

Vol. X.—No. 4]

NEW YORK, APRIL 23, 1886.

[WHOLE NUMBER, 238.

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

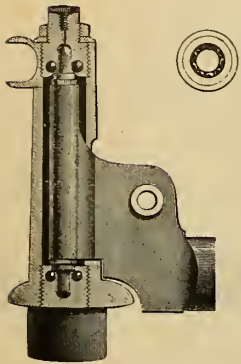
NEW 1886 PATTERN.

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

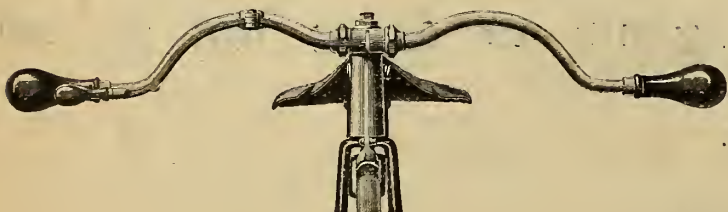
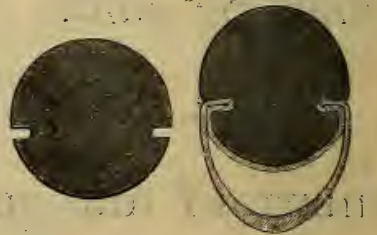
← **THE ADJUSTABLE BALL HEAD.** →

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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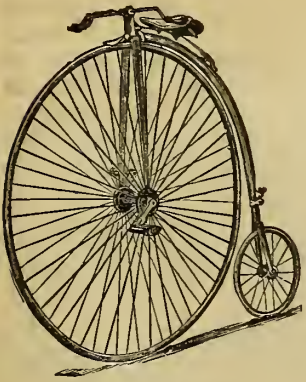


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107 WASHINGTON ST., BOSTON,
SOLE AMERICAN AGENTS.

RENTON & CO., 229 Broadway,
AGENTS, NEW YORK.
CHAS. SCHWALBACH, 132 Penn Street,
BROOKLYN AGENT.

5,056 Miles on One Wheel in 1885. Best Record of the Year, Won by a Royal Mail.

THE WHEEL.



GORMULLY & JEFFERY,

222 & 224 North Franklin Street,

CHICAGO, ILLS.,

respectfully call the attention of both DEALERS and INDIVIDUAL purchasers to their
BOYS' and YOUTH'S

IDEAL BICYCLE,

—== FOR 1886. ==—

as embracing all the IMPROVEMENTS suggested by an actual manufacturing experience of SIX YEARS, and confidently recommend it as the best value for the money of any Youth's Bicycle on the American Market.

Besides the many CHARACTERISTIC FEATURES which have rendered this machine so popular in the past, may be particularly mentioned:—

THE DETACHABLE DROPPED Handle Bar in One Piece. **THE G. & J. CLOSED HEAD** and Neck. **THICK ENDED SPOKES** at both Hub and Rim, rendering Breakage of Spokes Impossible. **SOLID RUBBER HANDLES**, which serve as a cushion and protect the machine against accident occasioned by falling. **THE IMPROVED ADJUSTABLE** Rubber-Capped Step. **LONG-DISTANCE SADDLE**, with attachment to Tighten or Loosen the Leather at will. **PATENT PARALLEL BEARINGS**, held in Spherical Cases which adjust themselves to any changes in the forks occasioned by accident.

THE FOREGOING ADVANTAGES APPLY TO ALL SIZES WHICH RANGE FROM 30 TO 50 INCHES.

For Sale by Dealers Generally. For further information send 2 cent stamp for new revised Illustrated Catalogue of Bicycles and Sundries, and revised Price-List for 1886, to

GORMULLY & JEFFERY,

222 & 224 NORTH FRANKLIN ST., CHICAGO, ILL.

N. B.—We also Manufacture an extensive line of Bicycle Bells and Sundries.

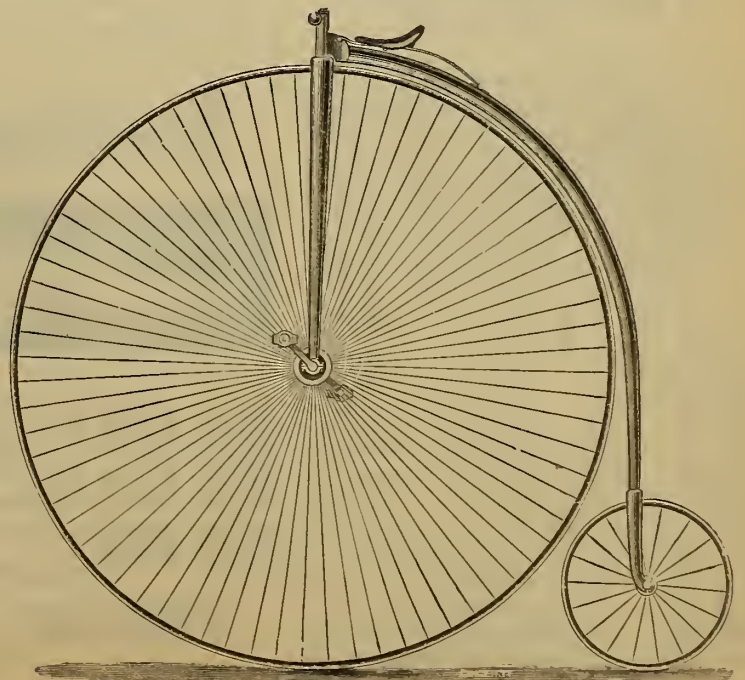
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229 BROADWAY, N. Y. CITY,

Sole New York Agent for the Celebrated

"CLUB"

Bicycles and Tricycles.



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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

MURRAY'S, 100 Sudbury St., BOSTON, Mass.

m513c



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

VOLTAIC BELT CO., Marshall, Mich.

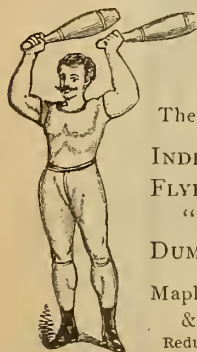


"Home Exerciser"

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.

HOLDFAST
TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
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=H.B.HART, 811 ARCH ST. PHILA.=

AMERICAN BICYCLES
Manufactured by **GORMULLY & JEFFERY**
222 & 224 N. FRANKLIN ST. CHICAGO, ILL.
SEND STAMP FOR 32 PAGE ILLUSTRATED CATALOGUE.
SIZES, 30 TO 60 INCHES. PRICES \$35 TO \$62.50



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 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.

\$20.00.

Silver Fly-Back



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 \$100, 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.

SEND STAMP FOR 32-PAGE ILLUSTRATED CATALOGUE.

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

The Only Supply Depot in America.

The Massachusetts club has moonlight runs planned for almost every night this week; so also has the Boston club.

A look around the bicycle repair shops on the morning after the Waltham club's exhibition, sufficed to show that many a rider had made an attempt on the previous evening to get ahead of his machine.

The Chelsea bicycle club formally organized on Friday evening last, and elected the following officers: President, Abbott Bassett; Vice-President, J. B. Seward, Jr.; Secretary-Treasurer, C. E. Walker; Captain, L. H. Frost; First Lieutenant, R. E. Burnett; Second Lieutenant, S. W. Tracer. The club starts with thirteen charter members. It has voted to adopt the League uniform, with the word "Chelsea" in silver letters on the coat collar.

At last a bicycle club has been organized at Melrose. The deed was done last Friday evening, and the following officers were elected: President, Dr. Partridge; Captain, H. Joyce; Secretary, Wm. L. Reed; Treasurer, Francis Cogswell; Captain, Alonzo M. Tracy; First Lieutenant, Frank W. Downing; Second Lieutenant, Harry Keep. BOSTON, April 20th, 1886. C. S. H.

MAKER'S AMATEURISM.

BOSTON, April 12th, 1886.

EDITOR L. A. W. BULLETIN:

Having failed to remove the reasonable doubt affecting their amateur status within the time allowed by the Racing Board, the following wheelmen are hereby declared to be professionals, and are expelled from the League of American Wheelmen. Amateur wheelmen are notified not to compete with them under penalty of losing their status and their membership in the League:

A. O. McGarrett, Springfield, Mass.; W. A. Rhodes, Dorchester, Mass.; F. F. Ives, Meriden, Conn.; E. P. Burnham, Newton, Mass.; W. A. Rowe, Lynn, Mass.; Geo. M. Hendee, New Haven, Conn.; A. A. McCurdy, Lynn, Mass.; W. H. Huntley, Newton, Mass.; F. W. Westervelt, Springfield, Mass.; William A. Taylor, Macon, Ga.; Asa S. Wendell, Lynn, Mass.

The following parties, for violation of Rule H, are suspended from the race track till May 30th, and during the time of their suspension they are forbidden to compete in amateur races:

W. N. Winan, Springfield, Mass.; D. E. Hunter, Salem, Mass.; John Illson, Hartford, Conn.; F. D. Palmer, New York; John Williams, Dorchester, Mass.; L. D. Munger, New Orleans, La.

The following parties have furnished the certificates required by the Board, and proceedings against them are dismissed:

C. E. Kluge, Elizabeth, N. J.; Joseph Powell, Smithville, N. J.; George E. Weber, Smithville, N. J.; C. O. Danforth, Cambridge, Mass.; A. B. Rich, New York.

J. A. R. Underwood and W. B. Everett & Co. certify that they have never paid money to John Williams for riding a wheel, but the former declines to certify that he has not paid expenses. W. B. Everett & Co. certify that they have never paid money to L. D. Munger, but they admit having paid his expenses. H. B. Smith Machine Company certify that they have never paid money to nor expenses for C. E. Kluge. C. O. Danforth and A. B. Rich have furnished all

certificates asked for. Other cases are now pending, and will be reported on later.

It has been publicly stated in the newspapers by the promoters of coming racing events, that no notice will be taken of the action of the Racing Board, and that the suspended parties will be allowed to race. This is to give notice, that any action of this kind on the part of those who have been suspended, will be regarded as an admission of guilt, and they will be classed as professionals forthwith. The Racing Board is well aware that certain parties cannot remove the reasonable doubt, and these can be no worse off if they do enter the races and become disqualified, but it may be well to warn all those who care for their amateur status, to avoid any competition with these men.

ABBOTT BASSETT,

Chairman Racing Board.

THE FIFTY MILE ROAD RACE.

Next Monday will witness the decision of the fifty miles road race at Clarksville, Mo. All the road scorchers of the country have entered, and fast time and a tight contest are expected. The men will start at 10 a. m. and it is probable that the last of them will have finished by 2 p. m. After the race comes dinner, followed by short runs in the neighboring country. At 7:30 p. m., a banquet will be served in the Clarksville Hall, plates being laid for three hundred. At 8:30, the ladies will retire to an adjoining hall, to prepare for the ball. Meanwhile the gentlemen will speechify, smokify and drinkify till 9:30, when the dancing festivities will begin. These will conclude in time to allow visitors to catch the 3:15 a. m. train for Saint Louis. The projectors of the race have secured the right of way on the road from 10 till 2, during which time no vehicles will be allowed on it. At each of the four corners, men will be stationed with solid and liquid refreshment, for the racers, not the spectators. The competitors will be conveyed in buggys to the start, which is nearly nine miles from town. The finish is within a few feet of the Mississippi river, and steamboats will convey spectators from the town to this spot. Special reduced rates have been made by all the local transportation companies, and it is expected that excursion parties from the interior of the country will be present. There will be bands to dispense music and a real Mayor to master the ceremonies. Altogether, it will be seen that our western friends intend to ignite the atmosphere on the memorable afternoon and evening. The *American Wheelman* has shown enterprize and ability in the projection and proposed carrying out of this extensive programme.

AN INTERNATIONAL CYCLE SHOW.

An international cycling show will be held at the Royal Albert Palace, London, from May 3rd to May 17th. The entire immense building will be devoted to the show. It will be opened by a member of the Royal family and special invitations will be given to those who would give *eclat* to it. Races will be held for amateurs and professionals £200 being appropriated for prizes. All the leading papers will be invited to send representatives, and pains will be taken to explain to them the various important points of the different machines. Various attractions are promised by the managers, and taken altogether, it promises to be an epoch in cycling annals.

TRADE NOTES.

Mr. J. S. Murray, of Boston, reports large sales. Mr. Murray has the Boston agency for Gormully & Jeffrey's famous wheels.

Mr. Jens F. Pedersen reports orders from many of the prominent clubs that have announced race-meets. Last week he showed us a novelty in the way of an imported stopwatch, a beautiful piece of work.

Mr. Geo. R. Bidwell rejoices in the possession of an entirely new line of 1886 Rudges. He is making preparations to move his business to the Citizen's old club house in 58th street.

Mr. George Singer, of Singer & Co., Coventry, England, arrived in Boston last week. He visits this country for the first time on a combined business and pleasure trip. He will remain at the "Hub" a few weeks, and then visit Canada. He says that Boston has such an English air, that he feels quite at home there. Score one for Boston.

Gormully & Jeffrey are running up to their full capacity. They have recently added two hours to their working day, and the machinery now whistles from 7 a. m. to 7:30 p. m.; with but half an hour for dinner. Their working force consists of 150 trained mechanics, besides their clerical staff. We like to see home industry thrive, and this firm is evidently well patronized by American wheelmen. Mr. R. P. Gormully is again East on a business trip.

Messrs. William Read & Sons issued their Spring catalogue last week. It is a twenty page pamphlet containing testimonials, records and illustrations of the Royal Mail, Premier, Ideal, Kangaroo, two track tricycle, both side and central gear, double driving and double steering tricycles, sociable, and two track convertible tandem tricycles, also a list of sundries. A copy may be had on application to the firm at 107 Washington St., Boston. Agents, Chas. Renton & Co., 229 Broadway, N. Y., and Charles Schwalbach, 124 Penn St., Brooklyn.

Mr. Ira Perego announces a brisk business in his cycling goods department. He has a large assortment of knee-breeches, jackets, hats, shoes, hose, racing tights, toweling and other cycling sundries. He makes a specialty of C. T. C. cloth, which he imports and sells at \$4.00 per yard. This cloth is square white checks on a black ground. It is durable and the members of the C. T. C. on this side would do well to examine it. Mr. Perego reports a run on dark blue Jersey Jersey pants, which he is retailing at \$3.50 per pair. It is a pleasure to examine these goods, and wheelmen would do well to visit the Perego establishment.

A TWENTY MILE AN HOUR FOUR-IN-HAND.—A strange machine was seen on the road between Coventry and Stonebridge on Saturday last, and the pace at which it was proceeding aroused the curiosity of all cyclists as to its identity. In passing through the works of Rudge & Co. on Monday, we learned that the new machine is Phillips' Combination Tandem, or Quadricycle, for four riders. Roughly speaking, the machine consists of the two tandems joined—a Hummer pattern and an automatic. The weight of the first is 150lbs., but the next one will not scale more than 120lbs. Mr. W. P. Phillips is confident that with four good men "up," it will beat twenty miles an hour.—*Bicycling News.*

THE WHEEL.

WHEEL GOSSIP.

Karl Kron says he will not be able to publish till the latter end of June.

A number of Irish wheelmen will tour to Kilarney this season. The excursion will be managed by R. J. McCreedy, editor of the *Irish Cyclist*, of Dublin.

The Missouri B. C. will attend the Clarksville Road race in a special car. It will be side-tracked and left over at Clarksville on Saturday and Sunday nights for the convenience of club members.

The Ixion B. C. now has fifty members. There is some talk of taking the house next door and throwing both buildings into one. This would give them really splendid quarters.

Jo Pennell, says a London contemporary, wears his raven locks adown his shoulders. When they reach a certain length he will acquire the privilege of being called, the Reverend Stiggins.

Percy Furnivall made his first appearance on March 30th, at the sports of a school which he once attended. The event—a two miles handicap—was the opening event of the English racing season. Furnivall won easily in 9m. 45 1-5s.

A correspondent seeks information of a European tour, which he claims to have read of in some paper or other. If this item should arrest the optic of the projector of any such excursion, he will favor by sending particulars for publication.

The New York Bicycle Club think of building a new house. The club has already pledged \$30,000 for the purpose, and as soon as the membership reaches fifty the plans will be put into operation. The Club now has forty-two members.

The Ixions have appointed a committee for their annual Decoration Day fifty mile club road race. The project of running it on a sixteen mile macadamized course in the Orange district is being discussed, and it is probable that the tortuous path to Tarrytown will not be used this year.

Messrs. Fred. Cooper and W. Nicholson opened the English "record" season a few weeks ago with a ten miles tandem tricycle record, viz: 34m. 17s. The trial was made on that favorite scorching ground of London riders, the Ripley Road. Mr. G. P. Coleman officiated as timer.

An association for the Advancement of Cycling was organized in Philadelphia last Monday. One of the objects stated in the Constitution and By-Laws, is the improvement of roads. The officers are: President, Eugene M. Aaron; Vice-President, Frank Read; Secretary, Chas. M. Miller, and Treasurer, H. C. Worrell.

The Hudson County Wheelmen will hold a preliminary race, on May 8th, over the Inter-Club twenty-five mile course. The first three men will represent the club in the Inter-Club team race; the fourth man will, of course, be C. E. Kluge. The latter, by the way, left town last Friday for Clarksville, Mo., the scene of the great road race.

The regular monthly meeting of the Citizens B. C. was held in their new house in West 60th street, on last Monday evening. Upwards of fifty members were present. It

was decided to raise the number of trustees from four to six, and Messrs. Simeon Ford and W. C. Frazee were elected. Two new members were also elected. The Cits are moving into their new quarters this week.

In connection with the match races between W. G. George and L. E. Myers, to be held at Madison Square Garden on May 1st, 8th and 15th, there will be a bicycle event each evening. The prizes are valuable silverware. The entrance fee is fifty cents for each event. They close a week before the races. For full particulars address Harry Fredricks, 16 Spruce St., N.Y. City.

The second race of the Prince-Woodside series was decided at Minneapolis on April 14th. The distance was twenty-five miles. Woodside finished the first five miles in 15 m. 48 1-2s. Prince led at the tenth mile in 31m. 45 1-2s.; Woodside at the fifteenth in 47m. 18 1-2s.; Prince at the twentieth in 1h. 3m. 10s., and at the finish in 1h. 19m. 56 3-4s.; Woodside a few lengths behind.

Mr. Ansell N. Kellogg, a member of the Citizens, recently died in Florida, where he had gone in search of health and rest. Mr. Kellogg was President of Kellogg's "advertising lists," and was a hard worker. He joined the Citizens not long since, hoping to obtain some benefit from cycling, but he had waited too long. He is the only member that the Citizens have ever lost through death.

The twelve-miles road race, under the auspices of the Boscobel B. C., of Lynn, Mass., was held last Saturday afternoon. The starters were J. T. Stevens, allowed 5 s. handicap; Ed. Bergholtz, 3 s., and S. Truesdale, and W. L. Lewis, scratch. The race was started at 4.20 P. M., a large crowd being present to witness the send-off. Lewis won in 57 m. 45 s.; Truesdale finished second, and the other two came in abreast.

The annual meeting of the Montreal Bicycle Club was held April 8, when the following officers were elected for the current year: President, J. D. Miller; 1st Vice-President, J. B. Bostell; 2nd Vice-President, W. G. Ross; Secretary, R. F. Smith; Treasurer, R. Lloyd. Committee—A. T. Lane, G. S. Low, J. Gnaedinger and F. G. Gnaedinger; Captain, H. Joyce; Lieutenants, J. T. Gnaedinger and E. W. Barlow; Standard Bearer, J. Robertson; Bugler, F. W. Crispo.

The Executive Committee of the New York and New Jersey Institute Team Road Racing Association will hold a meeting at the L. I. W. Club rooms, to-morrow evening, to determine the date of the event. The twenty-five mile course has already been selected. It commences at the first hill below Arlington, N. J., thence almost to Milburn, along the valley road and return over the same course. The clubs will enter four men each, and no less number will be accepted. If necessary the race will be run in heats. Oh joy!

Kluge, says the *Cyclist and Athlete*, did fifty miles on a home-trainer in some remarkable time, which isn't quoted, and it mentions the fifty miles on the trainer as something quite ordinary. Fancy, a fifty mortal mile solitary grind on a home-trainer against time! Horrible and nauseating to think of. Has anybody in England ever taken such a spell of work on one of these instruments? If such an unfortunate ex-

ists, and will communicate with this office, a memorandum shall be sent the police, or the lunacy commissioners, or somebody, which shall ensure his being taken proper care of.—*Bicycling News*.

The New Castle (Pa.) Bi Club will open the racing season of Western Penna. and Eastern Ohio by holding a race meeting on Thursday, May 20th. This four lap track, which gave such satisfaction to the men who rode on it last Fall, has been further improved, and now ranks with the best. The prizes will be handsome medals, made by one of the best makers in the country. The club hopes to be able to arrange a special race between J. S. Hedge, of Buffalo, and C. M. Brown, of Greenville, Pa., to settle a much disputed question, since the races between them last Fall. It is expected there will be a large attendance of wheelmen.

A letter just received at the *Outing* office from Thomas Stevens, their special correspondent on the bicycle trip around the world, announces that he has changed his plans in regard to his further movements from Teheran. Instead of proceeding to India, he will take a northerly line towards the Great Wall of China, passing Mery, Bokhara, Samarkande, Tashkend and making his first civilized halt, comparatively speaking, in Pekin, at which place mail matter, until further notice, should be forwarded, addressed care of U. S. Legation. He is in good health and spirits, although his tires are badly cut, and he thinks he may have to improvise make-shift ones from raw-hide.

The Springfield bicycle club last night suspended George M. Hendee, A. Q. McGarrett and W. N. Winans from membership, pending the action of the League of American Wheelmen in regard to the maker's amateur question. It was decided that no women should grace the club's supper-table, May 6, and a committee was appointed to decide upon the place for holding it, which will probably be the Warwick. Invitations to the banquet were extended to 40 of the most prominent wheelmen of the country, including President Beckwith and Secretary Aaron of the league. Tickets for the minstrel performance at the Opera house May 10 are meeting with a good sale, and the end-men are said to be acquiring a humor akin to that of professionals.—*Republican*.

The Cyclists' Touring Club Handbook and Guide for 1886 has just been received. It is gotten up in elegant style, and the arrangement and scope of the information contained therein, is a distinct advance on previous excellent editions of the yearly book. It contains lists of the C. T. C. hotels, headquarters, recommended inns, consuls, repair shops, rates of transportation of wheels, rules and regulations governing bicycling, etc., etc.; these are given both for the United Kingdom and the Continent. There is also a map, and a diary for recording runs, etc. It is a singular fact that this great club should content themselves with giving the head-quarters, inns and repair shops in each town. They might improve their hand-book by arranging it on the American plan, of giving the distances between towns, the condition of the roads, etc. The book is sold for one shilling by the painstaking Secretary-Editor of the C. T. C., Mr. Ernest R. Shipton, 139 Fleet St., London, E. C.

THE COLUMBIA SAFETY.

We present this week a cut of the new Columbia Safety, which the Pope Man'f'g Company intend to place on the market about May 1st. The machine is very light, graceful and embodies the principles used in the Expert and Light Roadster. The following is a brief description of the safety:

Wheels, 42 and 20-inch. 1-inch and 7-8-inch endless moulded red-rubber tires. Crescent felloes. 40 and 20 direct spokes, No. 11 1-2 wire, with both ends enlarged. 2 3-8-inch hub on 7 inch axle, with 3 1-4-inch spread of spokes. Adjustable crank and chain-driving gear. Detachable cranks, 4 1-2 to 5 1-2-inch (or 5 1-2 to 6 1-2-inch) throw, notched on back for adjustment of pedals. Columbia "Double Grip" rubber (Latta patent) ball-pedals (Peters and Wallace patents) to front and rear, and sprocket-wheels. 1 3-8-inch seamless-steel cylindrical perch. 5-inch cylindrical head, with dust-shield. Columbia elliptical, seamless-steel tubular front forks. Semi-tubular rear forks (Knous and Wallace patents). 26 inch hollow continuous-steel detachable (Pratt and Knous patents) cow-horn handle-bar. Vulcanite handles (Moran patent). One-piece leg-guard. Grip-lever-spoon brake. Oblong open serrated step. Kirkpatrick saddle (Shire, Veeder, and Kirkpatrick patents). Tool-bag, with nicked monkey-wrench, screw driver, and nicked oil-can. Finish, D, with nicked fork-extensions. Weight, with everything on, 47 1-2 lbs.



The machine is driven by the crank and chain-driving gear pattern. A most important point is the construction of the driving gear, to admit of easy adjustment of the reach for all riders. The bracket carrying the lower sprocket-wheel and crank, moves readily up or down the forks, when the binding bolt is loosened, and perfect adjustment to the reach is rendered especially easy by the use of Edward's detachable link chain. One end of each link in this chain is fashioned to hook to the next link, so that when sufficient slack is given, any number of the links may be removed. This link-chain is patented by the Pope M'f'g Co. It is tested to a strain of 2,000 lbs. The Safety is geared as a 52 1-2-inch driver. It is sold at \$140.

WOODSIDE MAKES RECORDS.

A large crowd visited the Washington Rink, Minneapolis, last Saturday evening, to witness the last of the series of three races between Messrs. Prince and Woodside. Prince had won the first race, ten miles, by a few lengths, and Woodside turned the tables in the twenty-five mile race. This heightened the interest in the deciding event, the fifty miles, which was regarded as a good thing for Woody, because he had several times cut record at this distance. At the signal both cut out a warm pace. The race was a series of spurts, both men leading alternately, until the forty-seventh mile. At this point, Woodside was leading Prince by a few feet, both spurring. A boy started to run across the track and Prince collided with him, and took a severe header. The boy escaped in the excitement of the moment, but Prince remounted and pursued Woodside for a few laps, and then gave up. It is feared that he is severely hurt. Woodside rode on and finished the fifty miles, but the referee declared the race a draw, opining that that Prince had been interfered with designedly. The race was very fast. Prince cut the American professional record at 40 miles, and the World's record, with the exception of the English amateur, at 41 miles. Woodside surpassed the American amateur, American professional and the English professional records from the 43d mile to the finish. The first mile was ridden in 3.03 2-5; the last mile occupied 3.00 4-5. The following table gives the new records:

| Miles. | Am. Professional. | | |
|--------|-------------------|-----|---------|
| | h. | m. | s. |
| 40 | 2. | 11. | 44. |
| 41 | 2. | 15. | 11 2-5. |
| 42 | 2. | 19. | 47. |
| 43 | 2. | 22. | 13 3-5. |
| 44 | 2. | 25. | 39. |
| 45 | 2. | 29. | 03 4-5. |
| 46 | 2. | 32. | 31 1-5. |
| 47 | 2. | 36. | 06 1-5. |
| 48 | 2. | 39. | 53. |
| 49 | 2. | 43. | 02 3-5. |
| 50 | 2. | 46. | 03 2-5. |

These records will not be accepted by the League Racing Board, because they were made on a board floor. We shall accept them as bona-fide records however, and the sporting press of the country will doubtless do likewise.

NEW YORK STATE DIVISION L. A. W.

The quarterly report of this Division appears in the last issue of the *Bulletin*. Its members should congratulate themselves on their prosperity. The total receipts of \$1,031.75 and a membership of 1,180 prove the strong interest taken in the League by our wheelmen. The expenditure of only \$23.86 during the quarter proves the admirable economy of the Secretary-Treasurer. With a balance on hand of \$1,173.80, the New York Division has abundant opportunity to give its members some of those benefits attaching to League membership, but which have, as yet, been more theoretical than actual.

The road-book should be published at an early date, and on such an expensive and ex-

haustive plan as to surpass any that have hitherto been published. The Division should make an effort to erect sign-boards, danger-signals, and other aids to the tourist, all over the State. It should also take active steps to obtain the entree to all parts of Central Park. The neglect to obtain this privilege long since is a standing reproach to the Division, a direct contradiction of its vaunted activity. The fact is that this matter was left to one or two people. The clubs should combine with the dealers, who are rapidly increasing in this city, and a united mass-meeting might result in some good. Let the Division prove that it can spend money as well as it can accumulate.

STODDARD, LOVERING AND CO.

"Their first connection with the bicycle business was in 1878, in the importation of various makes of cycles for other firms, but, recognizing the great future of the wheel business for this country, they subsequently secured the sole agency for the United States, of Messrs. Singer & Co., of Coventry, England. Their chief importations for some time were from this firm, and later on they took up the sale of machines made by Messrs. Rudge & Co.; feeling, however, that they could not serve two makers and give satisfaction to both, they decided to retain the agency of Messrs. Rudge & Co., and relinquish that of Messrs. Singer & Co. At that date their warehouse was at No. 10 Milk street, Boston, which soon became one of the centers of the bicycle industry. As their business increased rapidly they were forced to remove to the more commodious quarters, Nos. 152 to 158 Congress street, a glance at which is sufficient to show that they have taken up the bicycle business in earnest, fully believing in the great future of the wheel.

It has been the aim and intention of Messrs. Stoddard, Lovering & Co., to place on the market machines that will stand and make a name for themselves, and while several makers have copied a number of its principal features, the Rudge still maintains its enviable reputation, and its agents are to be congratulated on its increasing popularity."

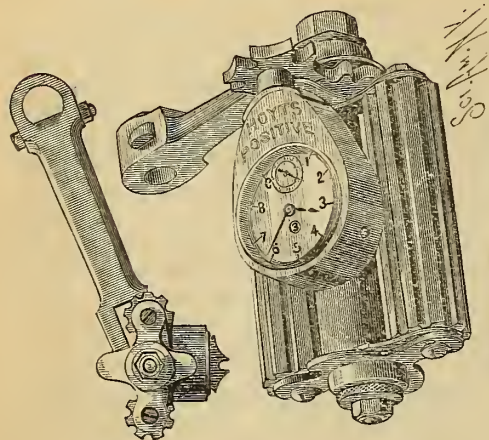
The fortunes of this house have in great measure, been in the hands of Mr. H. D. Corey, one of the youngest, yet among the ablest men in the trade. To use a mild Westernism, Cory is a genuine "hustler," as the success which has attended his work easily proves."

The idea of offering medals to those making the largest number of miles during the year, is an excellent one and will make the men do considerable riding. But the report should be made at the last of the season and not let each other know how many miles they have ridden, hence the novelty will not die out; but if they know how far each other has ridden, those in the rear will naturally fall out, and lose all interest. Keep it a secret, and it will be an assured success.

Mr. Danforth Geer, President of the Hoosick Wheel Club of Hoosick Falls, N. Y., has been nominated by his club for Representative. The Columbia Wheelmen of Stockport, N. Y., have also nominated Mr. Joshua Reynolds, of that town. Mr. Reynolds is an active man in local League affairs and his election would no doubt be a strong plank in the N. Y. Division Board of Officers.

THE WHEEL.

A POSITIVE CYCLOMETER.



The above engraving illustrates a new cyclometer possessing many novel features. It is rigidly secured to the under side of the pedal and its weight alone keeps the pedal right side up, whenever the foot of the rider is removed. When the rider's foot is upon the pedal, the cyclometer is held firmly in place, while it receives its motion from the revolution of the crank pin in the pedal, which, at every revolution of the wheel, must make a revolution of the pedal. The mode of connection is by means of a "Geneva movement," whereby all parts of the recording machine are securely locked, yet without the least friction, except when the cog of the finger wheel is in operation. The internal recording parts are very simple, and are run by the use of worm and worm wheel, thereby securing a positive movement without the use of ratchets, springs, pawls, or levers of any kind. There is no chance of a miss or slip, and every revolution of the wheel is properly recorded, whether it goes backward or forward. It can be connected or disconnected in a few moments, and the record can be read from the saddle with a little practice and care.

Of it the inventor writes: "I had intended to have them ready for the market by the 1st inst., but on account of unavoidable delays in the manufacture of the first lot, I cannot now have them ready before the 1st to 15th of May. With regard to the cyclometer, I think it the best in the market, as it is placed on the only place on a bicycle where a movable part comes in contact with a stationary, and where there is room for a cyclometer. It has been thoroughly tested and gives complete satisfaction; it does not increase the friction in the least, its weight being about 12 ounces, and being on the pedal, the weight is of no consequence. By the use of the 'Geneva movement' there is no chance of there being a miss tally, its position being out of the way of anything on or about the bicycle; it will be strongly made, and as all wheels run truly together without the use of springs, balls, ratchets, etc., there will be little or no wear; it can be examined in a few moments without disturbing the working parts, the same as a watch, and can then be set backward or forward. It is as easily read as a clock or watch when one is used to it; thus the second hand shows parts of a mile, while the long hand (minute) shows units, the shorter (hour) hand shows tens, while just below the centre is a smaller open face, which shows the number of 100 miles, so that it will show up to 1,000 miles and repeat of course. On the cut you will see that the record reads 336 3/8 miles.

The computation will be mathematically correct for corresponding size wheel. I am having the them made for all size wheels, odd or even, and they can be fitted to any style pedal, and are made in two styles, 100 mile and 1,000 mile record, at a slight difference in price.

The inventor is Mr. G. P. B. Hoyt, Box 189, Jamaica, N. Y.

Mr. H. D. Corey, of Messrs. Stoddard, Lovering & Co., took a flying trip West this week, going as far as Omaha.

While in Boston, we dropped into Simmons & Co.'s warerooms, and found them doing a rushing business.

FIXTURES.

APRIL 26.—"American Wheelman's" fifty mile road race.

MAY 1.—Myers-George races; bicycle event.

MAY 8.—Hudson County Wheelmen's Club road race at Milburn, N. J.

JUNE 19.—King's County Wheelmen; annual Spring racing at Brooklyn, N. Y.

MAY 21-22.—International Tournament at Alexandra Park, London.

MAY 26-27-28.—Annual Meet of League of American Wheelmen at Boston.

MAY 31.—Lynn Bicycle Club, inaugural race meet, at Lynn, Mass.

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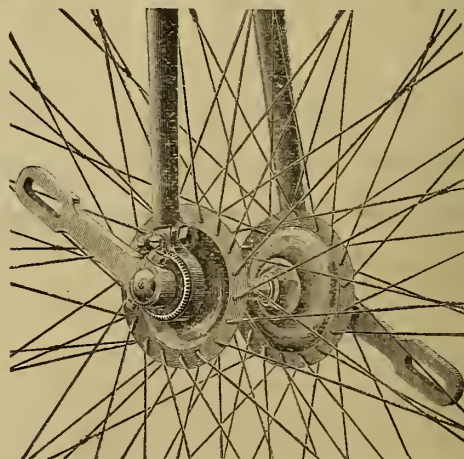
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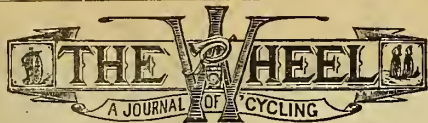
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Published every Friday morning by
CENTRAL PRESS & PUBLISHING CO.,
Box 444, 12 Vesey Street, N. Y.
and entered at the Post Office at second class rates.

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.

"TOO LATE! TOO LATE!"

It is related, in holy writ, how the foolish virgins arrived at the house where the marriage feast was being celebrated, after the bridegroom had entered, and found the door shut to them. How like the foolish virgins are many of us to-day.

In another column, a small paragraph announcing the death of a member of the Citizens Club, brings this fact forcibly to our mind. It hints at a long and toilsome struggle in the whirligig of business, rewarded at last by a satisfactory amount of wealth, and the premier position of a large and profitable concern. And what then?

The victim has toiled and accumulated, believing, with hundreds of others, that the hardships of early and middle life will be amply compensated for by a long, honorable and happy vista, that will begin about forty-five, and may last till the Biblical three score and ten. But how many realize their Utopia. Constant and rapid money-making keeps a man continually at high pressure. It insidiously undermines his health, and some fair morning the semi-millionaire realizes that he is breaking down. The body and brain tire easily, the old fire, and dash, and executive ability are going. And now off to the sea-shore, the water cure, or the cure-all mineral springs, where, if he has not waited too long, he may rest and nurse the expiring flame for five, perhaps ten years of doubt, despondency and fretfulness. Health is the bridegroom, and exercise and recreation are the doors to the banquet halls. But how

many, like the scriptural virgins, arrive at the feast only in time to hear the wail: too late! too late!

Advise your busy man to take a vacation, or relieve the strain of business by some recreation—an evening drive or a canter on horse back—and he regards you with astonishment. "And what," says he, "would become of the establishment?" It is human nature to rate ourselves of more importance than we really are. We often delude ourselves that we are all-important in the circle in which we move. But this is far from true. When we drop off, however suddenly, a mere ripple is the only effect, and an equal, perhaps a superior, steps into our shoes. Very rarely is a man's individuality the cornerstone of successful enterprise. We point to W. H. Vanderbilt and H. B. Claflin as prominent exponents of this fact. The vast enterprises of both are being carried on as successfully, for aught the public knows, as when these gentlemen guided the helm.

We are here to-day, gone to-morrow. The world jogs on and we are only a memory; sometimes not even that. Why, then, should we not live by the way? If you can afford a steam-yacht, why not get one? If your taste runs on fast horses or tally-hos, why not break away from business and refresh both body and mind by a little indulgence? These, of course, are the privileges of the rich, but those in poorer circumstances have ample opportunities. There is a large class of salaried men in our large cities who bend over ledgers, or sell goods to captious buyers, to whom a breath of pure oxygen and a glimpse of green country would surely be a God-send. Instead of the enervating amble along a dusty and crowded thoroughfare, or a dull reading siesta on the lounge, why not substitute the wheel? Why not cultivate muscle and grow manly, both in mind and body? The cost is not great, the exercise is at once a pleasure and positive benefit, and seed planted in this way will yield hundred fold.

THE EXPULSIONS.

The thirty days granted the suspects to prove their innocence of the Racing Board's charges, have expired, and, as will be noted in another column, those men not furnishing satisfactory proof have been declared professionals, and expelled from the League. The Racing Board Chairman distinctly states, that any amateurs competing with the expelled men, will forfeit their amateur status. Notwithstanding this declaration, several clubs have announced their intention of accepting entries from these riders, and no doubt the muddle will thicken; and we will have the contamination-polo-professional imbroglio of 1884-5 enacted over again. The feeling against the expulsion of these men is very strong, and the majority of pub-

lished opinions seem to point to their reinstatement at the general meeting. This being the case, the Racing Board should allow these men to race under protest. If at the end of May, the general meeting should sustain the Racing Board's action, it would be absurd to professionalize every amateur who had raced with them, even though technically they broke League rules. Unless permission is given these men to ride under protest till May 29th, we will have a pretty mess; a bad case of confusion worse confounded.

AN ENGLISH OPINION.

On the other hand, we have every sympathy with the suspended men, who are in great part the victims of circumstances, chief of which has been the lax interpretation of the amateur law for the past two years. In this sympathy, we know that the majority of the Executive are at one with us, and unless the extremists carry the day, a conciliatory but firm policy may be looked for from such true sportsmen as Messrs. Todd, Sheppee, Griffin, and others. Looking upon the results of suspending on suspicion as far as we have got at present, we remain consistent in our contention that such a mode of procedure is utterly unfair. The Executive are doing their best and we give them every credit for it, but sooner or later the anomaly of the situation which finds a straight riding amateur champion suspended because he refuses to answer what he chooses to consider impertinent questions—impertinent because founded simply on suspicion with no accuser forthcoming—while all over the country book-maker's amateurs, ropers, workers up of starts and *cunaille* generally, must necessarily, from their numbers, go untouched; sooner or later, that anomaly must come home to the sensible men on the N. C. U. Executive. If the mountain won't and can't go to Mahomet, the prophet of Islam must go to the mountain. If the amateur definition is found inadequate for the exigencies of the times, it must be remodeled or abolished to suit. The times will not alter—that may be depended on.—*Wheeling.*

* *

The essence of this paragraph lies in the advice that if the mountain won't and can't go to Mahomet, why the prophet must go to the mountain. When passing through a laid-out park our readers must have noticed the signs, "Please keep off the grass." These are very often placed where the brown path through the meadow, shows that people see the economy of cutting across just at this point, thereby saving a long roundabout journey. We always claim that if the head-gardener would construct paths at these cross-cuts he would only obey the dictates of the public, as well as of common sense, which should tell him that here a path is most needed. It is the same with the Racing Rules. They are tortuous, long winded, meaningless. The racing men have taken a short cut, and worn a rut through the green fields. Then the Racing Board sticks up its "suspend sign," whereas, like the wise gardener, it should build a path for the racing men, just at this point; that is, haul in its sign and change its rules.

The Kings County Wheelmen announce their annual race meet for June 19th, at the grounds of the Brooklyn Athletic Association.

HUB HAPPENINGS.

HOW BOSTON RACING MEN RECEIVED NEWS OF THEIR EXPULSION.—A THREE-DAYS' TOUR ALONG THE NORTH SHORE.—BICYCLISTS STONED AND INJURED BY WALTHAM HOODLUMS.

At last they have done it! No more threats, but downright business. The thirty allotted days are passed, and the L. A. W. Racing Board has made good its promise by expelling from the ranks of the League, all those racing men who have of late become known as "suspects," and are unable to furnish proof of their innocence. It is easy enough to furnish proofs of one's innocence, and some of the racing men have been doing that to an unlimited extent; but Chairman Bassett will only be content with certain kinds of "proof." The word of the racing man himself is no good; the affidavit of his employer must be secured to grant the "suspect" a free bill of health. It is pretty good logic which admits that the word of the employer is of more value than that of the employed, and is thoroughly in keeping with an organization which is too undemocratic to consent to the abolishment of the antiquated and aristocratic amateur rule.

Yet, perhaps, the jovial Chairman of the Racing Board is not to blame, for it would make him feel decidedly uncomfortable to be obliged to forward to some leading cycle dealer and big advertiser, a notification that "the Racing Board has no evidence in its possession that you are a liar, yet a reasonable doubt of your innocence exists, and you are requested to remove it, etc." That would certainly never do; but it is a different matter to inform a friendless amateur that his word cannot be accepted.

One of the Boston suspects has been going around town, for the past two weeks, shouting that he is as clean an amateur as the best of them, and that no one can keep him out of any races. Saturday he received the formal notice of his suspension, and it was a pitiful sight to see the speed with which his former enthusiasm faded from him; and direful were the anathemas heaped upon the devoted, yet well protected, head of the Racing Board's Chairman.

Of course the racing men are considerably stirred up over the expulsions, but as it was nothing more than they expected, they have little to say on the subject. Most of them say that they intend to remain quiet and await developments, at the general meeting of League members, but some say that they intend to send in their entries for all open amateur events, and run the risk of having them refused.

If there ever was a perfect day for cycling that day was last Sunday. The air was warm and balmy, with but a slight breeze stirring, and the roads were in superb condition. What more could a wheelman want to fill his heart with gladness? The roads were literally thronged with wheelmen. Everybody was out, and the hotels at all the popular resorts were taxed to their utmost capacity to accommodate the extraordinary number of hungry cyclists. A proprietor of one of the suburban resorts but recently become popular with cyclists, was completely cleaned out of everything eatable. I saw him this morning and in reply to a question, he said: "Do I think that cyclists have good appetites? Great heavens man, what do you take me for? Of course they haven't got good appetites; leastwise

not very good for the hotel keepers. Why they are perfect gormandizers. I stocked up for about a hundred guests, and I will be blamed if about fifty of them bicyclists didn't clean me out completely. I came in town this morning to petition the city to move the big market out of my way. If they eat as much every Sunday, the market won't want anybody's trade besides mine to keep it doing a blooming big business."

The Suffolk Wheel Club, of South Boston, is planning for what promises to prove an exceedingly pleasurable tour along the beautiful North Shore. It is to be of three days duration, starting on the morning of July 3. Captain Haynes will have charge of the tour, and as now outlined by him, it is as follows:

First day—Start from the corner of Berkeley street and Warren avenue at 8 a.m., and ride via Beacon street to Allston, to Cambridge, to Medford, to Malden, to Saugus, to Lynn, where a stop will be made and dinner served at the Boscobel Hotel at 1 o'clock. Distance for the first half day's riding, twenty-one miles. Starting again at 2.40 p.m., ride to Salem, Beverly, Beverly Farms, Manchester and Magnolia to Gloucester, where the night will be passed at the Pavillion Hotel. Distance of day's riding, forty-two miles.

Second day—Leave hotel at 9 a.m. for a ride around Cape Ann, visiting Rockport, Pigeon Cove, Bay View and Annisquam, returning to hotel in time for dinner. Distance sixteen miles. Starting again from the hotel, riding to Newburyport by way of Essex, Ipswich and Rowley. The night will be passed at the Merrimac House. Distance about twenty miles; for the day thirty-six miles, or seventy-eight miles from Boston.

Third day—Returning, start from Newburyport at 9 a.m., and ride through Newbury, Rowley, Ipswich, Hamilton, Wenham, Putnamvale, Danvers plain and Peabody to Salem, stopping at the Essex House for dinner. Distance, 22 miles. Starting at 2.30 p.m. for Boston, riding through Lynn, Saugus, Malden, Medford, Cambridge, Allston and Beacon street to point of starting. Distance for the day 45 miles, or a total for the tour of 113 miles.

It has frequently been boasted, that Boston wheelmen are free to ride anywhere hereabouts, without danger of molestation from those young disgraces to modern civilization, known as hoodlums. But every now and then an event happens which proves that we of the Hub are no better off than the wheelmen of less cultured cities, and perhaps not quite so well. You remember the disgraceful scene during the Massachusetts Club's lantern parade last Fall, when the redoubtable Stall attempted to "take in" one of the lantern-smashing-hoodlums, but was himself "taken in" by a stupid and bull-headed alleged guardian of the city's peace. Now comes another striking illustration of the unprotected condition the wheelmen of Boston are in, and the constant danger they run of having their heads broken by a well aimed stone, sent from the hand of some depraved youngster.

The Waltham Bicycle Club gave a very creditable entertainment at the skating rink last Thursday evening, to which all the local wheelmen were invited. At about 7:30 o'clock, a half score members of the Boston club, who were riding quietly along the road in company with as many more members of

various other clubs, all bound for the Waltham entertainment. They were just passing the cemetery on the border line of Newton, when they were assailed with a volley of stones and sticks, thrown by a number of hoodlums, who had been laying in ambush behind the stone walls which line the road on either side. Several of the wheelmen were struck and badly hurt. Mr. Fuller, of the Newton Club, was struck in the head with a stone, gashing open his forehead, and throwing him senseless from his bicycle. Mr. Heath, of the Boston club, was also badly bruised, and so were several others.

The wheelmen immediately dismounted from their machines, and attempted to catch the youngsters, but, of course, all efforts in that line proved useless, and they had to bear their injuries as best they could. Mr. Fuller was carried to the residence of a doctor near by, where his wound was dressed, and all that was possible done to relieve his suffering. It was over an hour before he regained consciousness, and then he was in a very weak condition. The assault was reported at the Waltham police station, and a couple of officers were detailed to look the matter up; but they, after riding to the locality and finding everything quiet, were content to return home and let the matter rest.

This is certainly a most serious matter, for it was only by a fortunate stroke of Providence that Mr. Fuller was not killed outright. The wheelmen were naturally highly incensed over the affair, and some of the more excitable announced their intention of hereafter carrying fire arms, and making it hot for anyone who again attacks them in such a cowardly and unwarranted manner.

The track on the Union Athletic grounds has been secured for running the League races upon. The races will probably occur on May 29. Just what is to be done about the suspended amateurs is not known, but it is not improbable that the races, except those for League championships, will be open to "suspected men" only, amateurs and straight professionals being barred out.

Last Sunday, Gideon Haynes, of the Massachusetts club was arrested by the Malden Chief of Police, on the charge of riding a bicycle on the sidewalk. The case was brought up in the Malden police court Monday morning, and the case continued. Haynes happened to be a personal friend of the judge, and was released on his own recognizance. He claims that he was not riding on the sidewalk, and that this fact can be easily proven. From what can be learned regarding the matter, it appears that a half-dozen members of the Suffolk Wheel club, of which Haynes is captain, had stopped at the Malden town pump for refreshment, and placed their machines so that the rear wheels of them rested on the sidewalks. The police chieftain, coming along, ordered them removed, when some talk of a more or less cheap nature ensued, the result of which was that Haynes, as leader of the party, was lugged off to the lockup.

POINTS.

The orchestra of the Massachusetts club has disbanded for the season.

The Waltham club has adopted the L. A. W. uniform.

F. A. McLaughlin, of the Massachusetts club, is in New Hampshire.

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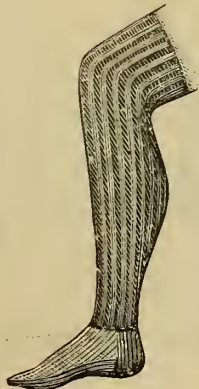
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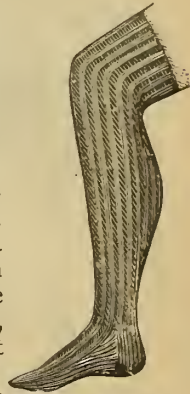
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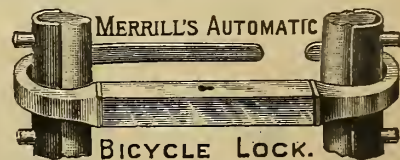
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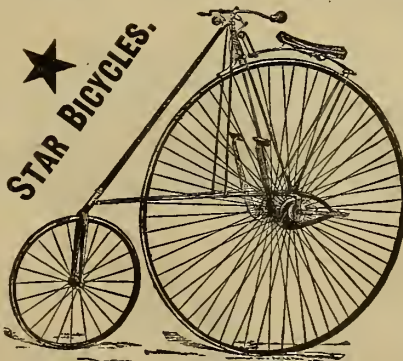
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