

VOL. IX.—No. 26]

NEW YORK, MARCH 26, 1886.

[WHOLE NUMBER, 234.

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.

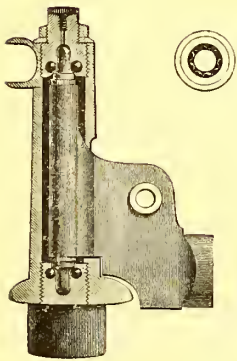
NEW 1886 PATTERN.

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

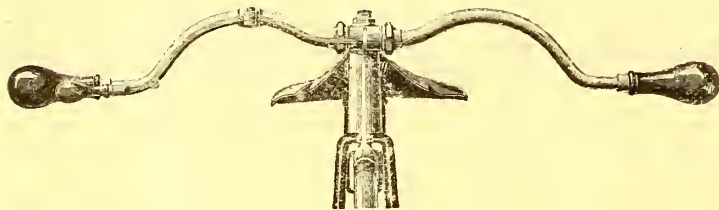
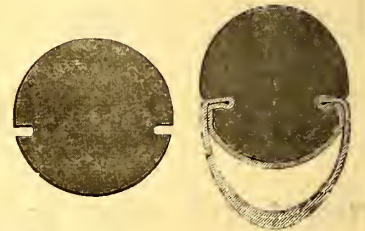
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Advantages: 1,000 Miles Without Adjustment or Oiling.

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.

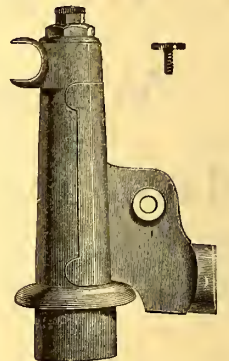
Also This Year a New SELF-ADJUSTING DUST SHIELD. Also, New Way of Tightening Spokes, if necessary, Without Removing Tire.

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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Outing and THE WHEEL, - - 3.00 a year.

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To Subscribers and Correspondents.

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.

THE MAKER'S AMATEUR WAR.

The recent action of the Racing Board has by this time been pretty thoroughly discussed all over the country. The suspension manifesto caused much excitement, especially in those cities which boast the possession of one or more of the interdicted class. So far as we have yet learned, a large majority regard the action of the Board as a move in the wrong direction.

We confidently expected the Chairman of the Racing Board would place himself on record in the paper which he edits—the *Bicycling World*,—in regard to his personal convictions, but we were disappointed. The only editorial note is a statement to the effect that the amateur law must be repealed or lived up to. As we proved in last week's *Wheel*, neither policy is desirable, and we would point out to the Chairman of the Board that there is a much wiser course; the adoption of a simplified definition.

The editor of the *L. A. W. Bulletin*, whose prominent position should qualify him to learnedly treat the subject, has made not the slightest reference to it in the latest issue of his paper. It may be that as Secretary-Editor of the League, he does not desire to publish anything that would stultify the efforts of his executive colleagues, but his views would be read with interest.

The *Cyclist and Athlete* has, and the *American Wheelman* will place itself on record as decidedly against the suspension of the suspects. Several clubs have also taken formal and informal action on the suspensions. The Nonantum Wheel Club, among whose members are two of the suspects, has taken a decided stand, and will uphold their mem-

bers rather than the League. The Lynn Cycle club, which is about to build a new track, and which numbers W. A. Rowe among its members, has condemned the suspensions as a blow at all advancement of cycling or club interests. We have also been informed that H. E. Ducker, manager of the Springfield Tournament and President of the Springfield B. C. has resigned his position on the Racing Board, on the ground that his allegiance to his club forbade his acquiescence to any measure which threatened to strike at their annual tournament as well as at the standing of several of their members. The Essex B. C. of Newark, which has formulated a prospectus of a new bicycle track, requiring an outlay of thousands of dollars, are greatly concerned. This club will take active steps to induce the Racing Board or the League at large to re-consider their step.

Among private individuals, every one whom we have met has characterized the action of the Board as ridiculous, and few have any idea that its action will be supported at the general meeting.

We would advise the suspects to appeal from the decision of the Board. Meanwhile the press should make every effort to properly ventilate the subject, and prominent cyclists who believe in the absurdity of the present distinctions should make such effort as they can to effect the adoption of a new and simpler definition.

The *Mirror of American Sports* agrees with us that the definition should be "broadened and liberalized." We quote its editorial opinion:

"The Racing Board of the League of American Wheelmen has undertaken an investigation of the amateur standing of a large number of the leading racing men of America and England, and if the result should be to prove that all the parties under suspicion have violated the rule defining an amateur there would not be a racing man left worth mentioning. The investigation is needed, if for no other purpose than to show up in its true light the hollow sham of pretended amateurism alike in America and England. The fact is, there is no such thing as a racing amateur under the strict rules of the L. A. W., and there never will be until the rules are broadened and liberalized so as to give the amateur the privilege of earning some tangible reward for his speed and endurance. At present the rules allow a rider to compete for a medal which cost \$50, but not for a purse of \$50; they permit him to win a gold watch worth \$200, but not \$200 in currency. The amateur may load himself down with a heterogeneous collection of clocks, sewing-machines, smoking sets, umbrellas, opera glasses, jewelry, etc., but he may not sell any one of these articles even to keep himself from starving. All of which is a gross absurdity, since it draws an absurd distinction between the thing which money buys and the money itself. The Racing Board is on the right track possibly without knowing it, because it is quite certain to ar-

rive at the conclusion that in bicycling as in many other forms of athletic pastimes amateurism is largely a matter of hypocrisy, and pretense. We hardly think the L. A. W. will go to the length of ostracising the twenty-four American and ten English riders whose amateur standing has been called in question. If such should be the result of the pending investigation the time will be ripe for the formation of a professional organization on a basis that will promote the development of speed while at the same time surrounding the sport with safeguards against the perils and scandals of unorganized professionalism. The more sensible thing to do, however, is for the bicyclists of America to cut loose from the severe and impracticable exactions of the N. A. A. A. rules and frame laws for themselves which are adapted to the conditions and requirements of cycling as a distinct class of sport."

We would call our readers' attention to our FOR SALE, WANTS and EXCHANGE column. The rates are lower than any other paper. Now is the time to buy or sell a machine.

Advertisers and readers will bear in mind that THE WHEEL may be purchased at all the downtown stands in New York City.

HUB HAPPENINGS.

CONTINUED EXCITEMENT OVER THE MAKERS' AMATEURS SUSPENSION—DANFORTH PROVES HIS INNOCENCE—EDITOR BASSETT'S NEW VENTURE—POINTS.

The big kick and attempted bouncing act of the League Racing Board still reigns as the leading sensation of the day. The coming meet has been almost forgotten, and when you meet a cycling friend on the street, instead of anxiously inquiring, as he grasps your hand, how many riders you think will turn out in the parade, he assumes a queer expression and exclaims: "Well, I guess Bassett has got 'em now. What do you think the poor fellows will do about it?" of course you do not know any more about the matter than does your friend, and he knows absolutely nothing, yet it affords considerable satisfaction to discuss the matter with him. The prevailing opinion among the knowing ones about town, seems to be, that the action of the board will be annulled at the general meeting. The sat-upon amateurs assert very emphatically that such will be the case, and loudly cry that they are not afraid, but to a careful observer it is evident that they are not so happy as they would try to make one believe. The only reason there seems for thinking that the general body of League members will not support the action of the Racing Board is that by so doing many of the leading clubs of the country may send in their resignations. It is a rather unwise rule which requires that no club can be a League club unless every individual member belongs to the League. Under this rule the clubs which are unfortunate enough to have among their ranks a man known as a makers' amateur, must either withdraw from the League or expel the accused members. Now I do not believe that the advantages of League membership are so fully appreciated as to induce clubs to expel some of their own members for the sake of remaining with that organization. The way it will be is that the club will withdraw as a body, those who wish

to remain as individual members doing so. This will, of course, be a great loss to the League, and will have considerable effect in deciding the vote upon the expulsion matter. It has long been my opinion that that there should be no attention paid to the amateur question—so far as membership in the league is concerned, and were this so you, could make as strict rules as you pleased for the government of races. That is, of course, if you are bound to have any amateur rule at all. For my own part I can see no good reason for the existence of an amateur rule. Have all class or handicap races, and then the different men will be put on an equality which the amateur distinction claims to, but does not accomplish.

Chairman Bassett still feels very confident that the action of his board will be supported, and says that he is daily in receipt of letters from all over the country commending him for the course he has taken, promising support and expressing the hope that he will stand unflinching to the end. He has received a letter from the President of the N. A. A. A., in which the writer highly compliments him for his action, and says he thinks that it is one of the best things yet attempted to purify the sport from the taint of professionalism, which has been growing at an alarming rate during the past few years. Mr. Bassett tells me that the suspended men are making every effort to regain their lost amateur status, but the only one who has thus far succeed in that commendable effort is C. O. Danforth, of the Cambridge Bicycle Club. Some have sent in their certificates signed by themselves, but they have been unable to obtain the signatures of the designated dealers.

You have probably heard that there was no little surprise felt when it was learned that the name of Van Sicken of Chicago, was not among the list of suspects, and not a few went so far as to hint that the reason he was not on the list was because he is a member of the Racing Board. Regarding him Mr. Bassett said to your correspondent: "His case has been carefully investigated and not a particle of evidence can be found against him. We have only suspended those against whom we have the most conclusive evidence. There are a number of other riders whom we have under surveillance, and their names may appear in another list we have in preparation. It must not be supposed that those whose names we have already printed, are the only ones likely to be suspended."

Champion John S. Prince has been in town for the past few days and he has a good deal to say about Champion Robert A. Neilson, and offers any amount of explanation for his failure to accept the challenge which the latter sometime since printed in the *Boston Sunday Globe*. He says that he feels very badly that anyone should think he was afraid of Neilson, and tells how he was ready to cover that gentleman's deposit when he was forced to hurry off to England to see his sick father. He says he is in better condition than he ever before was, and that he is going to make some of those fellows sick when he gets on the path again. His poor form was due to an abscess as big as your fist, which he lugged about with him upon his shoulder, and which of course tended to retard his speed when he tried to pass Neilson, or the English blokes, you know. I saw him last Wednesday and he promised to come out the next day with a challenge to race Neilson

for all sorts of fabulous sums, but since then I have heard nothing more from him. Neilson, in the meantime has been flying up and down town in search of the said Prince, and if reports are to be believed, has blood on his whiskers. He says that Prince is the "Boss Champion" until some money has to be put up when he at once becomes no good. He declares that he has a friend who is just aching to squander \$1,000 in backing him against Prince or any other so-called champion.

I thought that I had no news to report this week, but there is one choice little bit. Abbott Bassett is to resign his position as editor of the *Bicycling World*. The fact was made public yesterday, and has created no little excitement, while all sorts of stories are floating about as to the probable cause of his taking this step. It was generally supposed that he was highly satisfied with his position, and that the *World* was blooming like a rose under his management. Just what the trouble is, I am not at liberty to state, suffice it to say that he resigned, and that he is about to start a paper of his own. The new journal will be known as *The Cycle*, and enters the very crowded field under favorable circumstances. Mr. Bassett's well known ability as an editor is sufficient guarantee that the paper will be properly conducted, and he claims to have already secured a full staff of correspondents. The first issue of the new paper will appear on April 2, and will thereafter be issued weekly. It will be of about the same size and typographical appearance as the *World*, and it is announced that it will be independent of the trade. The *World* will continue under an entire new regime, and will be managed by an able staff. The intention is to make the paper bright and spicy, but at the same time maintain its reputation as an exponent of the practical part of cycling.

POINTS.

The new Everett Wheel Club has seventeen members.

The League meet committees will gather again next Saturday night at the new Marlboro Hotel.

No riding last week. Snow several inches deep.

The Charlestown Club is booming rapidly in membership.

The new Columbia machines will be on the market in a few days.

The Stoneham Club will give a ball on the evening of April 17th.

The Massachusetts Club will have another athletic exhibition this week, at which sparring will be the chief feature.

Variety is the spice of life. Next season George Hendee will ride a Columbia racer. May he do better than he did on his old mount.

Wilmot and Sewall have secured an engagement with Barnum.

Mr. C. W. Howard has resigned from the Charlestown Club, on account of change of residence.

Burnham and Haven have received a couple of handsome new Royal Mails. The machines are perfect daisies, and it will be strange if they are not seen at the front in many a race this season.

Harry Corry has been getting in some lively work on his "Bicyclette." If rumors are to be relied upon there are few who can pass him on the road. C. S. H.

Boston, March 22, 1886.

BIG FOUR BICYCLE TOUR ASSOCIATION.

EDITOR OF THE WHEEL:

The Association having passed successfully through last year's campaign, has on tapis another tour for 1886. As outlined at present, subject to the approval of the general meeting, it is as follows:

Leave Rochester, N.Y., Monday July 5th, wheeling to Canandaigua. Tuesday, wheel to Geneva, N. Y., and during the afternoon steam down Seneca Lake to Watkins Glen. Wednesday forenoon, visit the glens in vicinity, wheeling during the afternoon to Elmira. N.Y. A Pullman train will be waiting to convey the party that night to the vicinity of New York City. Thursday, wheel through New Jersey, via the Orange riding district and Newark, Jersey City, where wheels will be placed aboard Old Dominion steamer, and the party will cross ferry and stop at Grand Union Hotel in New York. Friday, in New York and vicinity until afternoon, when steamer will leave for Old Point Comfort. Saturday evening, arrive at the Hygeia Hotel, Old Point Comfort, Virginia. Grand hop. Sunday, Hygeia Hotel and vicinity. Leave on evening Pullman train for Staunton, Virginia. Monday, arrive Staunton. Wheel down the grand Shenandoah Valley next three days. Party will be quartered in separate towns at night excepting at the Luray Cave. The tour will be finished at Harper's Ferry from which railroads lead in all directions. Opportunity is offered for continuing the tour individually or in small parties, from Harper's to Hagerstown, Md., Gettysburg, Pa., and by the Lancaster Pike into Philadelphia. As the points en route north of Harper's Ferry are small, a large party will not be able to find proper accommodation. The change, however, from the big tour to small parties, will be an agreeable variety. Arrangements with hotels en route will be such as to give each individual separate accommodations, and baggage details will be such as to always have clothing at hand when wanted. Movement on the road will be in Eastern, Middle, Western and Southern Divisions, with a long distance between divisions. No more entries will be received than can be amply accommodated in comfortable shape.

For the perfecting of details, election of officers and the consideration of a plan for merging the Big Four Association into the Touring Department of the League of American Wheelmen, and hereafter conducting all tours under auspices of the L. A.W., a meeting is called at the Genesee Hotel, Buffalo, N. Y., March twenty-eighth (28th), at nine o'clock, to which all wheelmen interested in touring are invited.

BURLEY B. AYERS.

Chicago, March 22d, 1886.

The King of the Road Lamp has been the leading light for bicyclers and tricyclers for the past three seasons and still leads all others. Send to Stoddard, Lovering & Co., No. 152 Congress St., Boston, for large price list of Sundries.—*Adv.*

Don't forget to send to Stoddard, Lovering & Co., No. 152 Congress St., Boston, 75 cents for a bottle of Ardill's Liquid Enamel. With it you can make your Bicycle or Tricycle look like new.—*Adv.*

THE WHEEL.

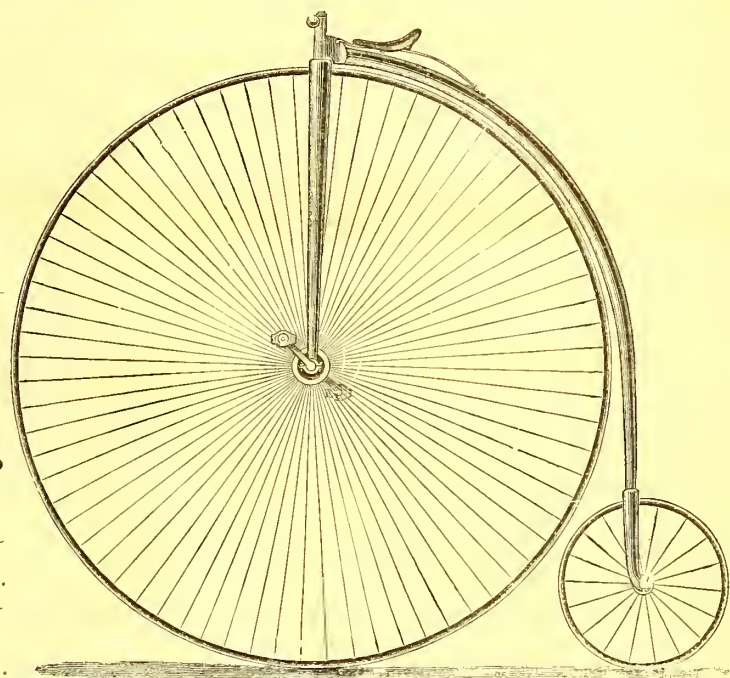
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Sole New York Agent for the Celebrated

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Bicycles and
Tricycles.



CALL : AND : INSPECT.

SEND : FOR : ILLUSTRATED : CATALOGUE.

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. :

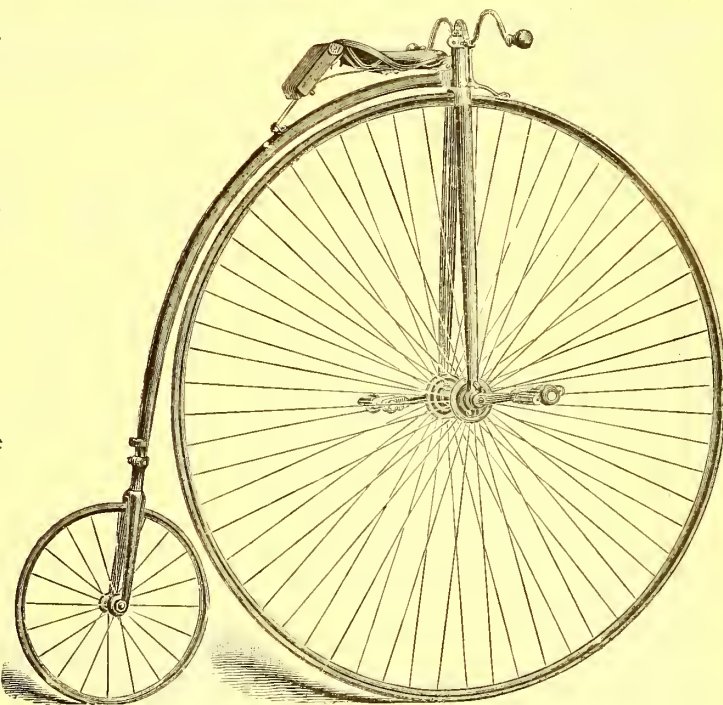
GENTLEMEN: The AMERICAN CHALLENGE received through Col. Fenner is indeed a beauty, and creditable to the makers. I have refrained from writing until having tried it somewhat, and now having registered my first 100 miles can express my entire satisfaction in it as a mount.

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

NEW ORLEANS, Feb. 10th, 1886.

WM. W. CRANE.

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



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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.

For further information concerning this excellent Bicycle, send for new 48 page Catalogue FREE.

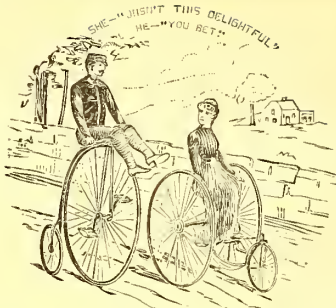
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THE WHEEL.



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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 Manhood, 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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For brain-workers and sedentary people. Gentlemen, Ladies and Valets; 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

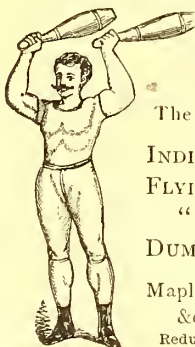
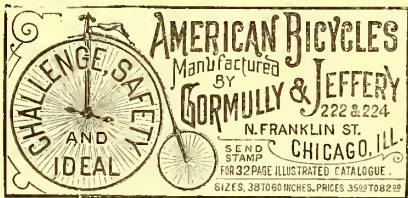
TO Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (und detachable-detachable) cannot get mislaid or lost. Sent Postpaid on receipt of price.

Nickel, 25 c. Gilt, 30 c.

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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.

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[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—"36-inch '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 Wash 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.

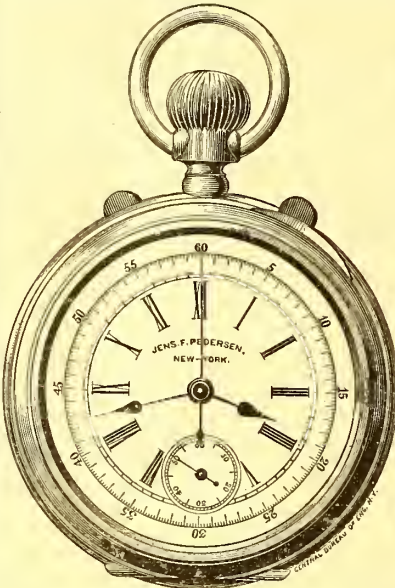
PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON.

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

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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.

SEND STAMP FOR 32-PAGE ILLUSTRATED CATALOGUE.

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 last week.

WHEEL GOSSIP.

Kansas City has forty-four riders.

There will be several bicycle races held in connection with the New Orleans Exposition.

The Ixion B. C. has a new drill team. They intend to show some good work this season.

The *American Wheelman's* fifty mile road race, has been postponed from April 24th to April 26th.

Richard K. Fox, has offered a \$500 challenge medal, emblematical of the twenty miles professional championship.

Messrs. Spalding Brothers, lost a large consignment of machines by the sinking of the Oregon. They were fully insured.

Six members of the New Orleans B. C. have announced their intention of riding on their wheels to the Boston meet.

A reporter of the St. Louis *Post Dispatch* is said to have traveled 3,000 miles on a bike during his reportorial journeyings.

The Ixion B. C. has joined the C. T. C. in a body. It is one of the few clubs that belong in their entirety to the C. T. C.

The *Cyclist* contains an advertisement of Fisher's Yankee Tire Heater. It is the same heater sold by G. R. Bidwell, of this city.

It is whispered that the New York B. C. is looking for new quarters. The Citizens' have been discussing a like move for some time past.

The Inter-Club Team Road Racing Association will hold a meeting at the Citizens' club house, to-morrow evening, at 8 p. m., to perfect its organization.

Enfaula, Alabama, takes the trophy as the champion Eden of Wheelmen. The streets are of light shifting sand, and the law prohibits riding on the sidewalk.

"Tall traveling that," said a visitor at the club house, when the club giraffe—a gentle youth, 6ft. 3in. x 11in.—told him that he had ridden ten miles in forty minutes.

Mr. Frank A. Egan, the brilliant *raconteur* of the Ixion B. C. has returned to the city of his adoption. He visited his old home at Nashville, Tenn. some months ago, and unlike the unfortunate beings who are billed as future victims by Gilbert's amateur executioner, he was sadly, sadly missed.

Mr. Will. S. Atwell, the popular salesman of Wm. Read & Sons, reports business booming. The new improvements in this season's Royal Mail are attracting favorable attention.

The *Lynn Bee* editorially condemns the suspension of suspected amateurs. It quotes part of our last week's editorial and advocates the adoption of the new definition we proposed.

A. B. Rich is rapidly convalescing from his recent attack of typhoid fever. It was announced that he had retired from the racing path, but we hear that he is training on the quiet.

Dr. N. M. Beckwith will positively not allow his name to be put in nomination for the League Presidency. Rumor has it that H. E. Ducker, T. J. Kirkpatrick and Stephen Terry will be nominated.

Karl Kron has over 500 pages of his book in type. He expects to send his last copy to the printer early in May. Although Karl has lately devoted all his time to writing the book, subscriptions continue to come in.

It has been definitely settled that there will be an international cycling meeting held at Alexandria Park, on Friday and Saturday, May 21st and 22nd. Representatives from all countries will be allowed to compete.

The New Jersey Wheelmen will hold a tournament in Newark on April 16th. The Elizabeth Wheelmen's drill team has been invited to give an exhibition and teams from the E. W. and N. J. W. will play a game of polo.

F. J. Lees, who held the seventy-two hours bicycle record, until Schock recently surpassed it at Minneapolis, has sailed for this country. He will compete in the six days contest that will take place in Minneapolis, early next month.

The Pope manufacturing Co. has presented Wm. Woodside with a valuable gold medal in commemoration of his successful onslaught on the records at Springfield last fall. Woodside, riding a Columbia, surpassed the professional records from four to fifty miles.

The annual athletic meeting of the National Association of Amateur Athletes will be held at the new grounds of the Staten Island Athletic Club on June 26th. Among the events is a four mile bicycle race for the amateur championship of America. The entry fee is \$2.00. For full particulars address C. H. Mapes, P. O. Box 3478, N. Y. City.

All who have tried the Buffer Saddle are loud in their praise of its many virtues. Stoddard, Lovering & Co., No. 152 Congress St., Boston, are the sole U. S. Agents. The price is \$5.00.—*Adv.*

Mr. R. E. Phillips has issued in England, "Things a Cyclist Ought to Know," for 1886. It contains lists of records, winners of championships, besides much useful information regarding By-Laws, railway rules and the transportation of machines. It is well worth the penny asked for it.

The Belgium authorities have passed a decree abolishing duty on bicycles. Tourists have but to show their C. T. C. ticket, or otherwise convince the customs officers that they do not intend to reside in the country, and they will be freed from all restrictions. These same laws are now in force in Holland.

The Staten Island Athletic Club, which numbers several wheelmen among its members, has just paid \$27,000 for a large plot of land, on which it will erect a club house that will rank second to none in the country. Part of the new purchase fronts on the water and the new building will also be used as a boat house.

A number of men who recently resigned from the Kansas City B. C., on account of charges preferred against one of their number, have formed themselves into the Outing Cycling Club. The officers are; President, J. E. McKee; Vice-President, T. W. Overall; Secretary, N. T. Haynes; Captain, F. S. Ray; and First Lieutenant, Lindell Gordon.

The Constitution Committee appointed by the Inter Club Road Racing Association have adopted a Constitution and By-Laws and will present them on Saturday night. They have decided to offer a perpetual challenge cup; that is instead of the cup becoming the property of the club winning it three times, it will never become the property of any club, but each winning club will have its name inscribed on it. The first and second man in each race will be given valuable gold medals. The Initiation fee has been set at \$15.00 and the annual dues at \$25.00. The length of the race has been placed at fifteen miles. The name of the Association will be the New York and New Jersey I. C. T. R. A.—we initial this grandiloquent title so that other news may not be crowded out. Of course the Constitution can be revised by the members at large. Among the other business to be transacted will be the election of officers.

THE WHEEL

NOTES FROM BROOKLYN.

Cycling is booming in the city of churches and the events of last week proved that the sport has not diminished.

The Brooklyn Bicycle Club members feel very sore over the fact that they had not been allowed to name a representative in the Board of Officers. The L. I. W. & K. C. W. have each two members, while the Brooklyn, which is the oldest league club in the city, and has always remained firm and stood by the league principle, and to be utterly ignored in this manner, is sufficient to cause ill feeling among them. They clearly understand where it originated from, and considerable scratching will be done. They intend to scratch a certain person and cast their vote strong for Mr. A. B. Barkman, the able and energetic road book author, and I am personally acquainted with a large number of unattached members that intend to do the same—stick to your rights and you will be ably defended—vote for Barkman and show your strength. The Racing Board notices fell rather flat in some sections of the city, as the Brooklyn riders always manage to stand by the law. Chairman Bassett may have made considerable ill-feeling among his friends, etc., but take in consideration that he merely did his duty and obeyed the law.

The *Cyclist and Athlete* Editorially mentioned the K. C. W. drill team as having their expenses paid, and called Mr. Bassett's attention to the matter. The members and captain assured me that they never received any money to defray their expenses and will bear an investigation.

The new Royal Mail has arrived, and has been admired by all, especially the ball bearing head and detachable handle bars.

Laughing Jones of the Brooklyn's will, in all probability, succeed Capt. Elliott.

What a turn of affairs! The L. I. W., a few years ago, would not join in a road race, etc., and to-day it is heart and soul with the Inter-Road Racing Association—an infusion of new blood will work marvelous changes. Capt. Luscomb is the right man in the right place, and under his command numerous new features may be looked for. Would'n't it look funny to see them have a sociable or a ball at their cosy club rooms during the spell of bad weather?

The Ilderan club are a handsome little body, and growing stronger; every day is increasing its membership.

The Bedford Cycle Club have had a thunderbolt sent in their midst several weeks ago. It was suggested that they disband and consolidate with the popular K. C. W.. It was ably discussed, but was lost. This seems to be an eye opener, and to-day they have shown more energy and enterprise than ever. Lieut. Bowdish resigned at this meeting, and to-day parades under the K. C. W. Mr. Ehler has succeeded him in this position. He is making great strides to the captaincy. They have a cosy and well furnished room and appear to be on the road to success.

The K. C. W. held their annual meeting on the 18th. Several new men were elected to fill some of the positions. The majority of the old officers have been returned, and with the new ones, the club will be well officered for the coming year. The officers are as fol-

lows: R. F. Hibson, President; elected unanimously; T. B. Hegeman, Vice-President, elected unanimously; A. C. D. Loucks, Secretary, elected unanimously; Charles Schwalbach, Treasurer, elected unanimously; Ed. Pettus, Captain, elected unanimously; M. L. Bridgman, 1st Lieut., unanimously; 2nd Lieut. John Miller, by a large majority. Each office had several candidates, but it was all one-sided. Robert J. Knox, Color-bearer; F. H. Meeker, Bugler. The Secretary's report was read and considerable interest was manifested. The Treasurer's report showed that the club was in a good financial condition, with a handsome balance in the treasury, and no liabilities. A vote of thanks was extended to him in behalf of his hard and earnest labor during the season.

I understand that the mail vote of the *Cyclist and Athlete* was defeated overwhelmingly. About one-fifth of the membership voted. Five per cent. of these favored the adoption—Buried deep, and I hope it will never rise.

I understand that Pettus will ride on the track, and with a good racing wheel he will make some of the boys work hard if they want to win a race.—No maker's amateur about him.

Mr. H. D. Nicols and E. A. Carter, both artists of well known abilities, will spend three years among the French and Italians.

The K. C. W. held its fifth anniversary and dinner at the Deiter Hotel, last Saturday night. I noticed the following well-known members: R. H. Hibson, J. B. Horan, A. C. D. Loucks, Chas. Schwalbach, Jno. Miller, Robt. Knox, J. H. Meeker, T. C. Crichton, Wm. Lowry, H. J. Hall, Jr., T. Loucks, H. Watson, R. V. Williams, J. C. Treadwell, M. H. Leighton, Dr. Grosch, H. J. Nichols, Eph. Johnson, T. H. Douglass, F. L. Fenstermaker, V. Chapman, E. J. Siebert, L. P. Weber, H. H. Stults, C. R. Brown, E. K. Austin, E. W. Candidus, (candy) J. H. Lord, H. Morn, J. A. Long, John Knox, A. J. Dennis, Frank Smith, W. J. Klotz and F. A. Carter.

The tables were set in the hotel dining room, covers being laid for fifty guests. Engraved menu cards, embodying an excellent bill of fare, were placed opposite each plate. The tables were adorned by numerous bouquets and beds of cut flowers and potted plants. A large pyramid of fruits and flowers decorated the board in front of the President's seat. At 9.15 the guests were escorted to the banquet hall, where the dinner was served.

There were no formal toasts assigned for the evening, but at the conclusion of the repast every member had to respond in well chosen words. Mr. Loucks, the popular Secretary, responded briefly and in his usual popular vein.

The President next called upon the Treasurer, Chas. Schwalbach, and upon the announcement every one seemed to shout, and the many remarks I overheard were Royal Mail, ball bearing head, detachable bars, and other popular "gags." He stood remarkably quiet and allowed them to enjoy themselves and at the conclusion thanked them for their kindness for the free advertisement that he had received, and hoped they would all ride the wheel before the season closed. He closed his speech with well fitting words, giving a brief history of the past year, which was received with great applause.

Mr. A. J. Dennis' response was received with great enthusiasm, as he stated that he begged to be excused because he was unable to make a speech in consequence of his name being "Dennis."

Messrs. James Tredwell, the unterrified, Eph. Johnson, H. H. Stults, and others all responded to the call of the chairman, and replied in a happy vein. The singing of "Auld Lang Syne" closed the most successful dinner that the club has had.

Fisk has returned from his riding trip; also Baldwin of the L. A. W.

Barkman is busy with his road book.

Brooklyn Bicycle Co. are arranging for the spring trade.

-Ehlers was married on the 18th.

The Wayside Wheelmen are quiet at present, but will be heard from in the spring.

A. B. Rich is still a member of the K. C. W.

E. W. Valentine, the Mt. Vernon flier, has joined the K. C. W. ranks.

TATTLER.

THE CITIZENS' NEW CLUB HOUSE.

The Citizens Bicycle Club held their annual meeting on March 15th, over sixty members being present. The officers elected were as follows: President, John C. Gulick; Vice Pres., Dr. N. M. Beckwith; Secretary, Knight L. Clapp; Treasurer, Wm. C. Frazee; Captain, Simeon Ford; First Lieutenant, Thos. C. Smith; Second Lieutenant, Harwood R. Pool; Surgeon, J. S. Atkin; First Color Bearer, Geo. A. Paillard; Second Color Bearer, W. H. McCormick; First Bugler, E. A. Hoffman, Jr.; Second Bugler, Fred. C. Thomas. The Board of Trustees consists of the President, Vice President and Secretary, and Richard Nelson, Fred. G. Bourne, Wm. H. Book and A. E. Paillard. The Treasurer's report showed an annual income of \$2,500 and a satisfactory balance on hand. The Committee on increased accommodations reported as follows: Mr. Nelson, a member of the club, who has recently purchased the four-story brown-stone front, 328 West Sixtieth Street, has offered to lease it to the club for a long term of years, with privilege of making any alterations they see fit. This offer was accepted and the work of transformation will be commenced at once. The basement will be turned into a wheel room, 20 x 55 feet. The parlor floor will be kept intact, the front room being used as a parlor and the back as a billiard room. On the second floor will be the dressing and locker rooms, on the third, card and committee rooms, and on the top floor, there will be bachelor apartments for the use of non resident club members who desire to remain in town. This move will increase an already long membership roll.

The old building will be leased to Mr. G. R. Bidwell for the remainder of the unexpired lease. This will be an advantageous deal all round.

Prince and Neilson are endeavoring to make arrangements for a match race. Both are in good condition, and anxious to have a go at each other.

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.

SPALDING BROTHERS CATALOGUE.

Messrs. A. G. Spalding & Bros., have just issued a complete catalogue of their goods, containing 175 pages. Twenty of them are devoted to their cycle goods. The wheels and their different parts are fully described and illustrated with cuts. Among the wheels they handle which met with success last year are the "Spalding," "Kangaroo," "American Premier," "American Challenge," "Ideal" and the "Hecla," the latter being specially designed for boys. Among other irregular wheels are a Petite wood tricycle, a Petite steel tricycle and a boys velocipede.

This firm also handles an extensive line of cycling sundries among which are the following. The improved McDonell Cyclometer, Conkling Combination Lock, American Adjustable Saddle, Perfect Hygienic Saddle, Lillibridge Saddle, "Marble" Saddle and the Duryea, Victor and Pigskin Saddle. Besides there are rubber handles, wrenches, a patent flag staff, a cradle spring, a wall bracket to hold the machine in an upright position, pocket oilers, calliope whistle, lamps, tire cements and all manner of bicycle uniforms. The price of this catalogue is twenty-five cents. A smaller catalogue sent free on application.

THE BERMUDA TOURISTS.

HAMILTON, BERMUDA, March 8th, 1886.

About thirty live American wheelmen are just turning themselves loose over the coral roads of these snug little Bermuda isles, and as the most of us are L. A. W. men, of course, it may not be entirely uninteresting to your readers to know how we get here and "what is the matter of us."

Tuesday March 2d, a portion of the Elwell Bermuda party pulled itself together for a dinner (no difficult matter for wheelmen) at the Metropolitan Hotel, N.Y. We expected to sail in the afternoon, but as the good ship Trinidad was still out in mid-ocean buffeting a sixty-mile gale, it was wisely concluded to wait until she got in before boarding her. She came in on Wednesday from her six days' voyage up and covered with ice. The next day, after we had taken possession of her, she sailed. The storm had considerably abated, but we looked for a rough sea and a wet sheet.

The steamer was filled to her capacity with a jolly party, which was represented in full at the supper table, but alas! there was soon to be beneath many a smiling face a heaving stomach. Next morning the swelling waves began to demand their tribute, and perhaps half of us (the upper half) felt well; the rest had a strange yearning behind their vests, and they demonstrated it by refraining from attendance at the dining-table, thereby giving the more fortunate ones a better chance at the good things.

The events of the day were games of whist, looking for the Gulf Stream, which the storm had blown farther out to sea, and sitting in the cabin "cracking jest-nuts." Ditto Saturday, except in the evening we began to look for the light, which was sighted about 11, making the quickest trip yet made of 51 hours.

When we awoke in the morning we were slowly steaming around and among the islands to the harbor, where the doctor came on board to see if any were sick with contagious disease. We kept the white-faced *maut-de-mer* ones in the background, and he passed the crowd *en blec*. Although not having a heavy cargo aboard, we drew too much water to get close to the dock, so the natives were called upon to build a dock out to us after a primitive fashion. It was a slow but interesting and amusing process, which I would like to describe, but your space, or rather want of space for irrelevant matter, forbids. The whole population was down to see us land, but we overcame our native modesty sufficiently to make a break for the hotel.

On shore the birds were singing, the flowers were blooming (not only "in the spring," but the year around), and the heavens were weeping. They do this latter act about ten times a day, rainbows to the contrary notwithstanding. Somehow rainbows don't count in this neck o' woods. I guess it is the Bermuda onions that make them weep.

But it is paradise here, if only it would rain lemonade instead of wet water. However, a fellow off on a pleasure trip should not "kick" over a little matter like that.

To-day we got our wheels out, and under the guidance of a wheelman living here, the private secretary to the Governor, we took a nine-mile run out to the Spanish Rock. The roads are quite hilly, but hard and uniformly smooth, although frequent recent rains had made so many gullies as to render coasting or "scorching" rather hazardous.

Well, I must shut off this "hog-wash," as Carlyle would call it, and if you do not file it away in your w. b. maybe I will give you another tropical idea when I get home. Correspondence in *Bulletin*.

TANGENT VERSUS DIRECT SPOKES.

Considerable difference of opinion has of late been manifested in our pages upon the superiority of laced or tangent spokes over the ordinary direct action, or *vice versa*. The same point was raised in the columns of one of our contemporaries a year or two ago, when a similar result ensued—to wit, the advocates of each system claimed to be victorious. Our personal opinion is that there is little or nothing to choose between them, if a reliable maker be commissioned. Theoretically, tangent spokes are preferable to the usual radial variety, inasmuch as the leverage is transmitted by a direct pull on the rim, while assuming that, at the point of interlacing, the wires be firmly secured, the hub is virtually increased to the size of the outlying cross ties. A tangent wheel, however, is, in comparison with a direct action, anything but handsome, and that a well-made article of the latter class is capable of bearing any reasonable strain we have ample proof from the fact that no springiness is apparent to the rider even when ascending the steepest hill, while its non-liability to buckle was, only a few weeks since, most clearly demonstrated by a staunch believer in the system, who took a racing bicycle wheel, weighing from six to

seven pounds complete, and, resting one edge flat on a stool a foot high, while the other remained on the ground, jumped on to the hub and stood there for several seconds. Upon tricycles, in particular, we repeat, it matters little which system is employed; but upon bicycles, where the rider is placed almost directly over an obstacle to be surmounted, we have found a marvellous difference in *comfort* between riding a tangent which from its method of construction, becomes practically a solid disc, and gliding with a charming elasticity over the same ground on the spider variety. The conclusion at which we have carefully arrived is that a tangent requires a rubber at least an eighth of an inch larger in diameter than the radial wheel, if similar immunity from vibration be aimed at.—*C. T. C. Gazette*.

THE LANCASTER BINDING RING.

"For our inspection Messrs. Rimmon, Clayton & Sons, of the Brock Street Cycle Depot, Lancaster, have submitted to us a specimen of their patent binding ring, which has been the subject of some correspondence in our columns recently. The system consists in affixing to the spokes on each side the wheel a ring of No. 13 spoke wire at a distance of 8 to 12 inches from the hub, according to size of wheel. This ring is placed against the outside of the spoke, and is then lashed to each one with fine wire, the lashings being secured when done with solder. Of course, the test of the efficacy of such a contrivance can only be arrived at after, perhaps, a twelvemonth's use, so we are unable, from personal experience, to speak on this point, but we can readily see that the ring would have the effect of preventing, to a great extent, the vibration of the separate spokes, and would generally hold the wheel together, whilst the makers inform us that they have thoroughly tested it over one or two seasons, and that machines that have regularly been subject to broken and stripped spoke threads and buckled wheels have been quite free from these defects since being fitted with the binding rings, and they quote in particular one 54in. racer which buckled under a 9 stone rider, and has, since being fitted with the rings, successfully carried a 13 stone individual."

INDIANA L. A. W. DIVISION TOUR.

The touring committee of this division have arranged a very pleasant tour for the coming summer. The start will be made from Rushville, Ind., on July 9th, at 7 a. m. The run is as follows: Lewisville, 18 miles; afternoon, New Castle, 10 miles. Saturday morning, to Pendleton, 21 miles; afternoon to Noblesville, 15 miles. Sunday morning to Tipton, 20 miles; afternoon, Kokomo, 18 miles. Monday morning, Russiaville, 12 miles; afternoon, Lafayette. Tuesday morning, Crawfordsville, 28 miles; afternoon, Lebanon, 24 miles. Wednesday, Indianapolis, 30 miles. On the second day of the tour, Saturday, there will be a handicap road race from New Castle to Pendleton, 21 miles.

THE AMERICAN CHAMPION IS A ROADSTER

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

THE "MARLBORO' CLUB" TRICYCLE.

Foremost in the line of improved three wheeler's for this season stands the "Marlboro Club," manufactured by the Coventry Machinist's Company. The "Marlboro" is of the favorite automatic steering type, having two 40-inch driving wheels and a 20-inch front steering wheel. The Central tube slopes downward from the axle bearings to carry the crank shaft and chain pulley, whence it curves upward and forward, joining the sloping vertical steering post just above the front forks. The steering post is surmounted by a straight handle bar.

The different parts of the machine are carefully constructed. The wheels are very light, but strongly built, with V. Steel wires and butt ended spokes. The axle is double with balance gear on the right hand side, and the ball bearings by which it is connected to the frame are of an unusually stout and firm construction, over-coming the objection which is so frequently raised against the central axle bearings, whose cases are not calculated to withstand the strains they will be called upon to endure. These axle bearings, although very rigidly bolted to the frame bracket, can be easily and quickly detached by removing two nuts, for convenience in packing or getting the machine stowed away within a narrow compass. The axle tube between the two bearings is additionally strengthened by an outer sleeve where the chain pulley and brake drum are fitted on. The chain itself is a very light one, all superfluous weight being eliminated from the link-sides without weakening the pulling strength of the chain one iota, and the bracket carrying the lower chain pulley has the same effective means of expeditious and accurate adjustment for which the "Club" tandem is celebrated, no hammering being requisite to adjust the chain. The cranks are slightly turned outward, so that the rider's ankle-bones are more effectually protected from contact with the crank bosses; and there is, of course, ample room for the heels to clear the axle. The sloping steering post is elegantly fashioned, there being no arrangement of springs visible; the spring which keeps the steering wheel in a straight line, save when the rider deflects it, being completely concealed within the tube, so that all is trim and neat. A plated tubular handle-bar surmounts the steering post, and can be adjusted to suit the heights of various riders; it is at the ends turned slightly backward, enabling the usual overhand grasp to be pleasantly maintained, but not turning backward so much as to prevent a change to "capping the ends" or the

"overhand grip" when the rider desires to alter his position. The brake power is fully efficient, and can be applied by either the hand or the foot; in the former case, a capital arrangement of rods connects the manual grip-lever with the brake band on the axle; in the latter case, the rider rests his foot on the rubber-clothed foot-rest, and applies the brake by gently resting his heel on a conveniently situated heel-plate.

The machine presents a graceful and elegant out-line. It is suited for ladies as well as gentlemen, as there is no necessity of climbing over the axle, and by a simple turn of the handle bar, one can easily get in or out of the tricycle without any difficulty. This machine is sure to be popular.

THE "MATCHLESS" BICYCLE.

Sir,—As one who has had an extended experience with cycles of every sort and type, I venture to give my opinion on the "Matchless" rubber-cushioned bicycle for the benefit of "Rota." To reply to his queries *seriatim*.—

1. The vibration is *greatly* reduced by the rubber cushions; there can be no two opinions on this point. The perfect insulation of those parts of the machine which are in intimate contact with the rider from those parts which are in contact with the road, which is the source of vibration, acts in a manner that cannot be otherwise than beneficial, and it will be not only apparent, but also appreciated by all those who try these machines. As to whether there is less vibration on a "Matchless" bicycle than on a Rover-type of safety bicycle, the comparison is not a fair one. It is obvious that in a machine of the latter type the position of the rider—nearly midway between the two wheels—is the most favorable one for the non-production of vibration, but my experience leads me to believe that if the rubber cushions were applied to a Rover-type or safety the gain would be as distinct and appreciable over one without them as it is in the "Matchless."

2. As the handle-bar is now fitted with a square shank fitting into a square socket the rigidity of the handle-bar is in no way impaired, though, personally, I never found that it was so in the original pattern, as the rigidity of the bar can always be adjusted by the screw glands on the ends of the socket carrying the bar.

3. The advantage of the rubber-cushioned bicycle seems to me to be the complete absorption of vibration, which renders riding easier and pleasanter, and with far less injury to the nervous system, while the rubber

cushions materially prolongs the life of the machine. I have heard many riders complain of the weight of the machine, but this is quite beside the question of the principle involved in the "Matchless" bicycles, and at the present time these machines are built quite light enough to suit practical riders who value comfort more than "scorching."

ROBT. ED. PHILLIPS, M. I. M. E.

C. T. Gazette.

END OF A BICYCLE SUIT.

The suit of the Pope Manufacturing Company against the St Nicholas Toy Company of Chicago, begun in 1883 in the United States Circuit Court for the northern district of Illinois, and for which the defendant had been under injunction and bonds since October, 1883, came to a final hearing a few weeks since, and the court reserved decision. The court has now decided in favor of the Pope Manufacturing Company on every point. The defendants had set up in their answer, and also by a cross bill, that the patents of the Pope Manufacturing Company, under which they had been licensed, were invalid, and that the defendants did not use the devices covered by the patents. The court however, has decided all the points against them. In October, 1883, they were ordered by the court to comply with the terms and conditions of their licenses and to make the returns and payments into court. In July, 1884, the court issued an injunction restraining the defendants from making or selling machines other than specified in their license. The Pope Manufacturing Company now gets a final injunction as well as a judgement for about \$11,000 and the cross bill against them dismissed.

Boston Globe.

At the annual meeting of the Harlem Wheelmen, held March 12, 1886, the following officers were elected for the ensuing year: President, W. H. DeGraff; Vice-President, Wm. Dutcher; Secretary, F. A. Ryer; Treasurer, E. C. Parker; Trustees, C. H. Leggett and G. S. Curtis; Captain, W. D. Edwards; 1st Lieutenant, E. I. Halsted; 2nd Lieutenant, C. M. Phelps; Bugler, H. D. Cochrane; Color Bearer, A. Rauchfuss.

It is now Spring. The Coy young thing is again with us, and we rejoice. Once again will the early swallow meander forth in search of the matutinal worm; and he will fetch him, every time. Under the vivifying influence of old Sol, the flowers will soon blossom, the garden truck will flourish and we shall get our annual attack of Spring fever.

MINNEAPOLIS, MINN., March 15, 1886.

MESSRS. GORMULLY & JEFFERY, CHICAGO, ILL.

Gentlemen: We wish to congratulate you on the great success of your American Champion Bicycle in its first race, (the great six-day, 12 hours per day, race just finished in this city.) With Albert Schock its rider, it covered 1009 1-2 miles, Winning the world's long-distance record. The machine came through in grand shape, not the slightest thing going wrong; requiring throughout the race but the care of an occasional oiling. One of the results of the contest is a lively demand for the new wheel in this city.

Yours very truly,

S. F. HEATH & CO.

"SOMETHING ABOUT THE NEW 'CHAMPION' MACHINE."

A MIRROR OF AMERICAN SPORTS reporter called upon Mr. Thos. B. Jeffrey, of the firm of Gormully & Jeffrey, at the factory last Monday to find out something about the new wheel, and how it behaved in the recent six-day race when it took the world's record. The reporter remarked that the Sunday papers were no doubt interesting reading to him. Mr. Jeffrey said, "Yes, of course, the news regarding the creditable performance of the first Champion we shipped could not well be otherwise than pleasant. You see there is always more or less chance of mishap to the first wheel of a new line that is put together, though the manufacturer be careful as possible, and I should not have been surprised had the wheel that Schock rode given him a little trouble during the first few days of the race, as he had no chance to try it before the race began, but our Minneapolis agents have written us that not a screw turned and that no attention whatever was necessary."

The reporter asked what Mr. Jeffrey regarded as the strong and essentially unique points of the Champion. He said: "Perhaps the most important feature of the machine for long-distance riding is the means we have for holding the bearing of the fork. You will notice the fork end is cup shaped and surrounds the spherical case which contains the balls. This construction permits the spherical case to automatically assume the direction or line required by the shaft to enable it to turn very freely. This will be understood by wheelmen who have observed the different forms of bearing fastening employed on all other makes of bicycles, which, although stationary, may perhaps with great care be made true when no weight is on the machine, but the weight of the rider and the pull on the handles will certainly tend to change the direction of the fork ends, which are the bearing cases in other makes, and so, by twisting ever so slightly, cause unnecessary friction where there should be the least possible. This is perhaps the greatest point in favor of the Champion as a long-distancer. But you will also notice that the neck has a very long and rigid fitting, and stronger and in a shorter space than in any other; so, while being exceedingly free to turn it can be firmly held without swaying or wobbling, and the rider is able to keep a uniform distance from the pole, and I really think that Schock, though he undoubtedly rode all the miles of the record, on another machine would have actually ridden more miles to have measured the same distance.

PROFESSIONALISM IN MODERN ATHLETICS.

Dr. Dudley A. Sargent, director of the Harvard College Gymnasium recently delivered a lecture at Union Hall on the above subject. We quote the more striking parts of his address:

"Athletics were once indulged in for social and physical ends, while they are now the ends themselves, and everything else is made subservient. The increase of professionalism marks the beginning of the decadence of athletics. In England, boxing and rowing are not what they have been, and even cricket is beginning to lose its hold. Here in the United States fancy gymnastics are things of the past, and though I may be laughed at for saying it, boxing, rowing, and base ball have passed their zenith. The interest manifested is not a healthy one, and sooner or later the evil will sweep away the good. The natural tendency of all sports is towards professionalism, and we must regard it as the evil of all evils.

"I mean no reflection upon any individual, as character makes the man, but the nature of sports is against them. A professional athlete in success is praised and paraded before the world until he over-estimates his ability, becomes vain-glorious and haughty. In the hour of defeat, he misses the praise to which he has become accustomed, and finds that he was lauded only as an athlete, not as a man. He must then win at any cost, and here we have the origin of trickery, jockeying, and crooked scheming of every description. Fair play and no favor, or let the best man win, is no longer recognized in sports. Soon men become interested in athletics as a business, and their mercenary motives are fatal as pecuniary considerations, and bribes are offered. The contestants are in the hands of trainers, who in turn are controlled by the gamblers. A contestant loses to win from a pecuniary standpoint. Betting is ruinous to athletics. It biases the judges, it injures the contestants, and excites the people. Men bet to win. They must get 'tips' as they are called, and the pool-rooms are run with this in view, the telegraph playing an important part in the same.

"Excitement is one of the tendencies of athletics, and managers cater to the tastes of their patrons. With this in view, they fix up the contests. No better example is wanted than the hippodromic sparring and wrestling matches. Crowds are in attendance for excitement, and believe the contests genuine, but the participants have been practised.

"One of the greatest aids to professionalism, and the worst feature in this perplexing question, is the space given to sports by the public press. The newspapers are defended by some on the ground that they are controlled by corporations, and the publishing of sporting news is a matter of dollars and cents. What a tremendous amount of harm a newspaper can cause, when it devotes three columns to a fictitious encounter, and describes minutely every motion made, in a sensational way! While but hundreds attend the encounter and suffer by its influence, thousands reach it through the newspapers. So far have the papers carried this custom, that each one now has its sporting column or department with its sporting editor. They are not competent, and do not attempt to deal with athletics as sporting papers, and are thus in many cases inaccurate and unreliable. They thus have come out in favor of keeping up and aiding what only tends to bring about crooked dealings in the sporting world, while the regular sporting papers join with the religious press against the influences which are ruining athletics. A great responsibility rests with the press, and it depends largely with the newspapers whether or not we are to see athletics eventually ruined.

"Next to the power of the press is that of influential and prominent men. Particularly is this the case with men of authority in our colleges. It would seem that the action of some of our college faculties was influenced by the success of the athletic organizations in their respective colleges, and that it was worth while to keep up the base ball nine or crew, if by a victory of either, ten or twenty pupils could be added to the college.

"One of the most perplexing points in the question of reform is the position taken by our young men and particularly the college students. Healthy rivalry is good, but the danger of college athletics begins with inter-collegiate sports, and just here commences the professionalism, which comes so slowly at first that students and faculty do not recognize it. It is estimated that the cost of sustaining athletic organizations at Harvard is \$20,000. This was formerly raised by subscription, but to secure it now the games and contests are arranged on a money-making plan, which the Harvard authorities object to.

"The tendency of the press and the colleges is towards the death of sports. The hearty co-operation of all thinking men should join to resuscitate them. Learned men and college authorities should decide what part athletic sports are to fill in college

AT MINNEAPOLIS LAST WEEK

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.

A few weeks since a correspondent wrote us for information of a tricycle propelled by the arms—oarsman style. We have since learned that the Rev. Mr. Taylor, of Beaconsfield, England, has been engaged on such a machine for three years. His first essay was entirely unpractical, but he now announces that he has improved and modified it, and expects to shortly place it on the market.

Mr. J. R. Hogg, who recently visited London, and at the N. C. U. meeting, made an effort to have the amateur definition abolished, has written his impressions of his visit to the *C. T. C. Gazette*, for March. He had a good opportunity to note the conduct of the different members of the two press cliques, the "Coventry Ring" and the "Wheeling Crew," and he says: "The state of amateurism may be bad; but the state of affairs between the newspapers is contemptible and disgusting." And so say we all of us.

"The Lynn Cycle Club at its last regular meeting expressed considerable indignation at the recent action of the L. A. W. racing board in suspending the leading amateurs of the country, including three of its own members, and has unanimously resolved to stand by the amateurs rather than the L. A. W. As is generally known, the Lynn club is to build a racing track this spring, and will admit to all the races, without regard to this recent action of the racing board, any amateurs. It is hoped, however, that this action of the racing board will not be sustained at the next meeting of the league, which takes place in May."

At the K. C. W., dinner Mr. T. B. Hegeman, the club poet, read the following original address:

On occasions like this, 'tis the caper correct,
A time-honored custom—a mark of respect—
To call for a speech from each officer elect.
In response to your call I arise from my seat,
With a feeling of fullness supreme and complete,
That makes it an effort to stand on my feet.
Believe me, dear boys, I am proud of you all,
Your presence lends grace to the banquet hall.
The seed that you planted some five years ago,
Struck root strong and deep, and continues to grow.
Your fame has extended from east to the west,
Your famous drill team is acknowledge the best.
Your object is pleasure, your mission is fun,
Which you get in full measure when out for a run.
As you speed o'er the path, post, woodland and field.
All the beauties of nature to you are revealed.
What words can describe the pleasures you feel
While spinning along on your steed of steel.
As the Kings County Wheelmen you're known
through the land.

A club of good fellows, long may it stand,
Honest in friendship, game in a race,
If not always winners quite sure of a place,
Success and prosperity may the future reveal,
To the Kings County Wheelmen—knights of the wheel.

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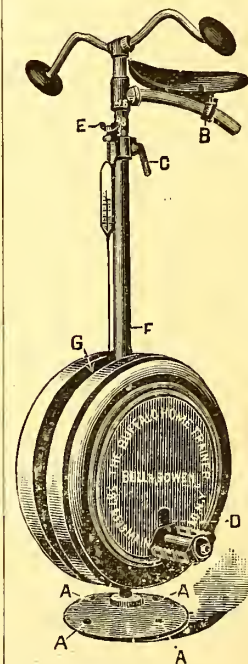
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Further particulars may be had on application to Mr. FRED. JENKINS, Editor of THE WHEEL, who has kindly consented to act as Referee.

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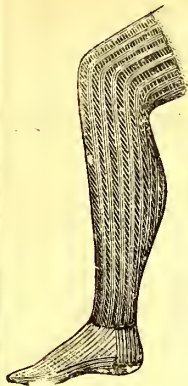
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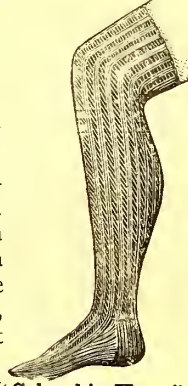


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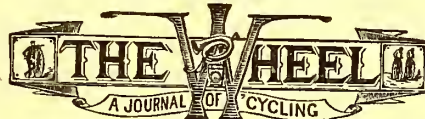
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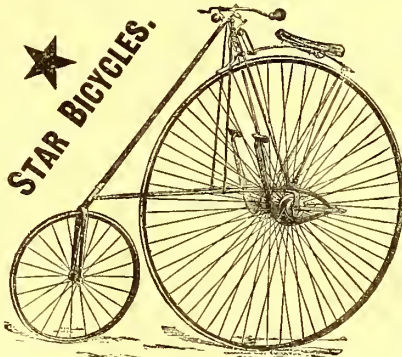
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