but those demanded by new improvements and new wants." Said the Michigan Supreme Court: "The use of steam power for purposes of locomotion on the common highways is not unlawful, provided due care is observed, and a proper regard had to the rights of others. The fact that one, for a lawful purpose, takes into the highway an object which is calculated to frighten horses of ordinary gentleness does not necessarily render him liable for any resulting injury. Those who make use of the highway by means of horses have no rights superior to others, and new modes of locomotion are perfectly admissible, provided they are reasonably consistent with existing modes."

To the above propositions the writer will only add a brief comment on some popular errors respecting the bicycle.

1. That it is a mere plaything, coming to disturb the useful horse. Not so; this is a begging of the question. The practical utility of this vehicle is gradually developing, and, of course, its power for sport and exercise get tested first. But if the horse in cities were used only for business, how much would driving be diminished?

2. That the bicycle is used only by boys. Not so. The younger men naturally first take to it, but it is the common vehicle of all ages and classes in England, and is already used by scores of professional and grey-bearded men in this country.

3. That it is no true vehicle.—Not so; a vehicle is anything which carries. A State law in Illinois provides that "the term 'carriage' as used in this act shall be construed to include stage-coaches, wagons, carts, sleighs, sleds, and every other carriage or vehicle used for the transportation of passengers and goods, or either of them." The highest courts have already pronounced the bicycle a carriage.

4. That bicycle riders want the streets as a playground.—Not so; what some of them may "want" or may be willing to take as a concession is not in point; they do not *claim*, or ask, any such thing. They claim the right to go where, when, and how users of other vehicles go—no more and no less.

5. That the horse "must go" if the bicycle comes.—Not so; the metropolis of London, with nearly three thousand bicyclers in clubs, and probably five times as many unattached; England outside of London, with a hundred thousand, and Boston and Massachusetts, with a goodly number, have disposed of the horse difficulty readily.

5. That anything which may cause a horse to shy is a "nuisance."—Not so; more reasonably I may say that the horse is one, because he may take fright and run me down. There can be no warrant given about him. He will more or less find something to start at, or else will start at nothing. The only way to make it impossible for him to do so is to put out his eyes and destroy his hearing. The only way to give the public perfect safety from his freakishness is to keep him in the stable.

7. That the bicycle is a temporary craze.—Not so; but if so, its rights are none the less. If it is useful enough to last, denouncing it is inexcusable; if it is not, the speediest way to get rid of it is to cheerfully yield it its share of the road.

Finally, there is no doubt that some people cordially hate it. No step in progress was ever made without encountering somebody's ignorance, prejudice, and narrow selfishness. To some who do not want to use it, this vehicle may seem a "nuisance." Bicycle riders have been assailed with abusive language, have been threatened and even struck at with whips, and in a few instances have been deliberately crowded and obstructed

by drivers. Of course, only a few of those who dislike it carry their opposition to such extent, but it is not to be expected that a hoggyish selfishness will become any less gross by being set in a wagon, with reins in hoof.

JULIUS WILCOX.

NEW YORK, February 1, 1881.

CORRESPONDENCE

January 24, 1881.

Editor of the Wheel:

Feeling that it is the duty of all wheelmen to support the papers devoted to wheel interests not only by cash subscriptions but also by communicating any points or ideas that may occur to them. I propose to do *my* duty, and drop you a line now and then whenever I have anything to say that seems worthy of publication.

In the first place let me thank you for personal courtesies received at your hands while on a visit to the metropolis.

In your issue of January 15, 1881, I notice a communication from Capt. C. W. F., which is interesting, but I am surprised at his suggestions in reference to an "Electric Head Light for Bicycles." The electricity to be supplied by a magneto electric machine to be driven by the front wheel of the bicycle. "The power required would be nothing; the only obstacle is weight" quoth Capt. C. W. F.

I fear me that the Kentucky Military Institute does not ground its students very thoroughly in the doctrine of conclamation and conservation of forces. The old Latin maxim "*ex nihilo nihil fit*" is specially applicable and so is the old English one: "You can not eat your cake and have it."

In the production of the electric light by means of a magneto (dynamo) electric machine a certain amount of mechanical force is transformed into electric force, and that again into luminous force.

Now suppose that Capt. C. W. F. gets a dynamo-electric machine and electric lamp compact enough, and light enough to be carried conveniently on his bicycle (of which the prospect just now is dim) he would find that the friction wheel connecting his dynamo-electric machine with his front wheel would act as a most efficient *brake*.

All the power required to produce the light would be taken from the power applied to the front wheel, and could not be utilized for propulsion. "Out of nothing, nothing comes." No light from such an apparatus without putting into the apparatus an equivalent mechanical force.

Capt. C. W. F. cannot eat his cake and have it too. He can not utilize his muscular power to drive a bicycle and to produce illumination, too. Of course, if he is blessed with a superabundance of muscular energy he *might* be able to ride at a decent speed, and drive his dynamo-electric machine also at a speed sufficient to produce a fair light, though I think that an investigation would prove the hopelessness of such an attempt until electric lighting apparatus has been vastly improved beyond its present condition. And supposing, for the sake of argument, that thus much had been achieved. I cannot think of a more unsuitable light for the bicycle than one whose brilliancy depends upon the rapidity of revolution of the front wheel of the bicycle, one which would gleam out like a meteor as the Captain rushed down hill "legs over handles," and grow dim as a glow-worm's spark as the gallant Captain slowed up to pick his way over a particularly rough and dangerous bit of road, thus giving the least illumination where most was needed, and fading into utter darkness when a halt was made. No, I am afraid the electric light is not for the good brethren of the wheel, as yet.

By the way don't "Juvenis" in the *WHEEL* and "Knick O'Bocker" in the *Bicycling World* devote a little too much time and space to personalities?

These are doubtless very interesting reading for them and the select half hundred who enjoy the inestimable advantage of their personal acquaintance, but the great majority of your readers have the bad taste to be bored by the scintillations of wit which

they don't understand and would prefer to see the space filled with other matter, such as descriptions of new machines or accessories, itineraries of tours, good road routes, hints as to good places to visit, and good hotels to stop at etc. The substitution of such items for stale jokes and doggerel rhymes would please many readers and detract nothing from the dignity of bicycle journalism.

CYCLOS.

FARMDALE, KY., February 3, 1881.

Less than a week ago I was congratulating myself that the back-bone of Father Time's "cycle" had been broken, and that the days would be few before I might have a chance to mount my favorite once more. I even walked down the pike a half mile to inspect the surface. Vain hopes! Vain walk! The thermometer after playing around at 51 deg. in the shade for a few short days, enough to clear off the snow and ice, has suddenly fallen to the neighborhood of 20 deg. I had even taken my wheel out of its accustomed corner and given it an examination preparatory to the opening of the season; but slowly and sadly I wheeled it back, and hung on the handle bar a card bearing on it "Requiescat in Pace." The pike is still rough, anyway; the ice preventing the new metal from settling down. Sour grapes.

I would like to ask your "Devil" how a man's faith can be "widely shaken?" I wrote "rudely." * * *

On looking over my log for 1880 I find I received my bicycle 29th of April and rode it for the first time on the 30th before breakfast. I rode it at the third attempt—took a header about the fifth. I did not have another chance until after four o'clock that afternoon; I then rode three miles and a half. I was a boy once more; I never enjoyed anything so much as I did that ride, except some subsequent ones. After riding old 36 inch bone-shaker I felt as if I was in a seventh heaven when I mounted my 50 inch Columbia. How bright and nice I kept that machine! Every time I took a ride, which was every day the weather permitted, I cleaned it up as nice as a new pin, so that it looked as nice when I put it away the last time as it did when I first got it. To return to my log; the next day was Saturday and I rode eight miles; not being accustomed to any kind of exercise I was rather sore over Sunday, but it never recurred. Things went on very well until the next Saturday when I thought I should like to ride down to Frankfort and show the folks a "bisickle." I started out bravely, and kept it up for two and a half miles, when it occurred to me I had read about wheelers putting their legs over the handles to go down hill; what a capital idea! what a saving of needless travel for a fellow's legs! I find on my log, "Thrown; wrist hurt. Had to walk back home." As near as I can remember, I succeeded in getting both legs over the handles and was about to re-grasp the right handle when the machine gave a lurch which caused me to hasten my movements to such an extent that I grasped *brake* and handle bar with considerable force. I can reason out the result, even if I failed to remember. Soon after I got so I could ride again, on the sixteenth day, I learned to back-pedal, and I have never had a header since. But for the benefit of beginners and timid persons I give a simple and efficient guard against a header from putting on the brake too suddenly.

Take a piece of car or wagon spring rubber and cut a piece out of it so it will fit in between the handle bar and the brake lever, and cement it there with tire cement. So adjust it that it will require a considerable pull to put the brake on, and you need have no fear of pulling the brake on accidentally. I kept mine on until I had gained such confidence in myself and in my machine that it was no longer necessary. The piece of rubber need not be large to be effective, so it need not interfere with the appearance of the machine.

On the 10th of June I rode 800 yards in 1 m. 45 s., the only time I was ever timed. The road was like a very open V, sloped both ways toward the middle, but was nearly level. But I don't believe I shall ever be a racer; not enough wind. I am built on the tall and slender type.

Altogether last season I rode 441 miles, and I expect to put in at least 1,000 this season.

If some fellow would only get up an exercising machine for

bicycles to use through the winter he would confer a benefit on that class of humanity, and reap a substantial benefit for himself. If I were to design, one I should have an axle on which could be used bicycle cranks, and so arranged as to give the legs the same play they have on a bicycle. I would also have an adjustable clamp on the axle to produce friction, and a small fly-wheel to steady the motion; and it must be cheap.

CAPT. C. W. F.

FROM THE CLUBS

MILWAUKEE.—The Milwaukee Bicycle Club is preparing actively for the coming season. There are now thirty-four members, and new ones are joining at every meeting. The subject of procuring new uniforms is being agitated, as well as the putting of the old Chamber of Commerce in shape for a riding school. The Club is at this early day considering the feasibility of conducting a "run" in the spring, as soon as the roads will be in condition for bicycle riding. The majority propose to have this particular meet an interesting and enjoyable affair as it will be possible to make it, and intend to have it extend through Waukesha county, and especially to follow the roads that border the beautiful lakes clustering around Pewaukee, Delafield, Oconomowoc and Summit. It occurred to them that a run on Decoration Day to the places mentioned would be especially good, and they propose to discuss the important questions that would arise in connection with such a meeting with other bicycle clubs. In all probability the start will be made on the afternoon of May 28, ride to Waukesha and remain there for the night. The next morning an early start will be made, run to Delafield, from there around Nemabin Lake to Summit, where luncheon will be served, after which they proceed to Oconomowoc in time for supper and spend the evening there. Monday morning, Decoration Day, the course will be shaped towards Pewaukee, and thence proceed to Milwaukee. A general invitation will be issued to prominent Eastern and Western clubs, at least one hundred riders being expected. The membership of the club now includes the following gentlemen: F. G. Stark, A. S. Hibbard, C. C. Brown, W. Hathaway, C. I. Brigham, A. A. Hathaway, H. D. Nichols, H. C. Reed, W. Hemphill, D. G. Rogers, A. Meinecke, A. B. Lynde, Chas. Ilsley, Samuel Ilsley, H. Rogers, W. Mariner, W. S. Pirie, Fred. Pierce, A. J. Beaumont, H. C. Haskins, A. Lindsey, H. O. Frank, L. M. Richardson, W. A. Friese, D. G. Rogers, Jr., W. Miller, Fr. Keene, Lem Ellsworth, A. Zinn, W. Storey Dixon, W. J. Burke, A. Young, Rob. Tweedy.—*Sentinel*.

NEW YORK.—The annual meeting of the New York Bicycle Club, for the election of officers for the ensuing year, was held at the club headquarters, 791 Fifth Avenue, on Monday evening, Feb. 7th. About fifteen members were present. Mr. C. K. Munroe was re-elected to the offices of President and Captain; with but one dissenting vote, which was cast by himself. Mr. Downing Vaux was elected Lieutenant, and Mr. Kingman N. Putnam, by dint of persuasion, which bordered on "bull-dozing," accepted the office of Secretary and Treasurer. A club committee was appointed composed of the executive officers, and Messrs. Edwin Adams and Roger Haydock. The resignations of Messrs. John Price and Chas. McCulloch were read and accepted. The President, in an address reviewing the events of the year, regretted that he was obliged to announce the death of Mr. Wm. de Rahm in Switzerland, who was compelled to go abroad on account of his health a short time ago. Mr. Walter Watson incurred the gratitude of the club by presenting a handsome Turkish table cover, and an unknown friend contributed three cuspidors. After instructing the committee in regard to having the club incorporated, the meeting adjourned.

We have received no official notice of the progress in Park affairs up to the time of going to press. We understand that the petition was to have been presented Thursday, by Messrs. James Buchan, Jr. and W. G. Bates. A full report may be expected in our next number.

Vol. I.]

THE WHEEL

[No. 11

THE WHEEL.—It is the intention of the managers to make THE WHEEL a lively and interesting paper. To present to its readers all matters of interest in connection with bicycling. Accounts of Club meetings, races, tours, excursions and runs will find place in our columns, together with personal items, the latest inventions and improvements, and other subjects of interest to bicyclers and their friends. Correspondence is invited, and we will be pleased to acknowledge any news items, clippings or suggestions which will assist us to make our paper as attractive as possible. Contributors and correspondents are requested to send their favors to *The Editor of THE WHEEL, 75 Fulton Street, New York.* To give their full names and addresses, though not for publication unless desired. Also to notice that we go to press the Wednesday preceeding the date of publication. We refer our readers to another column for our terms of subscription and rates of advertising.

The Committee on meetings of the League of American Wheelmen in a recent communication to the *Bicycling World*, reported in favor of holding the first annual meeting of the League at Washington. The matter has been discussed by various correspondents of that paper, and one has gone so far as to suggest that in case Washington is decided upon as a place of meeting, it is to be understood that the New York Clubs will have the poor taste to be conspicuous by their absence. This may be the opinion of one man, or at best two or three, but by no means represents the sentiment of the various clubs mentioned, and the unattached members of the League residing in this city. Although we should prefer to have the meeting held in New York, we regret to see any such expressions used, which undoubtedly tend to lower the reputation of our wheelmen in the eyes of outsiders.

We think, however, that New York presents many advantages over Washington, a few of which we venture to mention.

1. New York, from its central location, and being accessible from all quarters both by water and rail, cannot fail to attract a large number of wheelmen, who could not afford, being in many cases limited in time, to undertake a lengthy journey. The mere fact of its containing in itself over four hundred riders, is a sufficient guarantee for a large attendance.

2. Fully one-half of the members of the League reside east of the Hudson River, and in the Eastern States, and to reach Washington would be obliged to pass through New York, thus contracting additional expense, which many would not care to incur.

3. For the purpose of racing, New York can offer a fine cinder track, two and three-quarter laps to the mile, at the grounds of the Manhattan Polo Association, which are accessible by means of the surface and elevated railroads.

4. The prominence given to such a large gathering of wheelmen by the great daily papers published in this city, would do far more to further the advancement of bicycling in this country, than the casual notice of a few correspondents centered at the Capitol.

5. New York possesses unlimited facilities for the accommodation of visiting wheelmen. The hotels are large and commodious and reasonable in regard to prices. Halls, suitable for holding the business meeting of the League are innumerable, and are easily secured in any portion of the city.

We may suffer in comparison to Washington in regard to well-paved streets throughout the business portion of New York, but we have certainly many fine boulevards and avenues which are open to wheelmen. Should the committee appointed fail to secure the privilege of riding in Central Park, undoubtedly some satisfactory arrangement could be made for that day, and the occasion would serve as an opening wedge to secure similar privileges in the future.

As the Washington wheelmen have every privilege desired, the necessity of holding a meeting there is not of sufficient importance, in comparison with New York, where the wheelmen's rights are in a measure restricted. We need the influence that would be perceptible by the presence of a dignified body of wheelmen, more than our sister city, and hope that the directors of the League, with whom the question rests, will consult the interests of the League and of wheelmen in general, by casting their vote in favor of New York as a place for the annual meeting.

OUR EXCHANGES.

Among the many Christmas numbers of the various English publications, that we have received, and which has attracted an attention by the excellent taste displayed in its literary arrangement, is *Cycling*, a monthly magazine devoted to both bicycling and tricycling. Although not of the size of some of its contemporaries, it makes up in quality what it lacks in quantity. Brother Welford is both an able writer and a good musician.

Editor of the Wheel.

DEAR SIR,—I should like to make the suggestion that the Clubs at 791 Fifth Avenue hold their monthly meetings on the same evenings; say on the first Monday of every month. This would bring the best wheelmen together twelve times each year, at any one of which gatherings an informal meeting could be called, if necessary, to discuss any topic of general interest.

Very truly,

KNICK O'BOCKER.

BOSTON NOTES AND NOTIONS.

Our two elder clubs have their annual elections and dinners on the first Monday and Tuesday of this month, to-day and last week. The clubs happened both to have been organized early in February, one in '78 and the other in '79; and thus it is that their principal meetings are held in the very midst of the season most uncongenial to the movement which they represent. The fact that the first winter after the advent of the wheel, that of 1877-8, was an exceptionally open one, permitting the novelty to flourish with little impediment from the weather, tended also to encourage the idea. So far as these are festive meetings, it would seem much better that they should occur in the riding season, when the interest is most alive and attendance from a distance more agreeable. I believe that the yacht clubs show no special activity in the winter; and if there were a skating or a sleighing club, it would be thought a rare joke for it to have an annual gathering on the first of August. Some argue that these meetings are of importance to reinforce interest at the time of its lowest ebb. Dinners, with all the accompaniments, at such a distance in time from their out-door inspirations can have but little effect that way. That object is sufficiently provided by the headquarters resort, with its social and reading facilities, and the monthly meetings there. To recognize and allow for the undeniable facts of nature, why should not riders and writers accept the situation and yield to the partial interregnum that must exist for one quarter of the year? Those who make and sell machines must needs be continually engaged. Such seems the sensible course so long as it remains true that nine-tenths of the bicycles on this continent are within those

limits of latitude where, on the average, winter prevails for three months and forbids riding, excepting to the few who *will* take advantage of any open intervals. From about the middle of December to the middle of March is the wheel's winter in that region; and two weeks more at each end, making four months in all, would perhaps correspond to actual practice of the majority. The cycling papers might do well to appear less often for a part of that period. A former president of the late Rocket club of Suffolk County (so called from some peculiarities of its career) is said to maintain that there is no more reason for a bicycle club at all than for a buggy club. By the same token, why have a yacht club any more than a tug-boat club? The rapid decadence and dispersion of that gentleman's band of blooming youths showed the great influence of his maturer wisdom, as they all seem to have been converted to his way of thinking. I differ from him, but I do think that bicycle clubs should be content to exist in a subdued way when off the wheel, and not try then to put on any untimely speed. One of the causes of our midwinter festivals is perhaps to be found in the fact that among the officers of both these clubs have always been members of wheel manufacturing firms. They may find their account in the eatings, as every little helps, and is an Ad. for them. Experience seems to prove one thing with us, which is that a bicycle club cannot completely prosper, at any season, within the paved limits of a large city. The most live clubs we know are those of smaller places, say in the direction of Worcester, Salem, or Waltham. They really have frequent and well attended runs, favored as they are by good roads around them, and all members living within easy range and able to mount at their own doors. They call themselves clubs because they actually assemble, and all ride. They do not need dinners at \$— per plate to bring them together.

Though the recent Arctic weather was less severe with us than in most places in many directions, still it seemed as if the North Pole was pointed right at us for more than a week—cold enough to freeze the ball bearings off a brass bicycle, and to winter-kill all wheeling ideas in every part of the mind excepting the memory. In such a reign of snow and frost all good-hearted folk will be kind to the poor bicyclists, and throw some crumbs to the little birds that likewise suffer from not going on the ground. When genial skies rule again, and we resume our halo of health and affluence of flight, we will gratefully try not to despise the down-footed many, but do all we can to uplift and advance them. The change now to the normal temperature seems quite balmy in comparison with last week, and I notice with approval the visibly greater altitude of the sun while taking my exercising tramps of 8 or 10 miles in the country these afternoons.

No one would think it, perhaps, but I have tried this time to be sensible and practical; and may only have shown an obstructive temper. The tide of my wheely spirits is at a low ebb and the flats frozen over also. My *alter ego*, my livelier half, is "put to bed with a shovel" and lies buried under a neat mound of snow with a handsome slab of ice at the head. From being feeble and wandering in mind at the date my last, he sank rapidly into a deathly stupor—all for want of wheel. Not sure of his actual demise, we saved the expense of a parson and pick-axes, and gave him the benefit of the doubt, by not breaking ground. He awaits the resurrection—of the next thaw.

If the "literary police" of your city take cognizance of such a crime as half a column of unrelieved trash in the similitude of humor, let them investigate page 204 of No. 13 of the *Bicycling World*, the last three paragraphs on the left—each ending so appropriately with the words "It won't do." Observe, too, that the letter is dated *before* the cold wave struck the country. That aggressive but not always accurate sheet has accused even me of "trying to be funny." It might convict its Detroit contributor of trying *not* to be so, for he has never failed before.

I know there is a proverb warning the inmates of glassy dwellings against heaving rocks, but the ugliness caused by no riding so long puts me up to it; and it will be noticed that I always hit some bigger fellow, which should go to my credit.

The making of this letter out of next to nothing, and my notions on the dinner question, will account for my not being present at a certain feast this evening. My loss is their gain who are partaking thereof.

February 7th, 1881.

JUVENIS.

Vol. 1.]

THE WHEEL.

[No. 11

RATES AND TERMS.

THE WHEEL is published regularly on alternate Saturday mornings and will be forwarded, postage prepaid, to any address for one year on receipt of \$1.25, invariably in advance. European subscription 7s. Remittances should be by draft, Post Office money order or registered letter, directed to Fred. Jenkins, 75 Fulton Street, New York City, N. Y. Our rates for advertising, which are reasonable will be furnished upon application. Special rates made for continued insertions,

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Wm. M. Wright, 791 Fifth Avenue, N.Y.

Schuyler & Duane, 189 Broadway, N.Y.

WHEEL Office, 75 Fulton Street, N.Y.

LONDON AGENCY,

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

CUNNINGHAM & CO.,

IMPORTING MANUFACTURERS OF

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MR. CHARLES R. PERCIVAL

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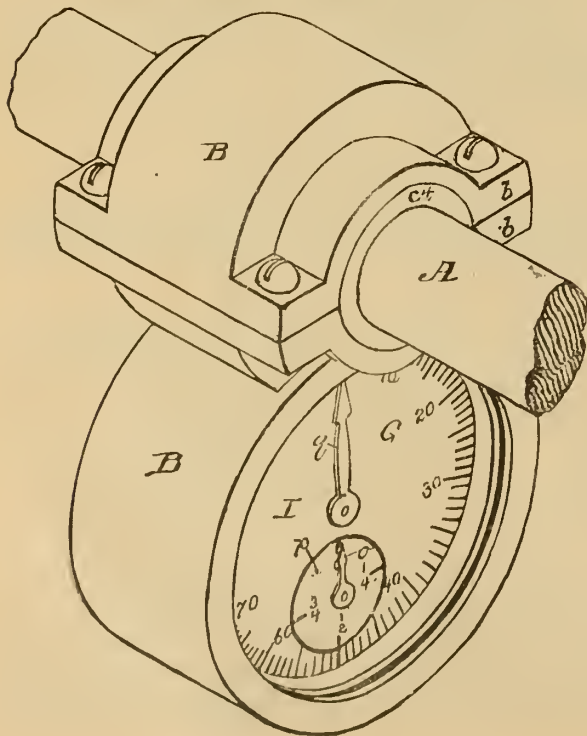
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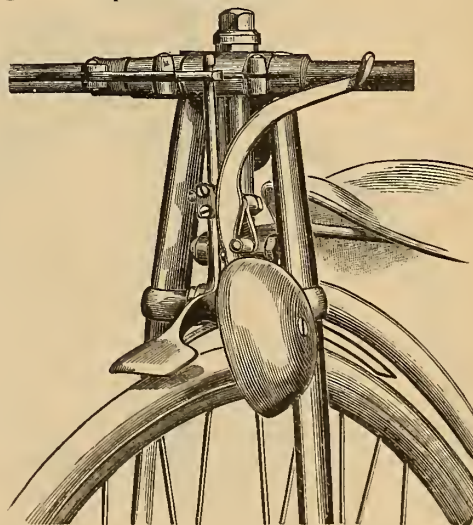
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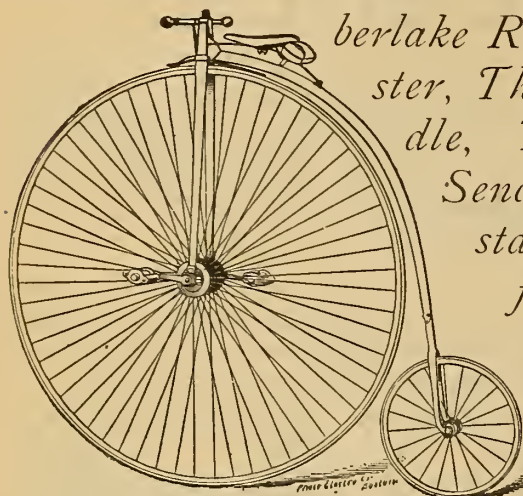
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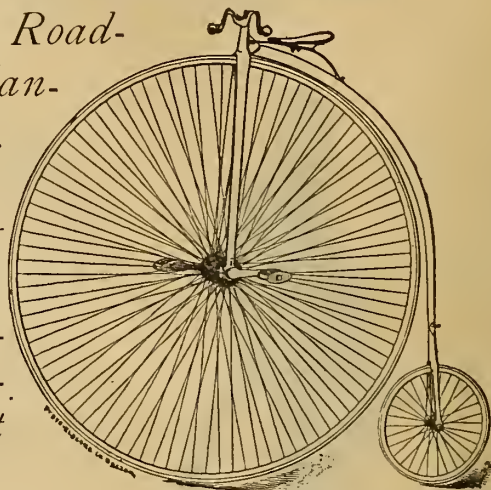
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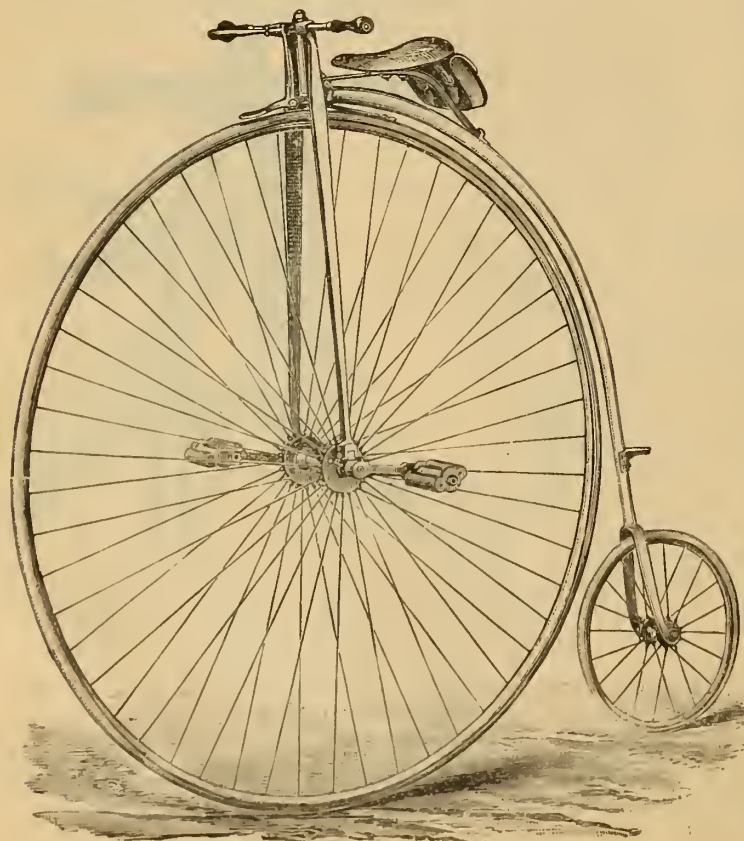
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