

VOL. X.—No. 1|

NEW YORK, APRIL 2, 1886.

[WHOLE NUMBER, 235.]

PLEASE NOTE.

We do NOT control the wheel business.

We do NOT dictate the prices at which other wheels shall be sold.

We do NOT claim any hold upon riders other than the merit of our goods.

We do NOT compel our agents to agree not to sell wheels which compete with ours.

We do NOT fear competition.



We are the OVERMAN WHEEL CO., of Boston, Mass., and we will place upon the market this spring a higher grade Bicycle than has ever been offered in this country.

All wheelmen are invited to examine this wheel critically, and determine for themselves whether or not the statement is justified. We work for wheelmen and depend upon the merit of our wheels to insure their patronage.

THE WHEEL.

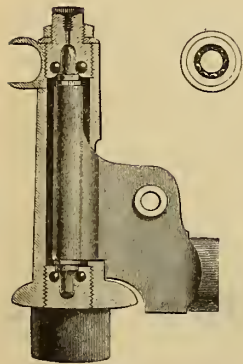
NEW 1886 PATTERN.

ROYAL MAIL: The Wheel of the Year.

 **SIX IMPROVEMENTS.** 

A Combination of Practical and Well-Tested Improvements.

INTERCHANGEABLE PARTS.



Although Last Year's Royal Mail had More Improvements than Most Wheels in the Market, we have now added

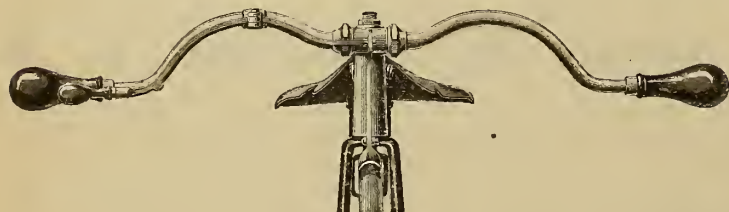
← **THE ADJUSTABLE BALL HEAD.** →

Advantages: 1,000 Miles Without Adjustment or Oiling.

Wheelmen know that in ordinary heads constant adjusting or tightening up is necessary, owing to the wearing or friction of the cones. In this head, friction is done away with, and Ease of Steering is attained. Can be used six months without readjustment or need of oiling. Tested for three years in England, and pronounced perfect.

New "Grip-Fast" Rim and Tire, Needing No Cement.

No more trouble with Rubbers Coming Out. In the old pattern rim the thin edge is the weak part, and always liable to become dented by stones on the road. The edges of this new rim are thick, and besides, being protected from any blows, makes the whole rim stronger and more rigid, and with the rubber makes a smooth side. No seam outside. The new tire is more firmly held by this rim than by cement, and a new one can be put in by the user whenever necessary. All who have seen this at our warerooms declare it the greatest improvement yet shown in bicycles.



**ROYAL MAIL OWN PATENT,
New Detachable Handle-Bars.
VERY NEAT AND STRONG.**

Merely Unscrew Nuts Each Side of Head to Detach.

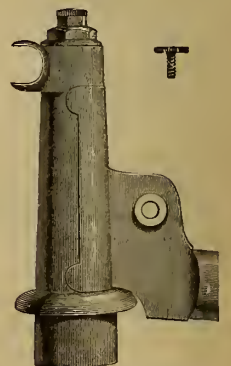
Also This Year a New SELF-ADJUSTING DUST SHIELD. Also, New Way of Tightening Spokes, if necessary, Without Removing Tire.

Try the Latest and Most Improved Wheel for Your New Mount.

Price, Light Roadster, 50-inch, with Ball Pedals, - **\$135.00**

\$2.50 Extra Every 2-inch Larger.

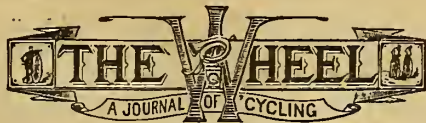
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CHAS. SCHWALBACH, 132 Penn Street,
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Bicycling World and THE WHEEL 2.00 a year.
Outing and THE WHEEL, - - - 3.00 a year.

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Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their papers regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks and Money Orders payable to CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two or one cent issue.

MORE OF THAT MANIFESTO.

In the *L. A. W. Bulletin* of last week appeared the following:

"It is noticeable that those journals which usually show a leaning toward a purification of amateur sports are practically unanimous in their expressions of approval of the action of the Committee, while on the other hand, those journals in which the detailed accounts of prize fights, dog fights, cocking mains, etc., may usually be found are almost as unanimous in their denunciation of the Committee.

Those who commend the action see in it nothing more than a logical carrying out of the strong stand taken by the membership at their meeting in Buffalo last July. Those who oppose it can see nothing but personal spite on the part of Chairman Bassett, on whose innocent head all their vain and misdirected abuse is heaped."

After a week of silence, the editor of the *Bulletin* publishes an impotent article, intended to fortify the Racing Board, part of which are the above unjust and untruthful assertions.

To begin with we should like the editor to point out any journal or journals which are practically unanimous in their expressions of approval of the action of the Committee. Not even in the *Bicycling World*, which at the time of the manifesto's publication, was the organ of the Chairman of the Board, did one word appear in favor of the suspensions, other than, that according to the Racing Rule, they ought to be suspended, and that the Chairman was only doing his duty in executing the law. In the *Bulletin* containing the above editorial there appeared an article: "What They Think of It," and all the quotations published were decidedly opposed to the suspension process.

Again we are told "that those journals in which are detailed accounts of prize fights, dog fights, cocking mains, etc., may usually

be found, are almost unanimous in their denunciation of the Committee."

The following papers were unanimous in their opposition to the suspension act; they record not the doings of the prize, dog and cock fighting fraternity, and they are fully as respectable as the *Bulletin*; The *American Wheelman*; The *Springfield Wheelman's Gazette*; The *Cyclist and Athlete* and The *Wheel*. Among newspapers are: The *Lynn Bee* and The *Mirror of American Sports*; undoubtedly there are many others, which we have not seen

Among clubs which have decided to oppose the move are the Springfield B. C., Lynn B. C., Essex County Wheelmen, Hudson County Wheelmen and the Nonantum Cycling Club.

Besides many prominent private individuals who have expressed themselves as opposed to the "ridiculous" action of the Racing Board, there are others whose public positions give authority to their opinions, but we think the above showing proves that there is a substantial foundation for the general opinion, that the general body of the League will favor the adoption of a simpler definition.

* * * * *

Further than that, we take it to be a fact that no club of amateurs wants in its ranks a man who has been in the habit of taking on the quiet money for racing, and if such is proved to be the case any club that is composed of men such as the League desire for members will thank the Racing Board for proving the fact to their satisfaction.

This phase of the question, whether it detracts from a man's worth or social position, or eligibility, to ride for money, has not yet been discussed. There is one technicality—"on the quiet"—which is scarcely worth quibbling over, for it is the present farcical distinction that causes the payments to be made "on the quiet."

There are two grand divisions of workers, mental and physical. Of course there are those who belong to no class; who live neither by mental nor physical efforts; such as bunco-steerers, "boodle" Alderman etc. etc., ad infinitum, but these like those much hummed flowers "have nothing to do with the case." Of the two main divisions of laborers, the mental and physical, it will require no effort on our part to obtain the admission, that the mental class is more eligible, more powerful and more independant than the physical. But we have all heard of "honest toil," the "dignity of labor," and etc., and these are no fanciful expressions. The maker's amateur makes his living by his muscles guided by common sense and acquired skill, just the same as a machanic or laborer of any sort. If a man has brains and breeding enough to be tolerated by a circle of acquaintances, it should make little difference to them whether he gets his living by bricklaying, shoemaking, stone cutting, or editing, apropos, we might say that of the last two

the first is assuredly the easier. It will therefore be a question of the man's personality and not of his employment; and to particularize, we think the average maker's amateur can hold his own, as a combination of both brains and muscle.

The general press, as well as a large number of prominent clubs and individual cyclists, have expressed themselves in favor of the substitution of a simple and liberal definition in place of the present antediluvian or antebellum specimen that at present disgraces cycling. Notwithstanding the fact that somebody is trying to "steal our thunder," we felicitate ourselves that public opinion has, and the probable course of events at the League meet in May, will endorse the policy which we were the first to point out. It is not to aggrandize ourselves that we call the attention of our readers to the fact, that as early as last August we predicted the policy which seems likely to be followed, but to assure them that we are abreast with the times; that every effort is made to present them at the earliest possible moment with the "wheat" of the cycling news. Of the several prominent wheel papers published, we can justly claim that we were first in the field with an exhaustive presentation of the maker's amateur question from every standpoint. In proof of this modest assertion, we invite our readers to compare our story of the question in the issue of March 19th, with the slipshod stuff that was served up by other papers of the same date. There now! Did you ever see such unparalleled egotism. Well, we didn't think ourselves capable of it, but the fear of appearing egotistical must make way for the naked truth, once in a while.

HUB HAPPNEINGS.

DIFFICULTY OF RAISING FUNDS FOR THE LEAGUE MEETING—THE MASSACHUSETTS DIVISION CONTRIBUTES \$500—OVERMAN GIVES A BOND—

POINTS AND GOSSIP.

A meeting of the League Meet Committee was to have been held last Saturday evening, but it was postponed for another week, for the simple reason that nothing could have been done if there had been one. The fact is, the Finance Committee, the committee which has been honored with the duty of raising funds for carrying out the meet, has not yet been heard from, and nothing of course can be done until they report. It has been said that strong efforts were made by certain persons to get on some of the committees, but it is certain that the Finance Committee was not among that list. No one seems to want to serve on that committee, and I fear that it will be a difficult matter to raise the necessary funds; but they will be raised; of that you may rest assured. As originally appointed, the committee consisted of three members, but every one of them resigned before the week was out, and without raising a dollar. Then a committee of five was appointed, with Dr. W. G. Kendall at its head

as chairman. The Doctor has since resigned, and now Mr. Merrill of the Massachusetts Club is elevated to the chairmanship. Whether or not he will resign remains to be seen. Ducker says that he wants \$5000, and despairs not of getting it; let it be hoped that he will not be disappointed. It is really a big job to raise money, and Boston wheelmen do not seem to be particularly anxious to empty their pockets for the good of the League. Perhaps they think that as the meet is to be run under the auspices of the State Division, the Division should not be deprived of the privilege of furnishing the necessary funds. The dealers will be called upon to contribute liberally, and perhaps the different clubs will give something.

The programme of entertainment now mapped out is an expensive one. The idea of giving an exhibition at the Winslow Skating Rink, of polo matches and bicycle riding is a poor one. The best suggestion yet offered, is that the headquarters of the meet be made at the Mechanics Building, where the Boston Club will hold its show. The Olympian Skating Rink, which occupies the adjoining hall, could be secured to hold an entertainment, and it is recommended that on one of the evenings, there be given an amateur athletic exhibition, or a tournament for prizes. We have a sufficient number of athletes in Boston to give a very creditable exhibition, and there would, no doubt, be many of the visiting wheelmen who would like to compete for the prizes. The basement of this building could be used for the storage of wheels, and the Art Gallery for holding the meeting in. In the basement of the large hall there is every facility for preparing a dinner, and no better place than this could be found for holding the banquet, since it has been decided that no Boston hotel is of sufficient size to accommodate all who would wish to attend. I hope before another week has expired that I will be able to chronicle the fact that the Finance Committee has settled down to business, and has got things well under way.

Nothing new has occurred in relation to the Maker's Amateur business, though there is still a lively excitement over the matter. No more of the suspects have succeeded in clearing themselves of the charges against them, but John Williams, the colored tricycle racer, claims to have had all the necessary certificates signed, and will in a few days prove himself innocent of ever having received money for riding, but acknowledges that he has had his expenses paid. To let the people see what the gentleman looks like, who is creating all this row, the *Globe* yesterday published an excellent cut of Chairman Bassett, with comments on his abilities as a racing authority. Mr. Bassett does not believe at all in the Amateur Rule of the League, but very correctly thinks that whatever rules there are should be enforced. The only way out of the muddle is to make a change in the rule or abolish it entirely. Mr. Bassett is of the opinion that it will be some years yet before the League will consent to abolish the Amateur Rule, and feels confident that he will be supported at the general meeting of members. To back up his statement that the League is in favor of a strict Amateur Rule, he refers to the meeting at Buffalo, where there was but one dissenting voice in favor of its abolishment, and how the recommendation of a slight change at the recent officer's meeting was voted down almost unanimously.

At last the great amount of talk between Prince and Neilson has really come to something, and there is now every reason to believe that these two men will meet in a bonafide race. Last Saturday the men met at the office of the Boston *Globe* and signed articles of agreement. Each man preferred but one race, but they could not agree on the distance, as Prince wanted to ride five miles and Neilson held out for ten. They finally decided to ride best two of three races for the championship of America and \$300 a side.

Articles of agreement were drawn up for such a series, and Prince winning the toss for choice for naming the first race, put the distance at five miles. The date and track for this contest were not definitely settled, but there is a probability that it will be run about May 30th, at Lynn, on the new track now in process of construction there. The second race will be for ten miles, and if a third is necessary the man winning the toss is to have the privilege of naming the distance, from one to fifteen miles.

The track is not yet selected for either of the three races, but each will be run one week after the preceding one. The races will be run under the rules of the League of American Wheelmen, with Abbott Bassett of Boston as referee, and Charles S. Howard of Boston as starter, each man being allowed to select two judges. The *Globe* is final stakeholder, and the first deposit of \$100 a side was made by the backers of the men Saturday. The second deposit of \$100 a side is to be made next Saturday, April 3, when the dates and track for the races will be selected. The final deposit will be put up one week previous to the first race.

Both men are already in training and while Prince says that he is somewhat overweight, Neilson stated that he could be ready for the first race in a week. The races will be run on either the Springfield or the Lynn bicycle track, and will probably be the hottest ever known in this country, as both men are in dead earnest, and seem to be about equally matched.

POINTS.

The editors of the *Bicycling World* will be B. W. Foudrinier and J. S. Dean.

The Suffolk Wheel Club of South Boston was organized last evening.

The Faneuil House has been appointed League Hotel for Brighton.

The Newton Club will hold its annual dinner on April 6.

The attendance at the Boston Club's Restaurant increases with the coming of spring.

The roads were in beautiful condition last week, but on Sunday a heavy rain spoiled all the fun.

The Boston Club will have its first run of the season next Thursday afternoon and evening.

The Overman Wheel Company has filed a bond to cover the attachment against them by the Pope Manufacturing Company.

W. B. Everett & Co. have just received a fine assortment of Singer's novelties for 1886.

Harry Corey has received one of Rudge's Crescent Tricycles, which is now on exhibition at the warerooms of Stoddard, Lovering & Co.

The Massachusetts State Division has voted to appropriate \$500 towards defraying the expenses of the L. A. W. meet.

The Chelsea Bicycle Club has disbanded. The spoils were divided among the members, each receiving about \$5.

An exhibition of the manly art will be given at the Massachusetts Club House next Saturday evening.

The proposed construction of a cable railroad over Beacon street and Brighton avenue is meeting with an emphatic remonstrance from wheelmen generally.

The space for the Boston Club's Bicycle Show is fast being taken up. Those who desire to exhibit their goods should be thinking about sending in their applications for space, or they may get left out.

Burley B. Ayers is making strong efforts to induce Boston wheelmen to participate in the Big Four Tour. E. Whitney is still undecided whether or not he will have a tour of his own down East. If he does not get that up it is likely that he will devote his energies to the Big Four party.

A. L. Atkins of the Pope Manufacturing Company is working night and day preparing an exhibition for the Boston Club's Cycle Show. He declares that he is bound it shall eclipse anything of the kind ever before attempted. C. S. H.

BOSTON, March 28, 1886.

LYNN CYCLE TRACK ASSOCIATION.

A meeting of the incorporators of the Lynn Cycle Track Association was held at the Lynn Cycle club rooms Friday evening March 26th, when an organization was effected by the following directors: T. T. Carroll, S. S. Merrill, Edwin Bailey, William Forsyth, Emerson, G. Gordon, W. A. Rowe, J. H. Schurman, W. W. Stall, (Boston), George E. Butler, George Porter. The directors organized as follows: President, T. A. Carroll; Vice President, S. S. Merrill; Clerk, Edwin Bailey; Treasurer, William Forsyth.

It is expected that the Association will be duly incorporated next Wednesday. The contract for building the race track has been practically awarded to Mr. Tuttle, for about \$1300, and work thereon will be commenced next week. It is thought the track will be completed by May 1. The intention is to hold a meeting on May 31. An effort will be made to arrange a championship race between Prince and Neilson as one of the attractions of the occasion. *Lynn Bee.*

MUNGER BREAKS RECORD.

NEW ORLEANS, La., March 27, 1886. The 25-mile bicycle record of America was broken to-day by L. D. Munger of Detroit, who made the distance in 1h. 24m. and 46 4-5s., on an asphalt road, from Lee circle to Carrollton and back, two round trips.

The previous record was 1h. 54 minutes by W. A. Rhodes, made in June 27th, 1885. The superiority of Munger's record is, no doubt, due in a great measure to the difference in the roads, the one on which Munger performed being undoubtedly equal to a good race path.

The Pittsburgh *Sportsman* says: "The maker's amateur must go." The St. Louis *Critic* says: "The idiotic L. A. W. rules must go."

THE WHEEL.

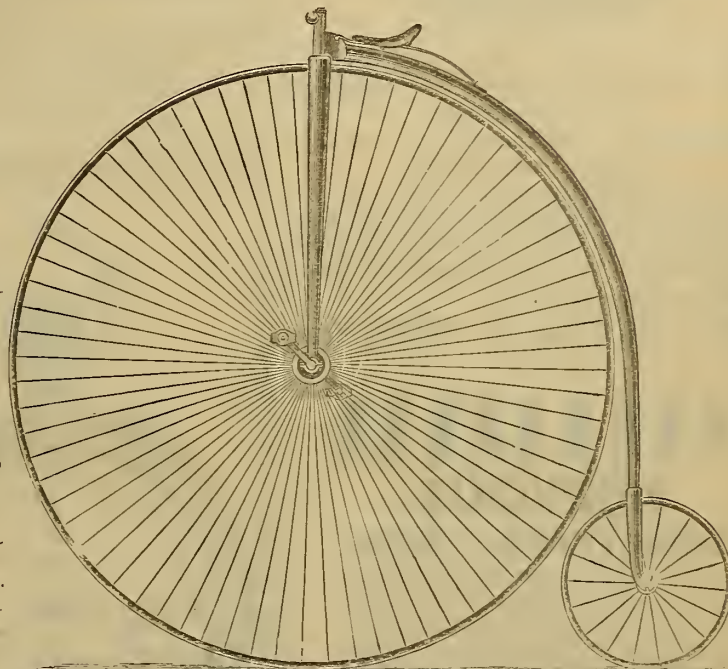
RENTON & CO.,

229 BROADWAY, N. Y. CITY,

Sole New York Agent for the Celebrated

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Bicycles and Tricycles.



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Graceful.

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Reliable.

THE POPULAR AMERICAN CHALLENGE BICYCLE

For 1886.

THE PEER of any HIGH-CLASS MACHINE, and positively the BEST and most DURABLE ROADSTER for the MONEY EVER PLACED upon THE MARKET.

PRICE, 52-INCH, Standard Finish, Parallel Bearings, \$74.00

Mess. GORMULLY & JEFFERY, CHICAGO, ILLS. :

NEW ORLEANS, Feb. 10th, 1886.

GENTLEMEN: The AMERICAN CHALLENGE received through Col. Fenner is indeed a beauty, and creditable to the makers. I have refrained from writing until having tried it somewhat, and now having registered my first 100 miles can express my entire satisfaction in it as a mount.

In appearance it is elegance itself, its running is extremely easy, and the ball bearings are perfection.

WM. W. CRANE,

Capt. New Orleans Bi. Club and Editor Bicycle South.



IT HAS

The G. & J. STRAIGHT, DROPPED, and COW-HORN HANDLE-BAR in one piece, with PATENT CLAMP-FASTENING, EBONITE HANDLES.
The G. & J. PATENT CLOSED HEAD, conceded to be the best and MOST DURABLE HEAD yet invented.
The G. & J. PATENT PARALLEL BEARINGS, which are held in SPHERICAL CASES, and adjust THEMSELVES AUTOMATICALLY to any bend in the forks.
The G. & J. PATENT BALL BEARINGS, if preferred, at an additional cost of \$15 00. These Bearings are unexcelled in their simplicity, and are DIRECT ACTING in their ADJUSTMENT.

The G. & J. BALL BEARING PEDALS, at an additional cost of \$5.00.

The G. & J. PATENT ADJUSTABLE and RUBBER CAPPED STEP, which prevents slipping and injury to clothing.

The G. & J. PATENT RUBBER CUSHIONS on the Pedals, saving the machine from breaks and jars.

The G. & J. LONG DISTANCE SADDLE, with attachment to tighten or loosen the leather at will.

FORKS, HEAD, NECK, BEARINGS, SPOKES, RIMS, and PEDALS MADE OF FORGED AND WELDED STEEL, and Spokes are BUTT ENDED.

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GORMULLY & JEFFERY, MANUFACTURERS OF BICYCLES
AND SUNDRIES,
222 & 224 NORTH FRANKLIN ST., CHICAGO, ILL.

N. B. - GORMULLY & JEFFERY MAKE AN EXTENSIVE LINE OF BICYCLE BELLS.



Bicycles, Tricycles, Sociables

At Second-hand Prices.

Harvards, Yales and Cornells, \$85 to \$100, according to Size and Finish.

Tricycles and Sociables, from \$125 to \$175.

These are all first-class English machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs.

Send 2-cent stamp for list to

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NERVOUS DEBILITATED MEN.

You are allowed a free trial of thirty days of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Blood, and all kindred troubles. Also for many other diseases. Complete restoration to Health, Vigor and Manhood guaranteed. No risk is incurred. Illustrated pamphlet in sealed envelope mailed free, by addressing

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"Home Exerciser"

For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.



THE "PARADOX" OILER

A BOON TO Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (und detachable) cannot get mislaid or lost. Sent Postpaid on receipt of price.

Nickel, 25 c. Gilt, 30 c.

H. B. HART.

No 811 ARCH STREET, PHILADELPHIA. LIBERAL DISCOUNT TO DEALERS.



BORNSTEIN.

King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair

DUMB BELLS, any weight, 5c. pr lb

Maple Wood Dumb Bells, Wands,

&c. for Calisthenic Exercises.

Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York.

MISCELLANEOUS.

[Advertisements inserted in this department; not over four lines nonpareil, for \$10 a year.]

RACING MEN, if you want to buy a good racing machine, write to us. All sizes in stock. Prices low.

STODDARD, LOVERING & CO., BOSTON, MASS.

FOR SALE—"BRITISH CHALLENGE," 50-inch, never been used, nickel and enamel, everything complete. Price \$90.00. Address Box 5319, Boston, Mass.

FOR SALE—"RUDGE LIGHT ROADSTER," 52-inch, good as new, warranted, balls over all. A bargain. Price \$110. Address Box 5319, Boston, Mass.

FOR SALE—"RUDGE SAFETY," only slightly used, good as new, cost \$140.00 Price \$115.00. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES, shop-worn and second-hand. Write for list before buying. Prices low.

STODDARD, LOVERING & CO., BOSTON, MASS.

BUFFALO HOME TRAINER.

RECORD RACE.

Time extended to May 1st. Scores will be published in The L. A. W. Bulletin. For particulars apply to Mr. JOHN A. WELLS, Referee, 321 Chestnut St., Philadelphia, or to the Editor The L. A. W. Bulletin, Box 916, Phila., Pa. BULL & BOWEN, 578 & 589 Main Street, Buffalo, N. Y.

CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Washash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

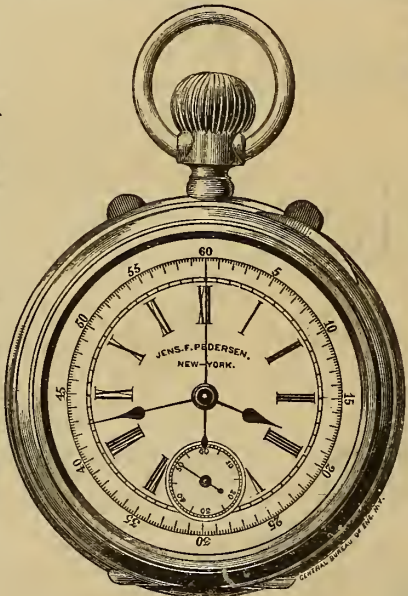
PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safety and Ideal. These are high grade machines at low prices, and the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the place to get your repairing done. I make a specialty of parts for repairs, and keep a large stock on hand. Am successor to the late Cunningham Co. Send 2-cent stamp for price list, discount to the trade.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

SILVER STEM WINDING FLY-BACK, \$20 00



No. 150.
\$13.50 per doz.



No. 151.
\$1.25 each.



No. 152.
\$12 pr dz. \$1.13 each.



No. 153.
\$15 pr dz. \$75 pr 100

Beautifully enamelled SILVER BOUTONNIERES, just the proper thing to wear in BUSINESS, in SOCIETY, and at SOCIAL ENTERTAINMENTS.

JENS. F. PEDERSEN,
Manufacturing Jeweler,
and Importer of Watches,
13 MAIDEN LANE, N. Y.



AGASSIZ SPLIT SECONDS, fly-back Chronograph, for from \$125, 14kt., up to \$160, in 18kt. Cases.

Ira Perego

128 & 130 Fulton St.,

AND 87 Nassau St., N. Y.

Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from

\$5.00 to \$3.50 per Pair.

These goods are very comfortable for riding, and are made in four colors: Navy Blue, Seal Brown, Black, and Steel Mixed.

Novelties in Bicycle Shoes.



A Special Line of English Bicycle Shoes has just been received, and as a well fitting shoe secures the greatest comfort to the wearer on a run, we invite an examination of our styles, confident that they will meet with the approbation of all experienced riders.

\$5.00 will purchase an all leather hand-sewed shoe, with plain sole of red para rubber to prevent slipping the pedal.

\$4.00 Black Morocco Leather, pyramid rubber sole. A well finished shoe for all around work, and warranted to wear satisfactorily.

\$4.00 Black Leather Shoe, plain leather sole, laced all the way to the toe. Very flexible and light.

\$4.00 Russet Leather, with conical rubber sole. A good low-priced article.

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ENGLISH C. T. C. CLOTH, \$4.00 a Yard.

The Only Supply Depot in America.

THIS IS SIGNIFICANT.

The first "AMERICAN CHAMPION" shipped took the
World's long distance record at Minneapolis.

NOTES FROM BROOKLYN.

Mr. Reuss, formerly of the Peoria wheelmen, is connected with the Brooklyn *Eagle*.

Barkman's Road Book is out. It is full of information, and every wheelman should have one.

Another new club has been organized, called the Prospect Bicycle Club. Their membership is very small.

A. B. Barkman is running strongly for Representative, and I expect he will lead some of the other candidates.

The little bird in the Brooklyn club room sings sweetly during the evening as follows: "Waere, or where is our little home trainer? It's coming."

Jimmy, the well-known unterrified, has purchased a tricycle and will do the beginner's act upon it, as it is much more safe than the bicycle.

The favorite rendezvous of the wheelmen (The Flower Gardens) becomes the more familiar by the gathering of old faces in and around the rotunda, Sunday mornings.

The genial President of the Harlem Wheelmen—DeGraaf—will run well in this city, and it has been wondered at that he should have been neglected by the nominating caucus.

Captain Pettus and Hegeman (club poet) the billiard experts of the K. C. W., are to play a match game, 300 points, three-ball six inch balk line. The prize is an elegant twenty ounce cue.

Mr. Thomas Conner, a son of the present Commissioner of Streets, has become a wheelman. I hope he will fully explain to his father the bad condition of Bedford avenue and other streets.

The entries for the one and three mile bicycle race at the Seventh Regiment games, next Saturday, are as follows: E. W. Valentine, A. B. Rich, Hoffman, of the Cits, and an unknown flyer from the Ixion.

Numerous inquiries have been made to the club men by unattached riders regarding the park badges. As yet I have not seen or heard anything about them, and I hope the committee that have this matter in hand will wake up and look into it.

The slate for the coming election of officers of the Brooklyn Bicycle Club is as follows: Lou Slocum, Captain; F. B. Jones, First Lieutenant; F. B. Hawkins and Spellman are going to have a tight pull for

Second Lieutenant; A. B. Barkman, President; E. Potter, Vice-President; H. Raymond, Treasurer; H. Koop, Secretary.

Bicyclers, as a rule, are accommodating. For instance, it is rumored that the K. C. W. are about to ease the mind of Mr. Wetmore in its thirst for glory, by accepting the challenge he so eagerly issues, that he has a team that can beat any road racers in existence. What color feather would he show if he came out the little end of the horn? Black?

Last September it was resolved to appoint a State Racing Board. Rumors of all kinds have been afloat, naming different parties to constitute the Board, but up to the present, no official notice has been published. I wish to call our Chief Consul's attention to this matter, as it is an important one, especially as the racing season will soon be here. As I understand that there will be no State meet this year, all the clubs will be anxious to secure the championships to be contested at the their tournaments, and to enable the Board to decide upon this and other important matters, I hope he will appoint it at once.

The team of eight to contest with the Elizabeth Wheelmen, will consist of A. B. Rich, the short and long-distance rider and champion in this section of the country; Ed. Pettus, the noted long-distance rider; H. J. Hall, Jr., also a noted long-distance rider; E. W. Valentine, the stayer; A. C. D. Loucks, the scorcher; M. L. Bridgeman, the reliable; L. Weber, the teaser; and an unknown of remarkable speed. The boys state that they will not make a boast of their team, but merely wish to accommodate Mr. Wetmore and give him an opportunity to try and fulfil his boast made at the Road Racing Association, a few weeks ago, and also to his statement made in the *Cyclist and Athlete*.

What an imposition upon the public! The Brooklyn Rink advertised that at their carnival five hundred wheelmen and one thousand glittering wheels, in gorgeous and magnificent array, under the glare of thousands of dazzling lights would parade. I counted seventeen wheels, all told, and mostly ridden by boys. What a failure! But it shows that if an affair of this kind is not recognized and patronized by a well-known club it will certainly fail. All the clubs refused to lend their assistance, and they did rightly. The day for rink managers to destroy and harm the sport is dead, and now let the good work proceed, and some club take hold of the affair, and show the public what can be done by wheelmen.

I understand that the K. C. W. will establish branch club rooms in the neighborhood of Lafayette and Bedford Avenues, to accommodate those who live in that vicinity, and to increase their membership, which it undoubtedly will. This portion of the district is rapidly growing, and it has been requested that the K. C. W. establish this branch room. It will merely be a place for storage of wheels, etc. It may meet with opposition by the other clubs in that section of the city, but I cannot see any reason why it should, as the field is large and a great number of unattached wheelmen reside in that neighborhood who will not join any other club. This will increase the K. C. W. membership greatly and make it a stronger organization, have more influence, control the wheelmen, and give them the benefits of the club house in Clymer Street, which will be the principal headquarters for holding their meetings and all other business transactions.

TATTLER.

TRADE NOTES.

Messrs. Gormully and Jeffery have been awarded the first prize for their "Collective display of Bicycles" at the New Orleans Exhibition.

At the Speedwell show Messrs. Humber & Co. had on exhibition a tandem "Safety" bicycle, which was voted one of the greatest novelties of the season.

Messrs. Zacharias & Smith have opened stores at Broad and Bridge streets, Newark, and opposite the Mansion House at Orange. They can make a much better display of their goods at these stands, and their commendable enterprise will reward them.

Business is booming in Chicago. It is reported that Mr. R. P. Gormully on his recent Eastern trip, took enough orders for the American Cycles to test the capacity of the G. and J., factories for the next three months. He regards the outlook in the cycle business as excellent and predicts that the future of the sport will exceed in popularity the most sanguine expectations hitherto printed.

Several bicycle races were contested at an athletic entertainment held at the Washington Rink, Minneapolis, on March 27th. One mile bicycle: E. D. Savage, 3.05 1-2; D. J. Hale, by twenty feet. One mile bicycle race: J. R. Stockdale, 3.45; F. E. Quigley, by a lap. Two mile exhibition by A. Schock: 6.20 1-2. One mile professional: Mille. Armaindo, one lap handicap, 3.04; T. W. Eck, scratch, by three feet. Two miles professional: Wm. Woodside, 6.17; T. W. Eck, slowed up.

THE AMERICAN CHAMPION AT MINNEAPOLIS

1009 miles and 3 laps in six days of 12 hours each, the World's long distance record, won by Albert Schock on the first American Champion shipped, Woodside on a racer nearly 100 miles behind.

"LADIES' NIGHT" AT THE IXIONS.

Wednesday the 24th inst, was "Ladies' Night" at the Ixion's club house. On that evening the new house was thrown open to the lady friends of the club for the first time. The entertainment provided for the club and its guests consisted of music by the club Orchestra, (increased to nine pieces for this occasion), Zither Solos by Mr. V. M. Muller, of the Ixion Club, Recitations and Imitations of popular actors by Mr. J. M. Young, and Banjo Solos by Mr. R. R. Brooks. The following was the programme:

March, - - - En Avant, - - - Gung'l.
Overture, - - Ixion, - - - Suppe.
Zither Solo,

MR. V. H. MULLER.

Gavotte, - - Orange Blossoms, - Moskowsky.
Imitations of Actors,

MR. J. M. YOUNG.

INTERMISSION.

Selection, - - The Mikado, - - - Sullivan.
Banjo Solo,

MR. R. R. BROOKS.

Piccolo Solo, Golden Robin Polka, - Bouquet.

MR. H. L. TOMLINSON.

Val-e, - - - Ohe Mama, - - - Tosti.
Potpourri, - - - Falka, - - - Chas-aigne.

The entertainment commenced at half past eight, and, owing to repeated encores was not finished until eleven. Nearly all the members of the club were present with ladies, and the only drawback to the affair, was the excessive number of people present. The handsome parlors of the club, besides the other floors of the house, were literally packed with people. Even the stairs-ways were crowded, and standing room was at a premium. The performers all acquitted themselves very creditably, and everything on the programme gave complete satisfaction. A proof of how much the audience enjoyed themselves may be found in the fact that every one stayed until all was over, notwithstanding the closeness and crowded condition of the rooms.

The orchestra, under the direction of Mr. O. L. Moses, consisted of the following named gentlemen; those whose names are marked with a star not being regular members of the orchestra, but simply volunteers who kindly offered their services in order to increase the orchestra to a size worthy of the affair, and the fair friends of the Ixions: S. B. Moses, 1st Violin; F. C. Ringer, 2nd Violin; * A. B. Westerfield, Violin; * C. Carbonnini, Violincello; J. Schott, Bass Viol; H.

L. Tomlinson, Flute; * R. Rubel Clarionet; B. Cruger, Cornet; and O. L. Moses, Piano. The ladies were very much pleased with the Club House, as it far exceeded their expectations, and they left declaring that they had spent a delightful evening, and hoping that "Ladies' Night" would soon come again.

PAGININI.

BIG FOUR TOUR.

A meeting of wheelmen was held last Sunday at the Genesee Hotel, Buffalo, to make final arrangements for the above tour. As was intimated by Burley B. Ayers in last week's WHEEL, the Big Four Tour Association was disbanded, and all future tours will be run under the auspices of the L. A. W.

The following is the official programme:

Leave Buffalo Sunday, Sept. 5; by rail to Canandaigua. Monday—By wheel to Geneva, N. Y., and during the afternoon steam down Seneca Lake to Watkins Glen. Tuesday—Forenoon, visit the glens in vicinity; afternoon, by wheel to Elmira. A Pullman train will be waiting to convey the party that night to the vicinity of New York City. Wednesday—By wheel through New Jersey, via Orange riding districts and Newark to Jersey City, where wheels will be placed aboard the Old Dominion steamer and party will cross ferry and stop at hotels in New York. Thursday—Will remain in New York and vicinity until afternoon, when will take steamer for Old Point Comfort, Va. Friday—On Atlantic Ocean, en route to Old Point Comfort. Friday evening will arrive at hotel, Old Point Comfort, where a grand hop will be given. Saturday—Hotel and vicinity; leave on evening Pullman train for Staunton, Va. Sunday—Arrive at Staunton. By wheel down Shenandoah valley the next three days. Parties will be quartered in separate towns at night, excepting at Luray Cave. The tour will end at Harper's Ferry, from which railroads lead in all directions.

The following letter has been sent to President Beckwith, by B. B. Ayers.

DEAR SIR:

Representatives of the Big Four Bicycle Tour Association held a meeting in Buffalo yesterday. It was agreed that the Association disband, with a view to resolving itself into the touring department of the L. A. W., to the end that all future tours under the auspices of the Association, might be held under auspices of the touring department of the L. A. W. In accordance with your instructions to me, as Tourmaster of the L. A. W., the following gentlemen present were

appointed to constitute the Touring Board protem, subject to your approval: Geo. R. Bidwell, of New York; W. S. Bull, of Buffalo; F. B. Graves, of Rochester; L. W. Conkling, of Chicago; Geo. H. Orr, of Toronto; F. C. King, of Corry, Pa.; Dr. A. G. Coleman, of Canandaigua.

Thus organized, the Board took following action: Country was divided into touring districts, Eastern, Middle, Western and Southern, according to the regular geographical division of the United States. Canada was included in the Middle Division. Each division to have a Marshal, with immediate charge of his touring interests of the division, leadership of his division party in the annual tour, he to give tourists general information concerning prospective tours of individual wheelmen or parties over routes in his division, and have charge of the editing of the tour map of his division. The duties of the Marshals will be generally centralized in the Chief Marshal, who will, in addition, personally lead or superintend the annual tour. A bicycle touring map of the United States will be compiled by the Board, to be in divisions as above or in one map like a railroad folder, as may develop to be best. This map will give the main or best bicycle routes to take between given points showing points passed through, in same manner as a railroad map of the United States. It will generally treat of through routes only, and will be in harmony with the division road books in that the map will depend upon them for the details, the map practically illustrating the general work of the Division road books. The map will be accompanied by touring descriptions with rail and water connections, and best lines to take between given points, and in this connection be an auxiliary to the Transportation Committee of the L. A. W.

The ANNUAL TOUR was set for the two weeks following Monday, September 6th, 1886, and is substantially over following routes: Niagara Falls and Buffalo to Canandaigua, Seneca Lake, Central New York, Elmira, Northern New Jersey and the Orange riding district to New York City. Thence ocean steamer to old Point Comfort, Va., and thence to Staunton Va. From Staunton down the Shenandoah Valley via Luray Cave to Harpers Ferry, thence north to Hagerstown, Md., Gettysburg, Pa., York, Pa., and Reading, Pa., to Philadelphia, or via the Lehigh Valley to New York State. All details of the annual tour will be perfected and size of party limited to the ample accommodation of tourists. Tickets will be issued during the summer, and by the purchase of same the tourist will be entitled to a place in his

A CHICAGO BOY ON A CHICAGO WHEEL.

Albert Schock on the first "AMERICAN CHAMPION" shipped, defeated William Woodside on a racing machine, by nearly one hundred miles, and won the World's long distance record at Minneapolis.

respective division. The price of tickets will be based on actual cost of the tour, with a slight margin for incidental expenses of organizing. A circular, giving all details of the annual, with a description of the route, will be offered for publication in proper time. The Board acted upon the question of uniform, and adopted the following: The regulation L. A. W. uniform, with exception dark brown striped seersucker Norfolk jacket and straw hat. The colors of the Touring Department will be royal purple, to consist of a narrow ribbon tied through the button-hole of the jacket or attached to the badge. Each division will have a distinguishing color, to be worn with the purple and consist of a similar ribbon, as follows: Eastern, red; Middle, white; Western, blue; Southern, old-gold. These colors, touring members of the L. A. W. are recommended to wear on all appropriate occasions, whether on the annual tour or throughout the year. The policy of the annual tour will be that of maximum individual enjoyment with all modern conveniences and requisites, elegance of appearance and movement, and congenial companionship. The route is laid out with a view to visiting choice and characteristic sections of country, measuring the wheeling to the ability of an average rider to perform with ease, that the participants may gather recreation on the road, knowledge of the country and desirable acquaintances in the craft.

The Touring Board solicits the co-operation of the State Divisions and individual members, and desires to be understood as placing itself at the disposition of tourists for such service as it can render.

We trust our action will meet with your approval.

Respectfully Yours,

BURLEY B. AYERS,

Tourmaster, L. A. W.

WHEEL GOSSIP.

The Courtland Wheelman, of Peekskill, have endorsed the nomination of Mr. George Bidwell for Chief Consul.

In addition to the list of nominees for representatives, already published in this paper, the names of Henry Gallien, Jr., of Albany, and Wm. H. DeCraaf, of New York, have been added. The latter gentleman has been recommended by the Harlem wheelmen. This is a young club. It has shown great enterprise, having now a membership of forty, and comfortable club rooms, and we hope to see them encouraged by the election of their nominee.

Woodside's defeat at Minneapolis has been a great s(c)hock to his friends.

Why cannot some of the clubs of Gotham hold a "hunt," such as the one described in another column?

The Kenton Wheel Club of Dayton, Ky., are arranging a tour through Ohio during July. Wheelmen in Kentucky, Ohio and Indiana will be invited to join.

The roads of Holland are of brick, and every few miles there are barriers or toll gates, which are shut between sunset and sunrise, thus compelling the rider to lift his machine over them.

We were wont to think that "our" Kaufman was the champion monocyte speed rider, but it seems there are a number of fast one wheel riders in France. One W. Gautier, who claims the championship for this style of riding, has written to the Crystal Palace Company, asking them to give a monocyte championship meeting.

The Florence Cycle Club of Northampton, Mass., have voted to petition the city government for a change of the bicycle ordinance, so as to allow the riders a chance to use the sidewalks for 24 hours after a rain storm, and when the roads are so muddy as to make wheeling bad. Those who use their machines for business purposes feel that the present ordinance puts upon them an uncalled for hardship. Bravo!

The dates and places of the six English championships have been decided on as follows: June 14, One Mile Tricycle and Twenty-Five Miles Bicycle Championships, at Weston-super-Mare; June 21, One Mile Bicycle Championship, at Jarrow, Newcastle-on-Tyne; July 17, Twenty-Five Miles Tricycle Championship, at Crystal Palace, London; July 24, Five Miles Bicycle Championship, at Long Eaton; August 14, Fifty Miles Bicycle Championship, Crystal Palace, London.

One of the exhibits at the Speedwell Show—a wheel exhibition on the same line as the late Stanley show—is a "Humber" bicycle, built to the order of either Kaufman or Canry—rumor says both of them. It has several extra details to facilitate trick riding. The handle-bar is of medium length, made to unscrew from the head, and with rubber covers on the pear-shaped horn handles. The forks are attached to the bearings by unusually long nuts to facilitate quick removal, and the crank braces are indented like a very coarse file, to give a hold to the rider's toes.

Volume X this week.

The Atlanta Wheelmen were organized at Newark, N. J., on March 11th, with ten members. The officers are: President, W. S. Gregory; Vice President, C. A. Woodruff; Secretary—Treasurer, W. F. Coddington; Captain, A. W. Snow; First Lieutenant, C. G. Halsey.

The latest aspirant in the broad field of cycling journalism is the *Vermont Bicycle*. It is a large twelve-page paper, but less than three pages are given to bicycling. We are given to understand that the first number was published under difficulties. The *Bicycle* will be published monthly at West Randolph, Vermont.

The *Springfield Wheelman's Gazette*, will wheel itself out of existence with the March number. The Gazette Publishing Co.—Messrs. H. E. Ducker, W. C. Marsh, and Charles A. Fisk—have sold out and the latter gentleman will wind up the affairs of the concern. A new monthly, *The Wheelmen's Gazette* will be published by H. E. Ducker, who will be sole proprietor. It will be furnished to the subscribers to the old *Gazette* for the remainder of their subscription terms. Practically the new paper will be a continuation of the old, under a new name.

The April *Outing* is just out and an interesting and excellent number it is. Theodore Roosevelt contributes a paper on "Ranch Life and Game Shooting in the West." Thomas Stevens relates some of his experiences in the East, and Henry M. Stanley contributes "Work and Sport on the Congo." A number of other articles written in the breezy out door style peculiar to the staff of *Outing* makes the April number worthy of the reputation this magazine has acquired.

The Boscobel Bicycle club of Lynn, Mass., will open the riding season with a ten-mile amateur road race to take place Thursday, April 8th, at 10.30 o'clock, and open to members of the club only, for the club's prize cup. The start will be made from the Boscobel hotel, thence to the Lafayette house, Salem, and return, going once around the common at start and once at the finish. The following is the committee of arrangements: Capt. R. J. Heron, H. N. Forsyth, Geo. A. Leeson.

If you want the latest and best, send \$5.00 to Stoddard, Lovering & Co., No 152 Congress St., Boston, and in return receive a Buffer Saddle.—*Adv.*

THE AMERICAN CHAMPION IS A ROADSTER

but it holds the World's long distance record, won by Albert Schock at Minneapolis, Woodside, in a racer nearly 100 miles behind.

N. Y. AND N. J. TEAM ROAD RACING ASSOCIATION.

Notwithstanding the array of snow and rain which the weather provider visited on us last Saturday evening, all but two of the delegates appointed by the clubs to form the above Association, promptly put in an appearance at the Citizens Club House, for which be given to them all manner of praise.

The Constitution and By-Laws prepared by the committee was adopted with few changes. The initiation fee was placed at \$15, and the annual dues at \$5. As there are sixteen charter clubs—the names of which have already been published in THE WHEEL—the Association will have a fund of \$240 to start with, and an annual income of \$80, which will enable them to purchase a handsome cup and medals for the first and second men. The cup is to be a perpetual racing cup; to be run for semi-annually—on Election Day and on Decoration Day. The distance will be twenty-five miles.

The following officers will engineer the club during its first year of existence: President, E. J. Schriver, N. Y. B. C.; Vice-Pres., C. L. Meyers, Hudson Co. Wheelman; Sec-Treas., M. L. Bridgman, K. C. W.; Executive Committee—C. R. Zacharias, Essex B. C.; C. L. Luscomb, L. I. W. and F. L. Bingham, Harlem Wheelmen. The club may be said to be fairly on its way, and we anticipate a pleasant Decoration Day meet. During the evening Mr. M. L. Bridgman of the K. C. W. accepted the challenge of Mr. J. C. Westmore, of the Elizabeth Wheelmen, to ride an inter-club team race at an early date. Our Brooklyn "Tattler" publishes the names of the titled individuals who will uphold the scorching reputation of the City of Churches.

PROMATEURISM IN ENGLAND.

Americans are not generally aware of the fact that the N. C. U., of England, adopted the same method of getting at the bottom of maker's amateurism, of which the recent action of our own Racing Board was but an imitative echo—that is, they sent letters to many of the prominent racing men, but instead of threatening to suspend them, they mildly and justly informed the suspects, that the Executive of the N. C. U. would deal with the matter according to the evidence that they might have. The result of this inquiry has not yet been obtained, but there is no fear on the part of the racing men that they will be suspended.

In reply to an inquiry of a representative of the *Bicycling News*, Mr. Robert Cripps, said:

"What do I think about these registered letters? Well, I think that the Executive ought to look at home first, before they go interfering with what they don't know anything about. They get their own expenses paid, and before attacking others, they ought to inquire into their own doings. They are pleased enough to get the gate money which is brought to them by the fellows they are going for, aren't they? What I think is, that the N. C. U. 'crackpots' can do just what they like. It won't make any difference, for the men that they suspend will start a Racing Cyclists' Association on their own account, and what will the N. C. U. do then, when they haven't got any gate money to fall back on—what will they do then, eh? Catch me worrying myself about them and their letters—not for Joe."

Mr. Illston, the respected sire of the great and only racing family of that ilk, also expressed himself in the same manner and denied that any of his progeny were maker's amateurs, since each of them rode several different machines.

MILL'S "PATENT SAFETY."

From the *Cycling Times* we take the following description of a new "Safety." It is a machine which possesses two novel features; the pedal action is rotary instead of the regulation up and down motion, and the machinery sends the crank up and well as allowing it to be driven down.

"We have seen a good many lever-action machines in our time and criticised them, but not without first having examined them thoroughly. The one which we select this week is called the "Pentograph," which is a model of neatness, possessing undoubted advantages over the old style. This machine, which is a novelty in itself, stands we should say, far above the ordinary lever-action bicycles on account of its having a rotary motion, which is undoubtedly preferable to the old style of up-and-down motion. Six inches above the hub, which is a sample of solidity, there is an eye attached to the front fork from which a swinging bar depends about one foot in length, this having half-way down a small rod connecting it with the crank; at the bottom this bar is connected with another bar of similar length, also having in the middle a connecting rod with the crank, and at the extremity of this last bar is the treadle.

These two bars and two small connecting rods are fastened together by case-hardened parallel bearings, which (when well oiled) allow each component part to act independently, thereby the whole of this machinery works on the principle of a parallel ruler, which of course insures a perfectly rotary motion. The advantages of this arrangement will be seen by its having the power to pull the crank up as well as down, when in ordinary machines you can only obtain power on the downward stroke. The whole machine, which appears to be made of the very best material, possesses so many advantages over the old style that we should not be surprised if it became a universal favorite."

FOR SALE. EXCHANGE. WANTS.

[Advertisements inserted in this column at the following rates: Under 16 words, 30 cents; three insertions, 75 cents; under 21 words, 40 cents; three insertions, \$1.00. Special rates on application.]

52 INCH second-hand machine of a standard make. Expert preferred. Address with price and particulars.

D. Mc L., P. O. Box 444, N. Y. City.

FOR SALE.—Sociable Tricycle; perfect order. Price \$85.00. Address, J. C. MILLER, 884 De Kalb Ave., Brooklyn.

FOR SALE.—51 and 53-inch Royal Mails, in perfect order. Also 54-inch full nickled expert. S., P. O. Box 2683, N. Y. C.

FOR SALE.—50-inch Columbia Expert, nearly new. Address, "WHEEL," P. O. Box 444, N. Y. City.

FOR SALE.—52-inch American Club. All Nickel except rims, cow horn handle-bar. Good condition. Price \$85.00. F. L. Bingham, 49 Rose St.

FOR SALE.—A 50-inch full nickled Expert Columbia Bicycle. \$80. Including a Cyclometer. Ed. H. Jr., 39 Second Place, Brooklyn.

FOR SALE.—\$35.—A 50 inch. Hecla Bicycle, Lamp, and Bell. Good as new.—Cost \$45. Reason for selling, too small. D. Mc. LEAN, 163½, Monroe Street, Brooklyn.

EVERY WHEELMAN

should send 10 cents and try the

"VERMONT BICYCLE"

three months. Full of news.

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will find it cheap, effective, and very satisfactory. Write for rates.

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Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries, with full particulars of our terms of easy payments—in-
 vest every actual or prospective wheelman.
 GEO. W. ROUSE & SON, 13 G St., Peoria, Ill.

SEND BY FREIGHT

and save money.

Now is the time for all those who wish to have their CYCLES OVERHAULED, ALTERED or REPAIRED.

Every machine should have its bearings cleaned, adjusted, and thoroughly overhauled, during the winter months.

Do not put it off until the last moment, when "pressure of business" means delay and disappointment.

Special appliances for repairing every make of Cycles. Repaired machines stored free.

ZACHARIAS & SMITH,
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MATCHLESS METAL POLISH.

A clean, pure creamy white paste, warranted free from acid, poison or grit. Its SUPERIOR merits over the Red Pastes are apparent to all who have used both. Mailed free on receipt of 25 cents. Send for sample box and you will use no other.

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No. 578 FIFTH AVENUE

(Opposite Windsor Hotel.)

New York City,
Hartford, Conn.,
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Re-opens for organization of Classes Sept. 1, 1885.

The master of the above schools, having had over twenty years' experience as a teacher respectfully announces that he has visited the principal cities of France, England and this country for the purpose of obtaining information, and the best method of instruction, thereby claiming, it is not too much to state, they are second to none.

For further particulars send postage for circular to

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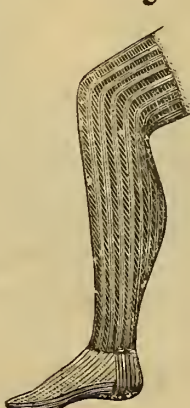
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 trade is respectfully
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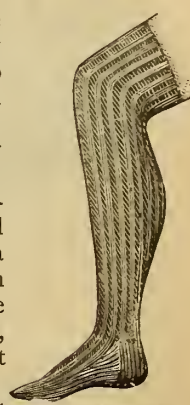
we make to order for clubs and individuals to match any shade of cloth.

Our "Columbia Hose" for 1886 is a new article of improved pattern. The specialties are that the rib is extended down the front of the foot, giving a neat appearance when a low shoe is worn. Also our patent flat seam at the back which will not rip, and seamless heel. This stocking will compare most favorably, and has been judged by riders of experience, to be superior to the best English makes. A liberal discount is made to the trade, and correspondence is invited.

THEODORE GOETZE & CO.,

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YOU CAN BUY A NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

For Less than the price of a good second hand, low class wheel.

This is an opportunity to get a wheel for little money. Do not loose it. Only a limited number for sale and they are

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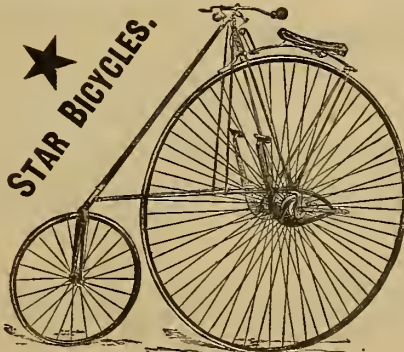
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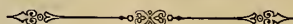
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