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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.

A "WHEEL" FREE.

After considerable trouble we are enabled to publish a plan by which our readers can obtain a year's subscription to THE WHEEL without cost. At the head of this page, the reader will note a "combination list," containing eighteen of the most popular and useful papers and magazines of the day. We have made arrangements with the publishers of these periodicals, whereby we save to the subscriber the percentage paid subscription agents, news dealers, etc., and send them THE WHEEL for one year, in lieu of the amount saved. With the exception of the *Cycle* and *Bi World*, we list any of these publications with THE WHEEL, at the same yearly subscription price that would be charged for one. This is virtually a free subscription to THE WHEEL.

A club room is incomplete without several good bicycle papers and some of the monthly magazines, to which the members can resort for amusement and instruction. We offer the *Wheelmen's Gazette* and THE WHEEL for \$1,

the regular price of the *Gazette* being 50 cents per annum. It is a most excellent monthly, and is read by thousands of wheelmen. The *Cycle* and THE WHEEL will be sent for \$1.75, only twenty-five cents advance on the regular subscription price of the *Cycle*. This is a new wheel paper, conducted by Abbot Bassett, formerly editor of the *Bicycling World*. The regular price of the *Bi. World* is \$1.00, but on receipt of \$1.50 we will include one year's subscription to THE WHEEL. The *World* is one of the pioneer bicycle papers, and is ably edited by a corps of prominent wheelmen. We send *Harper's Young People* and THE WHEEL for \$2, the regular price of *Young People*. This is a well-known and widely read weekly, specially published for young people, though we know that old people will read it with pleasure. Any wheelman subscribing to THE WHEEL can, by sending an additional dollar, make happy any young people who may be around his home. The regular yearly subscription price of *Outing* is \$3, for which price we also include THE WHEEL. It would be useless for us to assert the merits of *Outing*, so famous has it become. No wheelman, sportsman, or lover of out-door life should be without it. All its stories are out-of-doors, and *Outing* has a staff of writers, who picture nature in a most enjoyable fashion. After *Outing* will be found the *Century*, *Atlantic*, the *Harper's* and *Frank Leslie's* publications, *Puck*, *Popular Science Monthly* and others. All these have obtained a world-wide reputation, the circulation of some of them surpassing 100,000. The magazines come out each month, with fresh and high-class matter, and those who read them, regard their monthly appearance as a treat. We are now ready to receive subscriptions, and wheelmen and others can send for their favorite paper or magazine at once.

THE BLUE-NOSE TOUR.

The pleasure derived from the "Down East" tours of the past three years has caused a demand that a similar tour be planned for the present season. Acting on the suggestion of the New Brunswick members of last year's tour, we have decided to lay our course down the noble St. John River in that Province, from Grand Falls to the Bay of Fundy. Below is the programme of the tour: 16 July.—Night Pullman for Grand Falls, arriving there afternoon of 17th. 17 and 18 July.—At Grand Falls. 19 July.—Ride to Andover, 24 miles. Canoe sail to Indian Rock. 20 July.—Ride to Florenceville, 24 miles. 21 July.—Ride to Woodstock, 25 miles. 22 July.—Ride to Halfway House; dinner at Fel River. 23 July. Ride to Fredericton; dinner half-way. 24 and 25 July. 26 July.—Take steamer for a delightful sail down the St. John to Westfield, at which place we disembark and ride to the city of St. John, a distance of 16 miles. 27 July.—At the city of St. John. Run over the Marsh road in the morning; races on the Athletic grounds in the afternoon. 28 July.—Take "Flying Yankee" for Boston, arriving at 7 p. m.

The cost of the entire tour of 12 days, reckoning from and to Boston, will be \$38.00. This includes berth in Pullman and extra freight car for wheels. Railroad tickets for the round trip (\$12.50) will be on sale at the Eastern Railroad office on day of starting; the remaining \$25.50 will be paid to treasurer of party on board train, who will pay all travelling expenses for the next twelve days. The distance covered by rail, wheel and steamer will be over 1,200 miles. The American party will be limited to 30, as this number, added to the New Brunswick contingent, under command of Capt. W. A. MacLauchlan, of the St. John Bicycle Club, will be as many as can be comfortably provided for at the hotels.

CLOTHING.—From experience we recommend that jersey tights be worn when on the wheel, with change of regular bicycle suit in case of raw or rainy weather. One good bicycle suit should be taken along to put on at the end of the day's run. Of course the jerseys are optional, but, at all events, a riding and a fatigue bicycle suit should be taken. A flannel shirt and knee pants make a good working rig. These, with change of underclothing, should be put in hand valise. Baggage will be sent ahead each day by train, and will be found waiting on arrival.

Address all communications to Frank A. Elwell, Portland, Maine.

THE IXION FIFTY MILE ROAD RACE.

The Fifty mile Road Race of the Ixion Bicycle Club, is one of the great annual events that takes place in that growing organization, and May 31st was a date every one had been looking forward to. The course was one selected in Orange, N. J. It was better than the Tarrytown route for fast time, owing to it being more level. It was three laps of a triangular shape, measuring 16 2-3 miles each, thereby giving every one a chance to see the contestant three times.

The eight checkers were placed at the cross roads and supplied with ginger ale, etc., for the riders, who were all bent on breaking the record of the previous year.

Success crowned their efforts and five out of the nine starters finished inside the club record time. The result was as follows:

P. M. Harris, 1st, 4 hrs. 16m. 26s.
Frank Thayer, 2nd, 4 hrs. 17m. 30s.
Irving Shaw, 3rd, 4 hrs. 19m. 55s.
L. Squire, 4th, 4h. 35m. 40s.
W. B. Louderback, 5th, 3 hrs. 42m. 20s.

Shaw made good time, considering that he took two headers, but was not seriously hurt either time. Squire started at a faster speed than any of the other contestants, and at the 25th mile was four minutes ahead of Thayer and Harris, who set a pace that was bound to bring them in not far from the lead. When they had gone five miles more, they caught the speedy forerunner, and he was forced to follow their rear wheels, never regaining the lead.

Shaw and Louderback were coming nearer and nearer to the leaders, but Louderback was forced to drop back, and Squire reached the finish, fourth man. The officers of the event were: Judge and Referee, Pres. O. G. Moses; Timers, Messrs. Hall, Donald, and Pringle; Starter, W. C. Herring.

T. W. H.

The Brooklyn Bi. Club has just issued a Constitution and By-laws.

THE CLERICAL TOUR OF 1885.

THE START IN A STORM—THE DRUNKEN MAN AND THE TOURIST'S MEETING—PERSONNEL OF THE PARTY—RECEPTIONS—THE ZEBRA STOCKINGS—MILK BY THE WAY-SIDE—A CLERIC SANDWICHED BETWEEN TWO WHEELS AT STRATFORD—THE CENTURY RIDE—THE LAST NIGHT ON THE LAKE—THE PARTING AT NIAGARA FALLS.

"One of the conjunctions of heavenly bodies not foretold by astronomers, was that of one of the heaviest storm clouds that ever passed over the Middle States in August, and the start of the Clerical Wheelmen's tour. But it transpired as accurately as though down for that day; and it was evident that if the ride from Niagara Falls to Drummondville, two-miles distant, was to be made at all, it must be between showers, and so it was between at least six of them, starting on time at 11.30, August 4th.

"The first stop was not down in the book; it was down in the mud in a horse shed, which sheltered the six from the rain, causing one of the party to remark that it was rather a dry day for bicycling. But on the broad walk, the ride was comfortably made, with a dozen dismounts. The tandem tricycle came up considerably in the rear, but in time to be counted in for dinner.

On paper, was a ride of thirteen miles to St. Catharines, and it looked as though it might be made on paper better than on a road, soaked with two days continuous rain, unless a mud scow were chartered, or a contract let for kiln-drying the roads, which are like the Jersey farmers' land, described as being part sandy and part mixed with a little more sand.

"So about 5 P.M., a party ventured out, and by riding side paths and walking, but riding most of the way, reached St. Catharines at night, except the tandem, which found side path crossings N.G.

"The landscape was expected to be grand, and we certainly saw all there was under our wheels, riding requiring closest attention to the roads, and from its plastic state, we should say it was grand in possibilities in the hands of the potter or the mud-pie urchin; only this and nothing more.

"It is pleasant to know that our fame preceded us. A half-drunken man by the roadside seemed to seize up the party pretty well, inquiring, 'Where are you goin' to hold meetin' to-night?' He evidently thought the Clerical Wheelmen's party a sort of Salvation army on wheels, proposing to hold open air meetings.

"When all the forces were mustered, the clericals, with their invited friends, numbered twenty, in good and regular standing. As with many, the bicycle is still merely a plaything or a dubious and undignified method of locomotion, it will be interesting to notice the composition of the party.

"Commander Stall should lead the list, with his record of author of "How to Pay Church Debts," "Pastor's Pocket Record," "Minister's Hand-Book to Lutheran Hymns," "Lutheran Year-Book." From his State of Pennsylvania came Rev. W. P. Evans, of Columbia, Rev. J. F. Cowan, of Pittsburgh, editor of "Methodist Protestant Year-Book," and of several church periodicals, and Rev. C. E. Fessenden, of Summit Hill.

Rhode Island was represented by Rev.

L. A. Pope, of Warren, a brother of Col. Pope, who has done so much for the wheel in this country, Ohio sent Rev. R. E. MacDuff, of Cleveland. From Illinois came Rev. H. S. Beavis, of Malcomb, author of "Introduction to the Study of Ancient History." Michigan contributed Rev. E. P. Johnson, of Marshall, and Rev. B. J. Maveety of Homer. From still farther west, came Rev. S. G. Barnes, Ph. D., Professor of English Literature in Iowa College, Grinnell, So much for the clerical element.

Of non-reverend pedagogues were Prof. A. B. Hambright, Superintendent of the Model School in Pennsylvania State Normal College at Millersville, and Prof. J. W. Lansing, an instructor in music, from the same institution. Bordentown, N. J. furnished Prof. C. P. Hoffman, of the Female College, and from Tennessee came Prof. G. F. Nicollassen, Ph. D. of the Southwestern Presbyterian University at Clarksville. Add to these, J. S. Musser, of Columbia, Pa., a cycling captain and Consul; J. R. Foster, a merchant of Lancaster, Pa.; Elliot Mason, of New York City, agent of the Pope Company; E. W. Barnes, of Perth Amboy, N. J., G. F. Zeh, of Washington, D. C., and B. J. Holcombe, of Detroit, Mich., official photographer for the trip, and the record is complete."

"Theologically one might take it as a mild case of the millenium, (looking at the blending of contrary creeds, not the means of locomotion), as there is a spontaneous comingling of diver sects.

Eight preach "Free Grace,"—including three branches of Methodism; six wear surplice and gown (at home), including one Reformed Episcopalian; six are close communionists on Sunday; but their wheels will run just as well between those just mentioned, four are Plymouth Rocks, (but prefer clay roads); five subscribe to the Westminster Confession; four to the Augsburg, and one is a Unitarian. Who knows but that here are just the right proportions of Arminianism, Calvinism, Ritualism and water, to constitute the happy mean in theological belief?

"The Knox Presbyterian Church tendered the tourists a complimentary dinner in the lecture room of the commodious building. Right royally did they provide for the hungry cyclers, and very thankfully was the bounty partaken of. The rooms were gaily trimmed with evergreens, and flags of both nations; the tables fairly groaned under the weight of substantial hospitality; and the ladies, dressed in white, and wearing the American flag in honor of their guests, made a beautiful sight.

When an enormous quantity of the abundant provisions was disposed of, according to each man's capacity, (and that was not small), the speech-making began in the audience room of the church, which was also decorated with the emblems of the United States and England.

Rev. Mr. Sweet, pastor of the First Presbyterian Church, made the welcoming address, which was responded to in a most happy manner by the commander of the Eastern division, Rev. Mr. Stall. Other addresses succeeded by other clergymen of the town, interspersed with music, until the evening had quickly passed away in a most enjoyable manner.

The cordial reception given to the clergy and the distinguished laity who accompanied

them, fully sustained the proverbial hospitality and congeniality of the people of the Dominion, and will be a very pleasant memory for years to come, to fortunate sharers of the good cheer and kindly welcome. They were received as Americans, as clergymen, and as wheelmen, and so it turns out that the text quoted is true. The troubles encountered at the start were many, but the pleasures experienced were more, and the most enjoyment may be yet to come."

"At nine o'clock next morning, Artist Holcomb photographed the wheelmen and their kind entertainers in front of the church, and at 9.30 the party wheeled out of the hospitable place en route for Woodstock."

"At Ayr, twelve miles from Galt, the tourists were lunched by Mr. John Watson, an influential citizen, and a large manufacturer at that place, whose smiling face, cordial words and generous hospitality cannot be forgotten."

"The Stratford Club is the manliest and highest toned body of wheelmen we have yet met, and we have met none whose attentions were not always delicate and considerate, with the slight exception of a trifling annoyance caused by one good brother from some wayside village, gorgeously arrayed in painfully striped stockings and a flashy blue hat, who clung to us with a brotherly affection for a whole day and night, and persisted in sitting on the platform with us at receptions, and in eating ice cream with both elbows on the table, and manifesting not much affinity for his social surroundings. Of course we didn't begrudge the fellow a good time, but with the ministerial culture and dignity of a great nation to maintain, we hoped our entertainers would not lay upon us the sin against the eternal fitness of things, of those Zebra stockings."

"Some fourteen miles out of Woodstock, the tourists were met by a delegation of wheelmen, and piloted by their best roads to their pleasant little city. A fine band, and thirty or more carriages had been engaged to show the tourists round the town in fine style, but the late arrivals disarranged the plans of the Woodstock people, save one. At nine, a supper was served to the visiting wheelmen, the clergy, and many prominent citizens of the place, and many kind words were exchanged. The Mayor of Woodstock presided. The Rev. Mr. McMullen, the Presbyterian pastor, welcomed the visitors in a pleasing speech, to which Mr. Stall responded. Mr. Pattullo replied to the toast, "The Woodstock Athletic Association;" Rev. Mr. McDuff to, "The Clergymen on Wheels;" Hon. Mr. Sutherland to, "The President of the United States," Rev. Mr. Maveety, of Homer, Mich. to, "The Queen of England;" and Rev. Mr. Evans to, "The Wheels on the Clergymen." A very pleasant evening was passed, and at a late hour, kindly farewells were exchanged and the weary wheelmen sought their rooms to court the god of sleep."

"On this soul-vexing stretch of the tour it was that our P—— and M——, "riding in twos," and beguiling the rough tediousness of the way with a friendly tale and talk, suddenly finding their wheels crashing together, and themselves wallowing awkwardly and painfully in dust and gravel. After a few minutes of "pulling themselves together" and "looking each other over," they find no fractures, sprains or cuts—only a few insignificant scratches and bruises;

but alas, for the wheels; they call pitifully for hospital and repair shop, with their buckled felloes, broken spokes and wrenched forks. So a farmer at work in a field near by is hailed, who, for a reasonable bribe, drops his work- hitches his team to the farm wagon, and carries the discomfited cyclists and their steeds to London, nine miles away."

"Further on a hospitable farmhouse fills us up with rich milk, and richer buttermilk; again and again outcoming wheelmen meet, greet, and join us; the wide smooth streets of beautiful Goderich soon delight our swift turning wheels, and at 2 P. M. we sit down to dinner in the British Exchange, hungry, but in the best of spirits. Sightseeing follows dinner; the lighthouse, the park, the pier, and the salt works are visited. At 8 P. M. come a reception and a banquet in the Knox Presbyterian Church, given us by the city authorities, and Christian people of the place. Here as elsewhere, the preachers and members of all churches unite and vie with each other in welcoming us to their city, in urging a longer visit, and in wishing for all that earth and Heaven can give."

"Twelve miles of quite good road winding up and down some noble hills, brought us to Clinton, where some prying, thirsty comrades soon found, and led the way to a little store, where 'they sell splendid ice-cream for only five cents a dish.' How the eyes of that good man and woman dilated, as plate after plate of their "cold comfort" was called for and devoured, until the famine struck them; and how fat their pockets grew on the half dimes. Then came water-melons, soda-water and ginger ale, until the captain said we must not "gorge ourselves" any more. Then into the saddle once more and off for Seaforth, now nine miles away."

The Seaforth Club had planned many things for us; they wished to show us over their fine asphalt track, just completing, and to take us over the city and show us through the salt works; but two more receptions further on were awaiting us for this same day, and so we were obliged to hurry away. But one thing these Seaforth friends could and did have their way about; they whispered something in the landlord's ear, and so slyly, too, that none of us saw or suspected anything, and when our Treasurer came to pay the bill, he was amazed to hear: "Your money is not good, sir, and is of no use to us, can't take it; put up your pocket book." What more sensible way can we help touring friends than to pay their bills for them?

"At length, over a hill, the vanguard of our Mitchell entertainers came in sight; and soon, led by the village band and escorted by many kind, if new-made friends, we entered the village, and paraded through the principal street to the town hall, where lunch was served. For two hours the streets had been thronged with people awaiting our advent; the reception room was soon filled to overflowing; and while the good things were being made ready to serve, the Chairman of the meeting, the Presbyterian pastor of the place (a wheelman, by the way) and the genial editor of the village paper, made some very trite and appropriate remarks, some quite complimentary to ourselves. Then followed Mr. Stall, with his response to their welcome, and Prof. Barnes, with his fable of the hungry donkey in the midst of so many good things to eat, that he did not know where to begin, and so debated till he died, and with other

anecdotes, pithy and pointed when listened to, but not so good when read. Then came Cowan, whose soul was vexed with sore indignation, because anyone had been so atrocious as to call upon him for a speech, but he made all who listened roar with laughter, as he drily recounted our exploits, and showed up our individual failing. But we were in too much of a hurry for long 'speechifying,' even the best and wittiest, and so refreshments were served, and shortly we were again en route, pushing on to Stratford, twelve miles away.

"Soon we are met from time to time by little squads of the village wheelmen, and about midway, we find a large detachment of that club, handsomely uniformed, ranged on both sides of the road, who gracefully salute us, and extend a cordial welcome to all that Stratford has to show and give us. As we ride into the city, and see the waiting, gazing crowds, and the fine Albion House, where we are to lodge, gaily illuminated in honor of our coming, we feel somewhat important; and then after taking a little time to wash and brush off the dust of travel, as we cross the street to the spacious Knox Presbyterian Church, where the friends throng to receive us, and give to each one a personal welcome, as we eat of the many dainties pressed upon us, listen to their kind words and fine music, look into their smiling faces and are inspired by their infectious good humor and cordiality, our minds are fully made up that to be a 'Clerical Wheelman' in this land of plenty and warm hearts, is better than to be a King anywhere else.

"Rev. Mr. Wright, pastor of the church, a man of massive frame, warm heart and cheery voice, welcomed us in so happy, witty and informal a speech, that it seemed that there was no speech at all, but as if he stood before each wheelman, grasping the two browned hands in his, and 'saying his say' unaffectedly and directly to him. He made us feel almost as much at home as if part of Stratford had already been deeded to us. And how our fellow wheelmen responded; Stall spoke as we have never before heard him speak—now pathetic, now witty, and now nobly eloquent: then Pope eclipsed all his former brilliant post prandial successes; and Barnes satisfied the most exacting of us; and then Macduff set out to outdo all the rest, and acquitted himself in a way that we enjoyed, and he enjoyed so well, that he hardly knew when to say his last word, or his listeners when to let him stop. But the lively time at length was at an end and Morpheus claimed his weary, willing devotees.

"At a little after five, Tuesday morning, the lodgers at Coburg and Port Hope were in the saddle, sturdily bent on reaching Kingston that night, provided the weather and roads were favorable.

"But we found fully half of the 40 miles from Port Hope to Trenton discouragingly poor, notwithstanding the favorable reports received from time to time, until at last we came to the grim conclusion that all Toronto shore Canadians are liars, at least so far as their roads are concerned, and some gave up the Century run altogether, and pleasantly, lazily wasted away almost three hours of the day under the trees, at farm houses and at little hotels along the way. But at Trenton we found the road very fine, and then both courage and ambition both mightily revived. The twelve miles to Bellville were swiftly and joyously wheeled over in an hour; Napanee was reached before six o'clock; and the hos-

pitable 'British American' at last received and lodged us for the night. Six of us thus bravely earned the honors of the 'Century run,' viz: Pope of Rhode Island, Zeh of Washington, Mason of New York, and Holcombe, Maveety and Johnson, of Michigan, the last three having made the straightaway 100 miles from Port Hope to Kingston. The best time made was Holcombe's ten hours and a half riding time; the other two took about two hours longer.

"We went down the river by the crowded 'Corsican' fifty miles to Brockville, a quaint looking but pretty town of perhaps 10,000 inhabitants. Landing there we wandered around sight seeing for an hour and a half, and then took the upward bound 'Algerian' for Kingston and Toronto. What a night that was on the boat, our last night together. How we sang, and 'yarned,' and laughed. First, Pope gave us a vocal solo, then Hoffman played the piano for us; then Nicolassen gave us two or three instrumental pieces, and then after the old school-day fashion, we joined heartily in 'Upidee,' 'Last Cigar,' 'Good Night Ladies,' and all the other college songs that we could think of. And then the stories, fresh as well as ancient, came fast, one after another, 'till all were told.'

"With one consent we made that last night the liveliest, jolliest and most boyish night of all the tour.

"The first Clerical bicycle tour is now a thing of the past. It was over all too soon to please us. Some of our experiences, of course, were not so enjoyable as others, but looking back, we would not forget if we could, the sturdy strain, or the brief privation of any day of the seventeen we toiled and fared together. We are all better for the change of scene, of air, and of work. We are all merrily sun-browned and muscle-hardened, and each man, save one, gained in flesh from three to five pounds, contrary to expectation. And if any discouraged, dyspeptic, almost broken down brother worker for Christ and human welfare, discerning gloomily in present suffering coming disaster, and even coming death, will only be wise to-day, and take the advice of one who knows by experience much that he suffers, and send the statement of his case and his measure to some good bicycle manufacturer, and will discreetly and faithfully use the remedy prescribed, I am sure that ere long he and all his dear ones will, for this modest word of counsel, reward with a tender and long-continued gratitude the Clerical Cyclist."

We have just learned that Madame Patti has just been engaged for a farewell American tour. We have also learned that Fred. M. Rollison is on a western ranch, and that he will shortly come East. There may be no apparent connection between a prima donna and a nomadic bicycle rider, but closer inquiry reveals a sort of kinship between these two assertions. The diva has been making farewell tours for twenty years, and we doubt not, that there are hundreds of fashionable matrons in this town, who have tearfully waved her their farewell adieus at least a dozen times. As for Rollinson, he has been confined in an insane asylum, killed and given a decent burial, with which last Rolly should have been content. But with cat-like pertinacity, he continues to resurrect and pop up somewhere or other, just at a time when the daisies should be knee-deep over his comfortable little grave.

CYCLING AND CYCLES. FOR NON-WHEELMEN.

The first machine ever propelled by the feet of the rider, was invented in Paris in 1816, being afterwards called a velocipede. The most honored name in the bicyclic saintly calendar is that of a Frenchman, Pierre Lallement, who in 1863, astonished the "good citizens" of the French metropolis, by riding down the Boulevard St. Martin, mounted on a wooden bicycle, so called from its having two wheels. The same year, Lallement brought his bicycle to America, giving his first exhibition at Ansonia, Conn. The American public, proverbially ready to "catch on" to anything new or strikingly original and progressive, began to use the vehicle at once. For four years the youth of this country devoted its leisure hours principally to propelling the bicycle. In 1869 the craze died away, and bicycle riders and riding became a thing of tradition, except to those who had put money into the business and lost it. From 1870 to 1876, few bicycles were used in America and scarcely any were manufactured. Meanwhile the bicycle was taken to England in 1868 and, unlike us, the English mechanics immediately went to work improving on the original invention. Year after year improved machines were turned out, until the wooden bone-shaker of '63 has been replaced by the strong, graceful, silent wheels of 1886. In 1876, Colonel Albert A. Pope, of Boston, commenced to manufacture the Columbia bicycle. The machine was carefully made, well advertised, and bicycling in this country revived, and began to stride forward.

But the increase and demand for bicycles attracted other inventors to enter the field with Col. Pope, and some five years ago several firms began to import from England, where many good machines were being manufactured. Indeed at the present day, England can justly claim to be the stronghold of the wheel. The center of the trade is at Coventry, which is a bicycle town *par excellence*, even the workmen riding to and from business on their machines.

In this country the number of riders approximates 50,000, the majority being resident in the East.

VARIETIES OF THE CYCLE.

A variety of the bicycle which was perfected within the last two years and which finds much favor, especially with adults and people who have a dread of the "header," is the style known as "Safeties" or dwarf bicycles. The "Safeties" are of many different forms, but the regulation type is a front wheel of an average height of 38 inches, instead of the usual 52 inches, which is the diameter of the front wheel of the average sized regular bicycle. The "Safety" is generally propelled by a ratchet chain and cog wheels. The claims of its manufacturers are, the ease with which the rider can mount and dismount on account of the small size of the wheel, the freedom from headers and danger from falls, on account of the nearness of the rider to the ground, and the rake of the hind wheel.

Another great division of self propelled vehicles is the tricycle, or three-wheeler. The tricycle was specially adapted for ladies use, but many improvements have rendered it light and speedy, and it is becoming more popular with both sexes every season. Tricycles are either single or one-seated, or tandem or two-seated. The single has two

large wheels about 38 to 42 inches in height with the seat between them. The small third wheel has been used successfully both in front and behind, also at the side and at the centre. The tandem has generally four wheels; two large central wheels, and two small ones. When ridden by a lady and gentleman, the latter takes the hind seat, which is always a little higher than the first one, thus giving its occupant an opportunity to look ahead. The advantages of the tricycle are its absolute freedom from upsets, and the ability of the rider to stop and rest without dismounting. On this style of machine it is not so necessary to keep so sharp a lookout as on the bicycle, thus giving the rider more opportunity to view the country around him.

To those who have never ridden on either bicycle or tricycle, it is extremely difficult to understand the amount of enthusiasm a young fellow, or perhaps a young woman gets up over his or her machine. The smooth gliding sensation is delightful. The exercise is not fatiguing after the first few weeks, but just enough effort is required to start the pulse into new life and bring on, after a fairly long ride, a healthy tiredness, that sharpens the appetite and makes a soft bed a luxury. On either the bicycle or tricycle the efforts of any ordinary pedestrian are easily tripled, and much more ground can be gone over with pleasure in a few hours, than a good walker could cover in half a day. Besides cycle riding is not accompanied by the sense of fatigue which always robs the latter end of a long walk of much of its pleasure. In its early days the bicycle was regarded as a toy, a mere plaything, hobby, or time killer for overgrown boys; but this impression has been entirely changed by the number of reputable people who now use cycles. College professors, lawyers, clergymen and doctors find health and pleasure in cycling. Only last August, nearly 100 clergymen of all denominations, organized a "Clerical Wheelmen's Tour," and spent two weeks bowling along the smooth Canadian roads.

THE SPEED OF THE CYCLE.

Last year an English rider, H. R. Goodwin, rode from Land's End to John O'Groats, the extreme length of England, returned over the same route, and thence to London, riding 2054½ miles in nineteen days. This is the best long distance record ever made. Goodwin is a clerk, small and delicate, and simply rode for pleasure, not with any view to speed. In July, '85, James Lenox rode the extreme length of England, nearly 900 miles, in 6 days, 16 hours and 10 minutes; over 150 miles per day. The best single day's record, 266¼ miles, is credited to J. H. Adams. In 1884, George Smith rode 34 miles in two hours, 7 minutes; S. Golder rode 50 miles in 3 hours, 5 minutes, and E. Hale rode 100 miles in 6 hours, 39 minutes, 5 seconds. On the tricycle, H. J. Webb has ridden fifty miles in 3 hours, 39 minutes, and 100 miles in 7 hours, 35 minutes. The best day's tricycle record is 231¾ miles, made by C. H. R. Gossett in July, 1885. But perhaps the most wonderful feat of all was that accomplished by a woman, Mrs. Allen of Birmingham, who rode 200 miles in one day, last July. In this country, W. A. Rhodes of Lynn, Mass, has ridden 25 miles in 1 hour, 45 minutes, and Geo. E. Weber has ridden 50 miles in 3 hours, 7 minutes, 38¾ seconds. The twenty-four hour record is held by L. D. Munger of Detroit,

who rode 259½ miles in November, 1885.

But to a large majority of cycle riders these fast performances have little if any interest. Their idea of cycling is not, that by large expenditures of muscular power, they can cover a great distance in a short time, but they ride for health and pleasure only, the element of time scarcely entering into their calculations. The wheel is a species of gymnasium that will answer the purpose of all; the needs of the woman, as well as those of the athlete; and the benefits of exercise are obtained without the effort and and dullness that usually attend gymnasium work. The clerk, the literateur, the professional man, in fact all those whose occupations deprive them of the exercise necessary to maintain their vigor, can find relief in wheeling.

WHAT TO BUY.

In the selection of a machine, a novice has little to fear if he writes or visits a suitable dealer, or an agent of such. Each man has a fancy for a particular make, and if the would-be-rider consults his wheel friends—if he has any—he will receive so many different opinions of each machine, that he is all at sea. There are at present several makes, which are equally reliable in construction, and between which there is but little choice, except to the "old stager," or "experimentist," who is always fancying new "mounts."

A good bicycle of standard make can be had from \$100 to \$125. Of course the larger the machine, reckoning from the diameter of the front or large wheel, the average size being 50-inches—the more it costs; thus a 46-inch might cost \$120, while a 60-inch of the same make would cost \$137.50. There is a line of machines made for racing men, which are much lighter than those used on the road, the weight averaging from 19 to 23 pounds. They are sold from \$136 to \$150. A first class tricycle can be had for \$180, and good tandems are sold at \$230 to \$280.

MANUFACTURERS AND IMPORTERS.

Below we give briefs of some of the standard manufacturers and importers in the country:

POPE MFG CO., 597 Washington Street, Boston—The pioneer manufacturers in this country, and the producers of the famous "Columbia" bicycles, which have more than held their own, although it is now several years since they were first manufactured. These machines are made of the best material, with latest and best improvements. They are staunch, can be ridden on any roads, and are to be found all over the country, a large percentage of the machines in use being of this make. Their different styles are: The Expert, 45 lbs., price, \$125; Light Roadster, 36 lbs., \$135. Although ten pounds lighter than the Expert, the Light Roadster has been so carefully constructed, that it is in no way weakened, being strong, durable, and fit for all sorts of roads. Standard, 45 lbs., \$90. A cheap, but good and reliable machine. Safety, 47½ lbs., \$140. A graceful wheel, driven by chain and cogs. Semi-Roadster, 34 lbs., \$85. A forty-six inch wheel for boys or small men. Racer, 22½ lbs., \$140. Two-Track tricycle, 80 lbs., \$160. Although on the market but a year, this machine has become very popular. Ladies' Two-Track, 70 lbs., \$175. Same as above, only lighter.

GORMULLY AND JEFFERY, 222 & 224 No. Franklin Street, Chicago—This firm manu-

Send stamp for handsomely Illustrated Catalog containing a detailed description of

“THE * AMERICAN * SAFETY.”

The easiest running, the best hill climber, the best appearing and invariably pronounced by experts to be the most practical Safety on the market. Its action is not perceptibly different to that of the ordinary crank machine. The following correspondence will prove interesting:

Office of SKEEN & STUART STATIONERY Co.
77 Madison St., Chicago, April 3, 1886.

Messrs. GORMULLY & JEFFERY, City:

Please furnish me at your earliest opportunity one American Safety Bicycle, 42 inch, ball bearings all over. You may deliver same at my residence, 6515 Harvard street, Englewood.

The enclosed letter from my old friend, Dr. Appleby, of the Buffalo Homoeopathic Pharmacy, and Ex-President of the Buffalo B. C., may be of interest to you.

Yours respectfully, E. C. STUART.

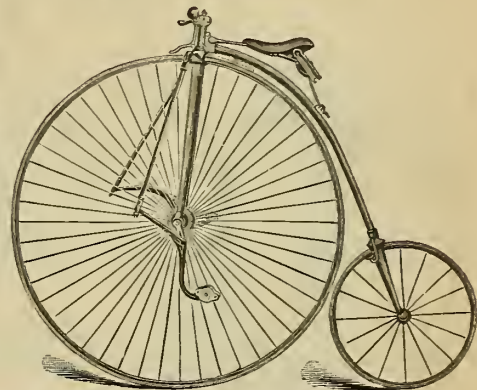
By permission of Mr. Stuart we quote from the letter (private) referred to:—“I did not know much about Gormully & Jeffery's 'Safety' but having a friend who has ridden one for a year, I went to see him. The result is that I conclude that G. & J. have the best 'Safety' in the market. This machine was a little large for me but I rode it very handily and it does run very easily. I think I shall mount one the coming season. * * I am called by some a bicycle crank. I haven't seen a sick day for the past eight years, of riding. Get a wheel and don't work so hard. Good health is better than riches. Yours hastily,

H. T. APPLEBY.

PRICE, 42-inch STANDARD FINISH, - \$76.00.

Manufactured by **GORMULLY & JEFFERY,** CHICAGO, ILL.

N. B.—We also Manufacture a complete line of Sundries, including Lamps and Bells. See Pages 8, 9, 10 and 11.



factures its own wheels, and has had remarkable success with them. Their “New Champion” brought out this season, is a first class wheel at a moderate price, \$102.50; indeed all the wheels made by this firm have been put on the market at low figures. They started out with the intention of manufacturing a first class wheel at a moderate price, and judging from the demand for their different makes, they have accomplished their object. Besides the “New Champion,” on which by the way, Albert Shock rode 1028 miles in 72 hours, they have the American Challenge, a staunch roadster sold at the remarkably low price of \$72. With none of their machines, have they had more success than with their American Safety. This is a graceful looking machine with a 42 in. front wheel. It is propelled by a rod and lever attachment. Price, \$76. The American Ideal is a bicycle built especially for boys and youths, ranging in price from \$25 for a 30 in. to \$60 for a 50 in. Their Ideal tricycle is a companion to their Ideal bicycle, being especially designed for misses and youths. Price \$40 to \$45. N. Y. agent, E. I. Horsman, 80 William Street.

OVERMAN WHEEL CO., 182 Columbus ave., Boston—Manufacturers of the Victor Bicycles and tricycles. This firm turns out their own machines at Chicopee, Mass. It is claimed to combine in its manufacture, the best features of all other bicycles. It is graceful, built of the best materials, and is in every respect a first class wheel. All the parts are interchangeable. Price \$125. The Victor tricycle is a staunch front-steerer, selling at the remarkably low price of \$125.

H. B. SMITH MACHINE CO., Smithville, N. J. The “Star” is of a peculiar build. It is a safety, with an ordinary large bicycle wheel, and a small 20 in. wheel, though their positions are reversed the small wheel being in front. It is a little heavier than an ordinary and is made of the very best material. The pedal action is a direct up and down motion, which can be either short and rapid, or long and powerful; the rider can also hold his feet on the pedals, holding them perfectly still, and the machine will run on its momentum. It is a good hill climber and a lightning coaster. Weight 100 lbs.; price, \$100. N. Y. agents, Spalding Bros, 241 Broadway.

STODDARD, LOVERING & Co., 152 to 158 Congress Street, Boston—Their stronghold is the Rudge Light Roadster, built especially for American roads. Its weight is 39 lbs; price, \$135. The American

Rudge is a good staunch roadster weighing 40 lbs. and sold at \$107.50. Their Rudge Racer, weighing 93 lbs., is sold at \$140. The Rudge Safety is a fast and easy running machine. Weight 39 lbs., very light for a safety; price all sizes, \$85. Their Rudge Crippler tricycle is a popular mount.

Rudge Crescent Tricycle is a front bicycle steerer, the front wheel being 26 inches, the large size reducing the vibration. Price \$185. Their Rudge Humber Tandem is undoubtedly one of the best and most popular of two-seat tricycles. The Rudge Coventry Rotary Tandem has one large wheel and two small wheels. Its principal claim is lightness. It is only 30 in. wide; price \$220. This firm also manufactures a long list of sundries. N. Y. agent, G. R. Bidwell, 313 W. 58th St.

WM. READ & SONS, 107 Washington Street, Boston—The wheel handled by this firm, the Royal Mail, is noted this year for the many valuable improvements made in it. The spokes are tied at every point of contact, giving the wheel strength and rigidity; the head is fitted with ball-bearings, which lessen the friction, and make constant tightening and loosening unnecessary. Weight 37 lbs; price, \$135. The Royal Mail tricycle, is a two-tracker, i. e., the small wheel running in the same plane as one of the side wheels, weighing 80 lbs., and selling for \$180. N. Y. agent Chas. Renton & Co., 229 Broadway; Brooklyn agent, Chas. Schwalbach, 124 Penn St.

A. G. SPALDING & BROS., 108 Madison St., Chicago, and 241 Broadway, N. Y.—The “Spalding” Bicycle, manufactured by an English firm, is a first class wheel in all that that term implies. Price \$132.50. Their “Kangaroo” is worthy of especial mention. It is one of the few real safeties, and is admirably adapted for rough roads, night-riding, and for those who desire absolute immunity from headers. Price, \$130. The Premier bicycle is a good low price English made roadster, sold at \$92.50. In the same class we may place their British Challenge, weight 43½ lbs., price \$90; and the Ideal, \$72, the latter admirably suited for youths, and men of slight build. They have a number of youths’ and Misses bicycles and tricycles, selling from \$8 to \$30, and a number of sundries, bicycle clothes, etc.

COVENTRY MACHINISTS CO., 182 Columbus ave., Boston—Manufacturers of the famous Club machines, which made of the best material. The Club bicycle, a handsome wheel, weight 37 lbs, selling at \$130; the Universal Club, 40 lbs.; price \$105, the Racer, 21 lbs. \$146, and the “Safety” \$135. Their tri-

cycles are, the Ranelagh Club, a sterling good wheel and a popular mount, selling at \$180; the Club-Two-Track, \$180; Imperial Club, \$180; and the Sandringham Club, \$172.50. Their new Marlboro’ Club, is the lightest three-wheeler of the year, weighing about 65 lbs. It is a central-geared bicycle steerer. It is admirably suited for ladies; indeed it is considered about the best thing for them that has yet appeared. The Club Tandem, convertible into a single, is a handsome and easy running machine. It presents a well balanced appearance, having a small wheel both in front and behind. Price \$245. N. Y. agents, Renton & Co., 229 Broadway.

S. T. CLARK & Co., Baltimore, Md.—This firm handles the New Rapid, a strong wheel, well adapted to American roads. It might be said of this wheel that, “Its glory is in its strength,” for that is its principal claim. The spokes are tangent, and are brazed where they cross, giving the wheel great rigidity. N. Y. agent, Fred Jenkins, 21 Park Row.

W. B. EVERETT, & Co, 6 & 8 Berkeley St, Boston—Agents for the Apollo bicycle, Singers straight steering tricycle, the Springfield Tandem Tricycle, and the Traveller Tandem.

THE INTER-CLUB ROAD RACE.

This race will take place to-morrow—Saturday—at 3 p. m. The start is at Clinton avenue. It may be reached as follows: Trains leave foot of Liberty street, this city, at 12, 12.45, 1.15, 2.00, 2.30, 3.00 The two o'clock train will probably be the most convenient for reaching the start; stop at Broad street depot, turn up Broad two blocks, to Market, along Market to High, turn left to Clinton avenue, along Clinton avenue 1 1-2 miles to starting point. The contestants will ride over the course four times, giving every one a good chance to see the race. We give the complete entry list below:

BELLROPHON WHEELMEN.—A. N. Pierson, F. S. Miller, J. Z. Hatfield, A. B. Irving.

KINGS CO. WHEELMEN.—A. B. Rich, H. J. Hall, Jr., E. M. Valentine, M. L. Bridgeman.

ILDERAN B. C.—W. Richardson, H. H. Farr, H. Greenman, W. J. Savoy.

ELIZABETH WHEELMEN.—A. S. Billinger, A. S. Roorbach, L. B. Bonnett, H. Caldwell.

NEW YORK B. C.—G. S. Daniels, E. J. Schriver, J. B. Roy, H. Conkling.

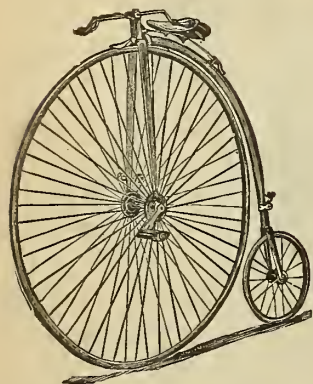
HARLEM WHEELMEN.—W. D. Edwards, E. J. Halstead, M. T. Germond, A. F. Steiner.

RUTHERFORD WHEELMEN.—E. W. Dean, Jr., F. T. Doolittle, A. P. Jackson, H. R. Jackson, Jr.

Send for handsomely Illustrated 48-page Catalog containing a detailed description of

THE AMERICAN IDEAL.

✻ FOR BOYS AND YOUTHS. ✻



It is needless to dilate on the qualities of this, the youths' perfect bicycle, as it has been for years regarded the standard machine of its class. Every respectable dealer finds it necessary to keep the Ideal in stock. Everywhere that boys ride bicycles the Ideal predominates. It has all the improvements of the larger machines, is perfect in its mechanical construction and very graceful in its lines.

PRICE, FOR 30-inch, \$25.00; FOR 50-inch, \$60.00.

MANUFACTURED BY

GORMULLY & JEFFERY, - - - CHICAGO, ILLS.

N. B.—We also manufacture a complete line of Sundries, including Lamp and Bells. See pages 7, 9, 10 and 11.

BOSTON CYCLE CLUB'S SHOW.

CONCLUDED.

The Veterans.—Just as on memorial day a parade is not complete without an array of be-bulleted relics of flags and standards, so is a cycle show not complete without a representation of primitive wheels. A long line of these "glories" of the past attracted much attention, and the composition of the men who perambulated on these rattling affairs, was the subject of wonderment and admiration.

Wooden tricycle, built at Hartford, in 1861, loaned by Overman Wheel Co. Two large wheels, small wheel behind. Short curved cranks; wooden handles attached to the axle; iron seat; tricycle of 1868, Overman Wheel Co. Two 36 in. wooden wheels; brass pedals; elaborate cushioned seat, with back; netting underneath seat for carrying luggage. Singer & Co.'s Sociable, built in 1878, loaned by W. W. Stall. Crank pedal, double driver, endless chains, 48 inch wheels, front rod central steerer. The brake is peculiar. It is worked by a lever, which pushes a rod against the ground, along which it drags somewhat like an anchor. The Original Lallement bone-shaker, the Mecca and shrine *par excellence* of all the wheeling faithful. Thirty-four inch front wheel, 30 inch rear wheel, connected by an iron rod. This rod runs from the head of the bicycle almost horizontally back over the rear wheel. Six inches from its end, two forks extend downward for the rear wheel. It was driven by the ordinary crank rotary motion; straight wooden handlebar; saddle placed directly on the connecting rod, i. e. without springs. Bicycle manufactured in 1868, by the Ames Plow Co., Chicopee, Mass.; something like the "Lallement," from which it was probably copied. A bicycle imported from Paris in 1869, loaned by E. R. Frost, of Boston, same as last two machines only somewhat larger. An Oarsman tricycle; iron wheels, wooden frame, seat with back, wooden foot holds; the machine is worked by two wooden handles, oarsman style, winding up stout ropes, which furnish the motive power; the ropes are recoiled by means of a spring. The machine is steered by the foot rests. A standard Columbia, on which twenty-five men learned to ride, and which was sold thirteen times, whereby \$531.50 changed hands. The machine ridden by Hugh J. High from Pottstown, Pa., to Seward, Neb., 3,409 miles, and another imported in 1877, and ridden 4,000 miles, were in good condition. A 52 inch Timberlake, imported in 1878 by W. W. Stall, was shown, also an American Roadster tricycle. It had 52 inch nickled wheels, a remarkable handle bar connecting the small rear steering wheel.

Stoddard, Lovering & Co., 152 Congress St., Boston—A long stand containing parts, sundries and samples of Ardill's liquid enamel, also 2 Rudge Light Roadsters, 2 American Ridges, a safety, and a Rudge Crescent tricycle. A 53 inch Light Roadster, ridden by C. M. Fairfax from New Orleans to Boston, and the machine used last fall by M. V. J. Webber, in his 20-mile trial against time were also shown; also a Rudge 39 pound racing bicycle, on which Howell rode in 2m. 11½s. The famous Rudge Humber tandem, the Rotary tandem, and a 53 inch Light Roadster, ridden 1,800 miles by C. M. Fairchild, completed this stand.

William Read & Sons, 107 Washington St., Boston—The "Royal Mail" stand was looked after by

Will. S. Atwell and Charles Schwalbach. The Royal Mails have gained great popularity by several excellent improvements, namely, a ball bearing head, and a detachable handlebar, Fox's patent "grip fast" tire and Warwick's hollow rims. Four brass cannons at either corner of the stand, gave this exhibit an admirable *tout ensemble*. The stand included 12 Royal Mail bicycles, 3 Kangaroos, for which machine this firm has the New England agency; an Otto tricycle, a machine not now on the market, 3 two-track Royal Mail tricycles, and a tandem. A 23 pound racer, sold to Crist. of Washington, attracted the attention of racing men. A two-track convertible tandem was shown, in which the seat could be pushed on one side, to enable a graceful mount or dismount for the lady. A glass case containing parts, and a Royal Mail rim, completed the show.

W. B. Everett & Co., 6 and 8 Berkeley Street, exhibited the Singer machines. The stand included a Challenge Safety, straight steering tricycle, a "Courier" luggage carrier tricycle, Apollo Light Roadster, and Semi-Racer bicycle, and the Apollo, on which Prince recently made his records. Also an "Extraordinary" Safety, a Traveller tandem, and the usual case of parts.

S. T. Clark & Co., Baltimore, Md., showed the Dictator, and the famous New Rapid Bicycle, a true tangent spoked, and rigid wheel, enamelled or nickled, a 55-in. 20½ lbs. racer, a 57-in. enamelled, and 57-in. nickled wheel completed the show.

W. K. Menns, Everett, Mass., had a table of illuminating oils, specially prepared for wheelmen.

Fréd. Jenkins, 21 Park Row, New York, showed the Excelsior Cyclometer. It is a positive motion cyclometer, registers 1,000 miles, is attached to the axle, and can be read from the saddle. It has been used with success for some years, and is now being placed on sale in a new and improved form. Price, \$10.00.

A. G. Spalding and Brothers, New York and Chicago, show a genuine Humber tandem, undoubtedly one of the best forms of tandems made, also a genuine Humber single, a Kangaroo, an American Premier, and a case of bicycle clothing and cycle parts.

W. W. Stall, 509 Tremont St., Boston, is agent for the Star, of which machines he has a handsome exhibit. But we must first mention the pride of this stand, a Crippler, or bicycle steering tricycle, specially built for Mrs. Stall. It weighs 48½ lbs., is an automatic steerer. Price, \$300. These machines are only made to order. The regular exhibit includes 6 roadsters, a pony, and a Star of the "Vintage of 1883," weighing 75 lbs. Mr. Stall is also agent for the Blair Tourograph Co., and he shows specimens of photographic apparatus. This can be folded in a small compass, and attached to the head of the bicycle, without inconveniencing the rider. A complete outfit costs, \$22.25.

J. A. R. Underwood, Washington Street, Dorchester District, shows the Quadrant tricycle. No. 11 is a bicycle steering tandem, weighing 105 lbs., No. 12, a side steering tandem, No. 8, a bicycle steering single, No. 9, a side-steering single, weighing about 70 lbs., designed for ladies. This was the first tricycle to mount Corey Hill. We noticed a large number of Quadrants in use in Boston. Two Rovers Safeties were shown, for which machine this firm has the New England agency.

H. A. Johnson & Co., 222 State St., Boston, show Bertram's patent oil polish, for bright metal.

Wright and Ditson, and Horace Partridge, both Boston firms, have attractive cases of tennis and sporting goods.

C. H. Lamson, Portland, Maine, had an attractive assortment of L. A. W. badges; which were arranged in a frame. Mr. L. also showed a luggage carrier, and a bicycle wrench.

In the way of publications, Messrs. Ducker and Goodman had their long promised Reference Book on sale. It contains much good and much poor material, and much of it is reprinted from the *S. W. Gazette*. Most of the 49 lithograph portraits were reproduced from the same paper. Many of the likenesses are unrecognizable, while others are correspondingly good. Those of President Beckwith, Burley B. Ayers, and a few others, might be called "speaking." The book contains a Racing men's directory and biographies, history of the L. A. W., records, articles on touring, chronology of 1885, and briefs of prominent wheels. Altogether a good deal of matter for 50 cents.

The *Bicycling World* had a parti colored Chinese pagoda arranged in the centre of the hall. In it were sold copies of many cycling publications, the *World* making a specialty of foreign and domestic cycling pamphlets, books, log books, etc. The stand was engineered by Mr. Fourdrinier of the *World*, assisted by a trio of sweet-tongued houris, whose invitations to buy or subscribe to some of their wares, only a wheelman with a Vermont marble heart, could resist. *The Cyclist and Athlete*, *The Cycle*, and *THE WHEEL*, had stands. The thousands of copies we sent to the exhibition were snapped up like the proverbial hot cakes.

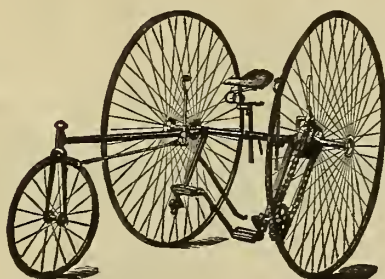
A new and approved method has been discovered to outwit the aggressive dog. The wheelman must pad one of his calves with small shot or old nails. The free lunch fiend is reposing in the rural gateway ruminating over the toughness of that last piece of League cloth, and wondering when the next wheelman will come his way. Suddenly his eye lights up, for the glistening nickel-plate tells him that a cyclist approacheth. He gets into the middle of the road, the better to "weigh up" his victim, and carefully decides which portion of his anatomy promises the best results. The "fatted calf" instantly attracts his fancy, and he wags his tail in satisfaction. He rushes at it. He snaps. His teeth are buried in his gums; the air is rent with a sonata, and the wheelman swoops on triumphant. Perhaps a more humane plan would be to pad up with boarding-house pancakes or hotel biscuit. By this method the dog's teeth are extracted without cost to himself, and he is compelled to fall back on a strictly vegetable diet.

Send for handsomely Illustrated 48-page Catalog containing a detailed description of the new and beautiful.

AMERICAN IDEAL TWO TRACK TRICYCLE.

For Youths and Misses. This tricycle is manufactured at the earnest demand of the trade generally, and is after the same general lines and finish that has made its companion the American Ideal Bicycle, a household word.

PRICE, 30-inch. - \$40.00



Every care has been maintained in its construction and none but the best of selected material is used and we do not hesitate to guarantee that it will sustain the previous reputation of its name.

PRICE, 34-inch. - \$45.00.

Manufactured by **GORMULLY & JEFFERY**, CHICAGO, ILL.

N. B.—We also manufacture a complete line of Sundries, including Lamps and Bells. See pages 7, 8, 10 and 11.

CLERICAL TOUR.

TEN DAYS OF RECREATION AND CHRISTIAN FELLOWSHIP.

A full outline of this tour appeared in the *Bulletin* of May 7th, and in *THE WHEEL* of May 14th. Copies of the *Bulletin* were mailed to the addresses of the 200 clergymen whose names appeared therein, and copies of *THE WHEEL* will be mailed on application.

Since publishing the list of clerical wheelmen in the *Bulletin*, the following additional names have been received. We shall be greatly obliged to all who will assist in the further correction and completion of the list. See *Bulletin*, May 7th.

- Rev. H. H. Allen, Oneonta, N.Y.
- Rev. M. D. Babcock, Lockport, N.Y.
- Rev. A. C. Blackman, Marinette, Wis.
- Rev. A. H. Bradford, D. D., Montclair, Essex County, N.J.
- Rev. M. D. Church, Montclair, Essex County, N.J.
- Rev. H. P. Collins, Coldwater, Mich.
- Rev. J. O. Critchlow, Uniontown, Pa.
- Rev. W. S. Danley, Texas.
- Rev. G. A. Gates, Upper Montclair, Essex County, N.J.
- Rev. Robert Granger, Richfield Springs, N.Y.
- Rev. William Greenwood, Windsor, Vt.
- Rev. John Gregson, Wilkinsonville, Mass.
- Rev. A. Hauser, Lockport, N.Y.
- Rev. R. Buell Love, Millport, Columbiana County, O.
- Rev. B. J. Maveety, Homer, Mich.
- Rev. Stewart Mitchell, Bloomsburg, Pa.
- Rev. Mr. Phillips, Coldwater, Mich.
- Rev. I. Heyer Polhemus, 56 Roseville Ave., Newark, N.J.
- Rev. A. C. Stilson, Ottumwa, Iowa.
- Rev. Charles E. Stowe, 7 Florence Street, Hartford, Conn.
- Rev. A. C. Wheaton, Little Falls, N.Y.
- Rev. Alfred Yeomans, D. D., Orange, N.J.

TIME-TABLE AND ROUTE.

The following time-table and route has been laid out. The full scenes and details of each day's ride will be found in the *L. A. W. Bulletin*, and subsequent information will be found in copies of *THE WHEEL*, which will be mailed direct from the office of publication in New York.

TUESDAY, AUGUST 3D.—2 p.m. at No. 313 W. 58th st., New York, Central Park, Yonkers, 14.

WEDNESDAY, AUG. 4TH.—Yonkers; Tarrytown, 10; through the Highlands by boat to Newburgh; Poughkeepsie, 18. Total, 28.

THURSDAY, AUGUST 5TH—Poughkeepsie; Hyde Park, 7; Staatsburg, 4; Rhinebeck, 6½; Red Hook, 6; Blue Stores, 11; Johnstown, 3; Hudson, 6. Total, 43½.

FRIDAY, AUGUST 6TH—Hudson; Claverack, 3½; Mellenville, 5½; Ghent, 5½; Chatham, 2½; Canaan Four Corners, 11; Mount Lebanon Shakers, 2; Lebanon Springs, 2. Total, 34½.

SATURDAY, AUG. 7TH.—Lebanon Springs; Tilden's, 2; Brainard's Bridge, 5; Malden Bridge, 3; North Chatham, 3; Schodac Centre, 7; East Greenbush, 2; Albany, 4. Total, 28.

SUNDAY, AUGUST 8TH—At Albany.

MONDAY, AUGUST 9TH—Albany; Waterford, 16; Mechanicsville, 10; Round Lake, 6½; Dunning's Street, Saratoga, 10. Total, 42½.

TUESDAY, AUGUST 10TH—Saratoga; Balston Springs, 7; Charlton, 10; Amsterdam, 13. Total, 30.

WEDNESDAY, AUGUST 11TH—Amsterdam; Fonda, 11½; Canajoharie, 12½; Ames, 8; Sharon Springs, 2½. Total, 34½.

THURSDAY, AUGUST 12TH—Sharon Springs; Prospect Hill House, 5; Cherry Valley, 4; East Springfield, 4; Springfield Centre, 3½; Richfield Springs, 8½; Otsego Lake, 6; Cooperstown, (Boat). Total, 31.

FRIDAY, AUGUST 13TH—Cooperstown; Hartwick Seminary, 6; Maryland, 8; Wooster, 10; East Wooster, 5; Richmondville, 5; Cobleskill, 6. Total, 40.

SATURDAY, AUGUST 14TH—Cobleskill; Howe's Cave, 4; Cobleskill, 4. Total, 8.

Total distance on the wheel, 334 miles.

That the details of the Tour may be arranged immediately, it is important that the probable size of the party should be known at once. It will be a great favor if each clerical wheelman will indicate by return mail whether he *expects* to accompany the tourists. Names will be entered in the order of their reception, and no payment (of \$2) toward the contingent fund need be made until the first of July, and only then by those whose names are to be entered upon the final list.

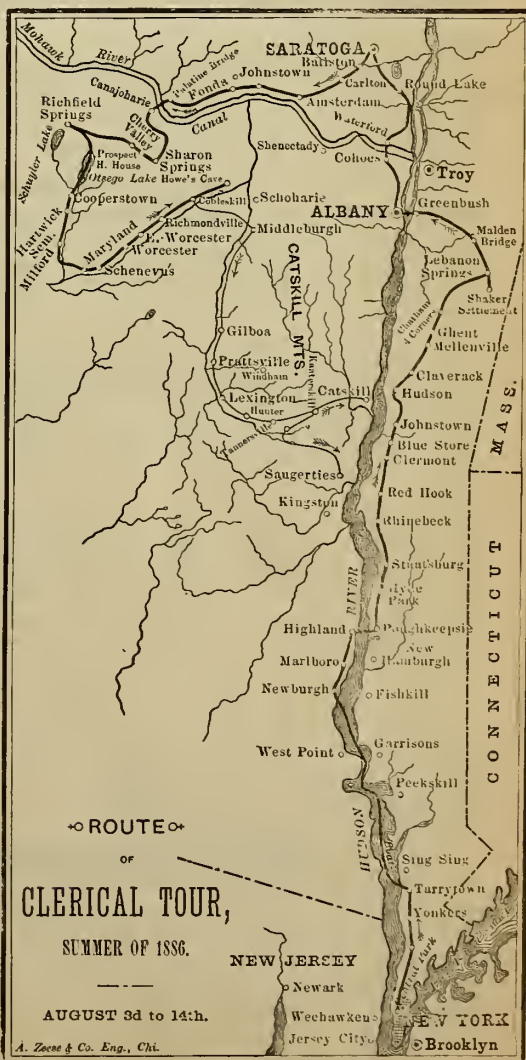
We shall be pleased to receive from each Clerical Wheelman a sentence or two, commending the wheel as a thing of real service to a minister in securing health, or aiding in his work or travel. If we can secure a goodly list of such commendations we shall be pleased

to print them all together in our final circular. Promptness is desired.

SPECIAL DISCOUNT ON BICYCLES FOR CLERGYMEN.

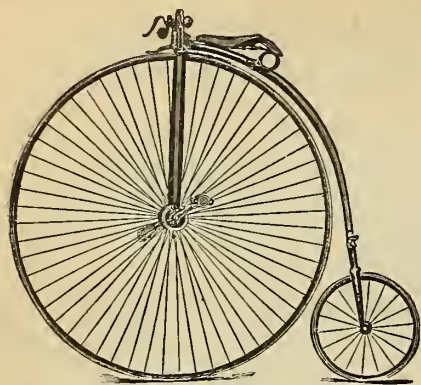
At present the various manufacturers make a special discount of 10 per cent. on bicycles and tricycles for clergymen. It is believed that a general effort upon the part of clerical wheelmen, in the form of a request signed by a large number, would secure an increase of this discount from 10 to 20, or even 25 per cent. In a future circular we shall likely propose the plan for securing this desirable result.

Address all communications to Rev. Sylvanus Stall, Lancaster, Pa.



Send for handsomely Illustrated 48-page Catalog, containing detailed description of

THE AMERICAN CHAMPION.



Price, 50-in., Standard finish, \$102.50

A high grade roadster, with ball bearings all over, and to pedals, hollow, one piece cow-horn handle bars, solid comfort saddle, G. & J. patent ball bearing pedals, and all the modern accessories to a first class mount.

Although but recently placed on the market it holds *WORLD'S RECORDS*.

NOTE THIS TESTIMONIAL FROM ONE OF ITS FIRST RIDERS:

CHICAGO, March 22, 1886.

MESSRS. GORMULLY & JEFFERY, City,

DEAR SIR:—After giving the Champion several exhaustive trials on the road, I cannot refrain from saying that it is the most rigid, easy running, and steering bicycle that I have ever ridden. Its high grade and very reasonable price will doubtless make a large sale for it the coming season.

This is the first testimonial I have ever written.

Yours very truly,

JOHN O. BLAKE, Chief Consul, L. A. W., State of Illinois.

Manufactured by **GORMULLY & JEFFERY, Chicago, Ills.**

We also manufacture a large line of Sundries, including Bells and Lamps. See pages 7, 8, 9 and 11.

WHEEL GOSSIP.

This is our "Clergymen's" number.

Every parson in the land, whose name we can get by hook or crook, will receive a copy of *THE WHEEL*.

We look for a large increase of clerical wheelmen, as a result of our efforts to bring wheeling to their attention.

The Yale Club holds high jubilee at New Haven to-day and to-morrow, it being the occasion of their annual meet.

The "International Tournament," "American Cyclists Union," and other articles and paragraphs were crowded out of last week's issue.

"Tom," the cycling instructor who made quite a local reputation for himself last fall as Garvey and Herring's teacher, is now with G. R. Bidwell.

The Ixions propose holding a road race to Yonkers and back, the contestants to take any course, and use any machine. Medals will be presented to the first three men.

The *Bi. World* of last week published a cartoon supplement, containing likenesses of Prince and Eck. The *World* has reduced its subscription price to \$1.00 per year. We offer the *World* and *THE WHEEL* for \$1.50 per year.

Messrs. Calder Bros., of Terre Haute, Ind., say: "The 48-inch American Rudge is at hand. This wheel is far superior to what we expected, and will, no doubt, be the means of increasing the sales of this class of machines."—*Ad.*

After the Alexandra Palace tournament, the proprietor of the grounds served the racing men and the press representatives with tea. They are easily pleased on the other side, or else tea is a polite name for something stronger.

A wheel contemporary criticizing a new book: "How to be happy, though Married," suggests that a tandem might solve the problem. Peck's *Sun*, however, suggests a more practical, but self-denying solution: "Don't be too familiar with the hired girl."

The Orange Wanderers have a standing offer of a medal to any of its members making a century run within the twenty-four hours. E. P. Baird secured one of these medals on Decoration Day by riding 126 miles from 5.10 A. M. to 10.58 P. M. Thirty miles was over rough and sandy roads, making frequent dismounts necessary.

We publish this week the only complete story of "The Clerical Wheelmen's Tour" that has appeared. It was compiled by Rev. Sylvanus Stall, from reports furnished the daily papers during the tour, by different members of the party.

The third annual meet of the Illinois Division will be held at Cheltenham Beach, Chicago, Saturday, July 3d. This is the opening date of the World's Pastime Exposition, and the races will be run on a track built by the exhibition company.

Oh! What is so rare as a day in June? sighs the poet. If the poet is really in quest of information, he should mount a bicycle, take a header, and try to file down ten yards of macadam with his elbow or knee. This will give him something rarer than the longest day in June.

Ten members of the Penn. Bi. Club arrived at Elizabeth, N. J., by train last Friday evening. They were met by five Elizabeth Wheelmen, who escorted them to the Sheridan House. On Saturday they rode to Orange, Caldwell and vicinity. They returned to the Quaker city Sunday afternoon.

Messrs. Stoddard, Lovering & Co. wish to state that they are now prepared to fill orders for the American Rudge. They report the demand for this machine has been extraordinary; and they have been taxed to their utmost to keep up with sales. The American riders are beginning to appreciate that they can get a first class bicycle in the vicinity of \$110.—*Adv.*

Every year we hear what a triumph of the printers art, the League programme is going to be, and every ditto, the o. p. turns out anything but a triumph of the printer's or many other art. The programme of the late meet was well printed, and had a unique cover, but it was very late, and when it finally did come, it contained only what had been printed weeks before in all the cycling papers.

We would call the attention of our readers to the advertisement of the Kings County Wheelmen's Race Meet. We have attended this meet two years in succession, and have come to anticipate it as an enjoyable event. The racing is good, the music ditto, and the K. C. W. boys seem to be in the special graces of the weather dispenser. The grounds may be reached by the Bridge and Brooklyn "L." railroad, about twenty-five minutes from New York. Read the ad., and take some of your lady friends to see the races.

Edwin Oliver, formerly of *THE WHEEL*, contributes a lively and well written column to the *Sporting and Theatrical Journal*, of Chicago, under the name of *Verax*.

Messrs. Stoddard, Lovering & Co. have a few shop-worn Rudge Racers in stock, upon which they should be pleased to quote net prices to aspirants for racing honors. Their supply is limited and applications should be made early.—*Adv.*

While at Boston we had the pleasure of meeting the following members of the fourth estate: C. W. Fourdrinier and J. S. Dean, of the *World*, James W. Barnes, *Cyclist and Athlete*, H. E. Ducker, *Wheelmen's Gazette*, C. S. Howard, *Boston Globe* and *THE WHEEL*, and John A. Wells, of the *Bulletin*.

Messrs. Horace Partridge & Co., 51 to 57 Hanover Street, Boston, have just issued an exhaustive catalogue of their sporting goods. It contains descriptions, prices and illustrative cuts of their tennis rackets, balls, clothing etc., a full line of baseball and sporting goods; athletic goods, hammocks, roller skates, exercising machines, tents and a line of boys and girls bicycles, tricycles and velocipedes. It also contains directions for playing different games.

A TRUE PROPHECY—In the April 30th issue of *THE WHEEL*, we referred at length to the flattery lavished on *The Cycle* by the *Bicycling News*. We prophesied that: "The next issue of the *Bicycling News* will attack us tooth and nail." In the very next number of the *News*, after the receipt of *THE WHEEL* on the other side, we find our prophecy fulfilled, for in the May 14th issue of the paper we find the following:

Says *THE WHEEL*:—*La Rivista Velocipedistica* is the name of an Italian cycling publication. The sales-room of the paper should be supplied with chairs, so that customers might be thoroughly comfortable while they are asking for a copy. *Bicycling News* doesn't mind formally seconding the motion. At the same time, it would suggest that *THE WHEEL* people should send out a galvanic battery to all their subscribers. It would take a good strong shock to wake one up after wading through *THE WHEEL*.

It will be noticed that there is no connection between these two sentences, but the *News* wanted revenge. And yet this paper is edited by the great and one Lacy Hillier, who is old enough and experienced enough to know better; but alack! the older they get the worse they are. This is a sample of the average cycling pressman. He is forever advocating "reform," but a little of that article should be kept at home for domestic use.

Send for handsomely Illustrated Catalog
containing a detailed description of

"THE AMERICAN CHALLENGE,"

Which is positively the best roadster for the money ever placed on this or any other market. It has all the modern improvements and is a durable, reliable and easy running machine, and it has stood the test of time. Note these recent testimonials:

NEW ORLEANS, Feb. 10th, 1886.

Messrs. GORMULLY & JEFFERY, CHICAGO, ILLS:

GENTLEMEN:—The American Challenge full nickelled received through Col. Fenner, is indeed a beauty and creditable to the makers. I have refrained from writing until having tried it somewhat and now having registered my first 100 miles can express my entire satisfaction in it as a mount. In appearance it is elegance itself, its running is extremely easy and the ball bearings are perfection.

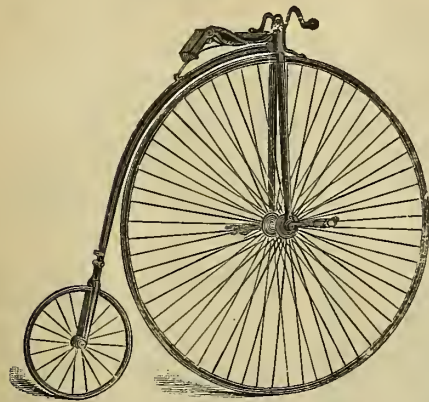
WM. W. CRANE,

Ex. Capt., N. O. Bi. C., and Editor "Bicycle South."

Price, 50-inch Standard Finish, - - \$72.00.

Manufactured by GORMULLY & JEFFERY, CHICAGO, ILLS.

N. B.—We also manufacture a complete line of Sundries, including Lamps and Bells. See pages 7, 8, 9, and 10.



"FRISCO LINE."

St. Louis & San Francisco Railway Co.

CARL JUNCT., Mo., April 13, 1886.

GORMULLY & JEFFERY, CHICAGO:

GENTLEMEN:—The "American Challenge" that I purchased from you Feb'y 1st has given entire satisfaction. I have tested it on all kinds of roads, and find it all you claim. It is easy to manage and runs with less labor than any machine I have ever rode, and it gives me pleasure to write this letter. All who see it pronounce the workmanship perfect, and want one like it. Yours truly, H. H. WEBB.

RACING AT EAST HARTFORD.

Fine weather favored the East Hartford B. C. Meet, held last Saturday afternoon, with the result that a large crowd witnessed the races. The track was only in fair condition, one turn being particularly soft. Summary:

One-mile, club championship.—Bidwell, 3.14; Prior, by a foot; Horton, o. One-mile, Hartford Wheel Club championship.—De Blois, 3.15; Illston, second; Lounsbury, o. One-mile, club handicap.—Tyrrell, (90 yards), 3.23 2-5; Wells, second; Beaumont, o. One-mile, club, 3.10 class.—Horton, 3.18; Prior, second; Forbes, o. One-mile, boys of 18 and under.—H. H. Stockder, Meriden, 3.19 3-5; Damerly, second; Haradon, o. One-mile, open.—Horton, 3.16; De Blois, second. One-half mile, boys.—Haradon, 1 4/7; Graham, second; Havens, o. One-mile, club, 3.25 class.—Arnold, 3.28; Beaumont, second. One-quarter-mile, Bidwell, 46 3-5; Carlton, second. Three-miles, open.—De Blois, 11.19 3-5; J. S. Kulp, Wilkesbarre, second.

THE RACING PATH.

St. Paul's School Sports, held at Concord, N. H., May 26-28. One-mile bicycle race.—J. Armstrong, 3.48.

At the Anfield B. C. Meet, held at Liverpool, May 15th, W. A. Illston won the half-mile handicap from scratch in 1m. 23 2-5s.

The N. Y. A. C. will hold a three-miles handicap at their summer games, to be held June 12th, commencing at 3.30 P. M. Entries close with A. H. Wheeler; 104 W. 55th Street.

A five-mile bicycle race will be decided at Pipestone, Minn., June 24th. Prizes valued at \$16 and \$8 will be given. Race open to all L. A. W. members. Entries close on day of race.

Chester Cricket Club games, held near Philadelphia, May 29th.—Mile bicycle race, novices.—Lewis A. Hill, Penn. B. C., 3m. 35s.; E. S. Worrell, second. One-mile bicycle, road machines: Hill, 3m. 26s.; A. Rice, Chester, second.

The Kenton Wheel Club held a race meet at Chester Park, Cincinnati, Saturday, May 22nd. Summary: One-mile, Safety.—T. J. Creaghead, 4m. 14s.; Melville Richie, second; H. S. Rodgers, o. Five-miles race, championship of Covington.—Green, 17m. 23s.; Fenley, close up; Croningle, o. Half-mile dash.—H. B. Burroughs, 1m. 36 1/2; Sammitt, by a few inches; C. T. Estabrook, o. One-mile race.—Muhlhausen, 3m. 27s.; Ridgels, second; Whiteman, o; Williams, o. One mile, consoation.—Croninger, 3m. 35s.; Smith, second; Fepper, o.

Brooklyn Athletic Club games, May 31st.—Two-miles bicycle handicap.—F. L. Ray, Ixion B. C., N. Y. City, (50 yards), 6m. 22 1-5s.; J. S. Kulp, Yale College, (75 yards), second by ten yards; E. J. Halstead, Harlem Wheelman, (150 yards), third by twenty yards. Ray went ahead on the last lap, and won easily.

The annual race meet of the Trojan Wheelmen will be held at Rensselaer Park, Troy, N. Y., June 22d, commencing at 3 P. M. Events; 1 mile novices, 3 mile Rensselaer Co. championship; 2 mile and 5 mile record races, all open; 1 mile club, 2 mile team race, Troy vs. Albany, 1 mile consolation and fancy riding. Entry fee \$1.00 for each event. Address W. J. Wyley, Troy, New York.

Inter-Collegiate games, held at the Manhattan Athletic Club Grounds, this city, last Saturday afternoon. Two-miles bicycle race.—First heat, S. A. Maguire, '89, Columbia, 6.43 2-5; F. L. Dean, '88, Harvard, 6.44 4-5; W. B. Segur, Princeton, o; C. F. Sherman, '88, Amherst, o. Second heat.—J. Kulp, '87; S. S. S., Yale, 6.54; D. H. Renton, '86, of M. Columbia, by two feet; W. A. Beschler, '86, S. of C., Columbia, o; G. B. Hancock, '87, Un., of Pa., o; H. Y. Smith, '87, S. of L., Columbia, o. Third heat.—C. B. Keen, '89, Un. of P., and L. Stearns, Princeton, walked over. Final heat.—Keen, 6.39; Kulp, second by forty yards; Renton rode under protest, third by a half wheel; Hancock did not finish; Dean fell on first lap, remounted, but withdrew on the third. The track is a poor quarter-mile cinder path, and the time is excellent.

The Lynn Cycle Track Association publish a long circular, thanking the public for the liberal support accorded their recent races, and apologizing for the tameness of these events. They have announced meets for June 17th and July 4th. The programme for the first meet is as follows: Prince vs. Neilson, ten miles championship race, to be ridden under thirty-two minutes; one mile open, to be ridden under 2.50, or the prize will not be awarded; one mile novice; two miles handicap and three mile lap race. A better picket fence will be built around the track to keep out the spectators. Rowe has a bad arm, Kluge a lame knee, and Burnham and Knapp scratched faces, all resulting from the fall they had on the opening day. A number of racing men practice on the track daily. Last Wednesday Hendee and Rowe wheeled three miles in 8.47 1-5, and later on five miles in 14.54.

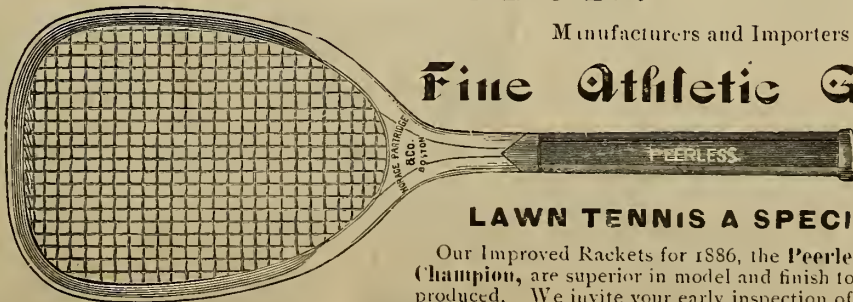
FIXTURES.

JUNE 12.—N. Y. and N. J. Inter-Club, 25 miles road race at Irvington, N. J.
JUNE 17.—Kings County Wheelmen, Moon-light run.
JUNE 19.—King's County Wheelmen; annual Spring meeting at Brooklyn, N. Y.
JUNE 26.—Capital Bi. Club Spring Race meet at Washington, D. C.
JULY 3.—Kings Co.—Elizabeth Wheelmen team road race.
JULY 1.—Canadian Wheelmen's Association, annual meet in Montreal.
July 3.—Suffolk Wheel Club's three days tour along North Shore.
JULY 5.—Binghamton B. C., annual race meet at Binghamton, N. Y.
July 5-16.—L. A. W. tour from Rochester to Harper's Ferry, Va.
JULY 3.—Illinois State Division meet at Chicago.
JULY 23.—Trojan B. C. Race Meet at Rensselaer Park, Troy N. Y.
JUNE 17.—Races at Lynn.
JULY 5.—Races at Boston Common.
JULY 5.—Caledonia Club's races at Hampden Park, Springfield, Mass.
JULY 3.—Races at Lynn.

HORACE PARTRIDGE & CO., BOSTON.

Manufacturers and Importers of

Fine Athletic Goods.



LAWN TENNIS A SPECIALTY.

Our Improved Rackets for 1886, the Peerless, Climax, and Champion, are superior in model and finish to any others yet produced. We invite your early inspection of our line. Send for Illustrated Catalogue containing revised playing rules for Lawn Tennis **Free.**

for Illustrated Catalogue containing revised playing rules for Lawn Tennis **Free.**

497 & 499 WASHINGTON ST., AND 51 TO 57 HANOVER ST., BOSTON.

MISCELLANEOUS.

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

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, any 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.

CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Wall Chash 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.

McCOY & WILLIAMS,

SOLE AGENTS FOR THE

SPARKBROOK

TANDEMS.

(HUMBER TYPE.)

Which are unsurpassed in ease of propulsion, strength lightness and finish. Send for Catalogue.

373 Main St., Orange.

McCOY & WILLIAMS,

Largest American Manufacturers of Cycle Saddles and Tool Bags.

24 & 26 Mechanic St. Newark, N. J.



"Home Exerciser"

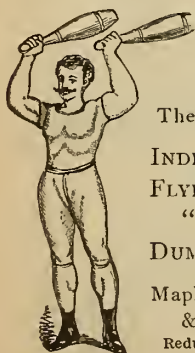
For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City.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

HOLDFAST
TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
= H. B. HART, 811 ARCH ST. PHILA. =

BUSINESS OPPORTUNITIES.

Ten subscribers at \$3,000 each, or one at \$30,000, wanted to join advertiser in pushing Bicycle and Tricycle manufacturing business. New Factory and Plant owned free of charge.

Address, MANUFACTURER,
Care of THE WHEEL.



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.

FOR SALE, EXCHANGE, WANTS.

FOR SALE.—THE WHEEL, Vols. VI. and VII., bound, Vol. VIII. not bound. Price for the three, \$4.
J. W. DROWN, Brattleboro, Vt.

YOUNG WHEELMAN having traveled extensively, would accompany gentleman, going abroad. For further particulars address,
W. M. HEYNY, JR., 301 Sixth St.

FOR SALE. VICTOR TRICYCLE, 1884 pattern, in excellent condition; also Stanley Wheel Washer. Price \$75. Address, H. B. CULVER, 146 Broadway.

WANTED TO EXCHANGE. Imported full dress coat and vest for bicycle suit and lamp. Address, J. L. B., care THE WHEEL.

BICYCLE MEDALS.

ATHLETIC MEDALS.

LAWN TENNIS. MEDALS.

CLUB * BADGES.

Jens. F. Pedersen,
MANUF'G JEWELER.
1 1/2 MAIDEN LANE,
—N. Y.—
MAKER OF THE L. A. W.
Championship Medals.



TWENTY DOLLARS!

For the latest, lowest priced
and one of the best

CHRONOGRAPH * WATCHES. *

IN THE MARKET.

Silver, Open Face Stem
Winder and Stem Setter.

START, STOP and FLY-BACK.

Accurate and Guaranteed by

JENS. * F. * PEDERSEN,

Importer of Watches.

1 1/2 MAIDEN LANE,
NEW YORK.

WHEELMEN ATTENTION!

We shall close out this week the
balance of our celebrated "CYCLE"
Bicycle Suits at

\$7.50 per Suit.

The regular price of these suits is \$12,
but as the assortment is broken we have
decided to close out the balance for this
season at the above cut price. Bicyclers
who need a STRONG SERVICABLE ROAD
SUIT at a LOW PRICE should not fail to
inspect these goods.

Ira Perego

128 & 130 Fulton St.,
AND
87 Nassau St., N. Y.

THE AMERICAN CYCLISTS' UNION.

The action of the general meeting in supporting the Racing Board, was regarded as a partial expression of the feeling of the entire League membership. The friends of the racing men determined to leave no stone unturned to reinstate them, and a petition was presented to President Beckwith, calling for a mail vote of the entire League, on the question whether the men known as makers' amateurs shall be debarred from the track. In the meantime a new association has been formed with the above title. In explanation of the cause and objects of its formation, Mr. Ducker made the following statement:

"We propose to recognize only two classes—amateurs and professionals; there will be no intermediate class. Our division will be as strict as that of the League, only we intend that every man shall have a fair trial and hearing. The rules under which we shall act will be those of the N. C. U. of England. These are virtually those of the L. A. W., except rule H., which will define as an amateur any man who has not raced for a purse or gate money, or set pace for a professional, or raced in the interests of book-makers; but in all probability we shall allow him to receive reasonable expenses. Our means of testing a man's strength shall be by his record, and class races will be the standard, a record made at any time barring a party forever from competing in a class below it. The new association starts off very auspiciously, and the clubs which have already joined include the Springfield, Hartford, Meriden, Lynn, and Nonantum. We do not consider that we are in the least conflicting with the League, except on this one question of racing, and as we are perfectly free to join any association that we desire, our present relations and standing in the League will not be in any way jeopardized."

The present officers of the Union are: President, H. E. Ducker, Springfield; A. O. McGarrett, Springfield; Committee on Constitution and By-Laws, E. E. Gordon of Lynn; J. H. Lewis of Hartford, and A. O. McGarret of Springfield. Fuller details of the plans of the association will be shortly given to the public.

A meeting of the committee on Constitution and By-Laws was held at Springfield last week. The main features of the Constitution and By-Laws, as they stand at present, are as follows:

Its objects are to foster and encourage racing by the promotion of the interests of the American cycling path; the prevention, detection and punishment of frauds thereon; and uniformity in the government of the various kinds of cycling racing.

Bicycle and tricycle clubs may become members of this Association upon the payment of \$5 annually. Unattached riders and individuals, not members of any cycling club, shall be eligible to membership on payment of 25 cents annually. Track associations, other than cycle clubs, may be admitted upon payment of \$10 annually.

Two representatives from each club in the union, with the president, vice-president, secretary and treasurer will constitute the board of officers, who will have power to adopt such rules for the government of racing as they may deem necessary. The by-laws provide for an executive committee consisting of president, vice-president and secretary; a committee of three on membership, to whom shall be referred, as they arise, all matters relating to the admission, resignation, suspension or expulsion of members, providing, however, that if suspension or expulsion is due to the non-amateur standing of the member, they shall leave the entire matter to the action of the racing board. Also a racing board of five members, of which the secretary shall be chairman. That section reads:

A. To the racing board shall be referred all matters pertaining to racing and the championships. Championship events may be assigned to such clubs or associations as the board may deem desirable. B. It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and cause one of its members to investigate all protests or charges and report his findings to the board for final action, of which a majority vote shall be necessary for expulsion. A member who may have been

expelled can be reinstated only by a unanimous vote of the board. C. It shall be the duty of the chairman to notify any wheelman, against whom a protest may have been filed, of his suspension from the track pending investigation, and such wheelman must refrain from racing, under penalty of expulsion from the track, until favorable action has been taken. D. It shall be within the province of the racing board to expel any wheelman from the track for ungentlemanly conduct, or endeavoring to win or lose a race by unfair means, or who competes in a race not governed by the rules of the "A. C. U.," or those that may be approved of by this Association. E. The racing board shall have the power to make such rules for its government and the government of race meetings as may be deemed expedient, and may appoint one or more official handicappers at their discretion.

Any member expelled by the racing board will have the right of appeal for an investigation to the full board of officers, at which a two-thirds vote of all the members shall be necessary to reinstate.

A. An amateur is any person who has never raced nor exhibited his skill for a public or private stake, or purse, or for gate money, or competed under a false name, or has backed or allowed himself to be backed in a public race.

B. A professional wheelman is one who has ridden a cycle in public for money, or who has engaged, taught or assisted in the art of riding the cycle, or any other athletic exercise, for money.

To prevent any misunderstanding in interpreting the above, the union draws attention to the following explanation: A wheelman forfeits his right to compete as an amateur, and thereby becomes a professional, by A, riding the cycle or engaging in any athletic exercise for a money prize, or for gate money; B, accepting payment for training or coaching others for cycle racing, or any other athletic exercise; C, competing with or pace-making for, or having the pace made by a professional in public for a prize or gate money; D, selling, realizing upon, or otherwise turning into cash any prize won by him. E, Wheelmen are cautioned that pace-making for a professional will be considered as included in clause C. F, The Union recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America and the National Cyclists' Union of England, namely: running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug-of-war, and also rowing, boxing, sparring, lacross, polo, roller and ice skating.

Copies of these rules have been sent out to several clubs, who have asked to join, or are supposed to be willing to join the A. C. U.

THE ENGLISH INTERNATIONAL TOURNAMENT.

The much talked of international tournament was held on Thursday, Friday, and Saturday, May 21, 22, and 23rd. The opening day was characterized by a cold boisterous wind, and a dull leaden sky, threatening a heavy downpour, which unfortunately did not come. Some remarkably good work was done. We give a summary of the faster heats and finals, of the three days.

Half-mile handicap—Heat 1: H. A. Speechley, scratch, 1m. 24 1-5s; D. Belding, 40 yds., 2nd. Heat 2: E. Kiderlen, champion of Holland, scratch, 1m 27 1-5s; F. P. Wood, 20 yds., 2nd. Heat 3: J. H. Adams, scratch, 1m. 24 1-5s.; A. J. Simpson, 45 yds., 2nd. Heat 4: R. J. Garland, 45 yds., 1m. 23 3-5s; L. G. Hasluck, 40 yds, second; D. W. Laing, Scotland, scratch. Heat 5: J. M. Bow, 40 yds., 1m. 26 3-5s.; P. T. Letchford, 30 yds., 2nd. Heat 6: W. A. Illston, scratch, 1m. 25 3-5s.; J. G. Patterson, 35 yds., 2nd. Heat 7: E. M. Mayes, scratch, 1m. 25s.; F. P. Edwardson, 80 yds., 2nd. Heat 8: W. Terry, scratch, 1m. 26s.; C. Potter, 30 yds., 2nd.

Half-mile handicap, second round—D. Belding, 40 yards, 1m. 19 2-5s.; W. Terry, scratch, second by four yards. The English record was 1m. 19 4-5s., and Terry must have equalled it. Heat 2: W. A. Illston, Speedwell B.C., scratch, 1m. 16 2-5s.; A. J. Stan-

ley, 45 yds., 2nd. Illston rode in great form, clipping 3 2-5 second off record. Final heat: Illston, 1m. 16 1-5s.; more record; Belding 2nd by ten yards.

One mile first-class tricycle handicap; record, 2m. 58 1-5s.—Heat 1: R. J. McCreedy, Dublin, scratch, 2m. 58s., beating record by 1-5s.; H. Williams, 25 yds., 2nd by twelve yds.; A. J. Wilson, scratch, o. Heat 2: J. M. Inglis, East of Scotland, scratch, 2m. 58 3-5s.; W. Darmey, 75 yards, 2nd by a yard; E. Kiderlen, Holland, scratch, o. Heat 3: A. L. Bower, London Wheelers, scratch, 3m. 3 1-5s.; W. M. Appleton, 75 yds., 2nd. Heat 4: F. S. Buckingham, Blackheath Harriers, 75 yds., 2m. 57 2-5s.; J. Lee, Clay Cross C.C., scratch, by 12 yds. Heat 5: A. E. Langley, Kildare B.C., 2m. 55 1-5s., a best on record; P. T. Letchford, Finchley T.C., scratch, 2nd by 20 yds. Heat 6: H. C. Sharp, Kildare B.C., scratch, 3m. 5s.; C. E. Taylor, 25 yds., 2nd.

Second Trials—McCreedy, scratch, 1st; Inglis, scratch by two yards; Bower, scratch, 3rd; time, 3m. 2-5s. Heat 2: Buckingham, 75 yds. 1st; Langley, scratch, by 8 yds.; Sharp, scratch, o; time, 2m. 57 2-5s. Final—Birmingham, 3m. 1-5s.; Langley, 2; McCreedy, 3.

Three miles bicycle (scratch) race—Heat 1: W. A. Illston, 1; W. Terry, 2; D. W. Laing, 3. Time 8m. 57s. Heat 2: P. Furnival, 1; E. Kiderlen, 2; J. H. Adams, 3. Time 8m. 57 1-5s. Heat 3: R. V. Asbury, 1; S. R. Stedman, 2; E. de Benkelaer, 3. Time, 9m 11 1-5s. Final heat—Furnival 1st; Illston by two yards; Speechley by five yards. Time 9m. 25s.

Two miles tricycle scratch race—Heat 1: R. J. McCreedy, 6m. 27 1-5s; A. J. Wilson 2nd, by a long ways. Heat 2: H. C. Sharp rode over. Heat 3: E. Kiderlen, 6m. 33 3-5s.; F. S. Buckingham, by fifteen yards. Heat 4: J. Lee, 6m. 30 2-5s.; E. de Benkelaer, by 20 yards. Heat 5: A. E. Langley, 6m. 30 1-5s.; J. M. Inglis, by 15 yards. Second round—Heat 1: Kiderlen, 6m. 15 4-5s., beating English record by 1 1-5 second; McCreedy by ten yards. Heat 2: Lee, 6m. 17s., equaling the previous record; Inglis, 2nd. Final heat: Lee, 6m. 54 3-5s.; Kiderlen, 2nd by a length.

One mile, first-class handicap—Heat 1: R. V. Asbury, 40 yards, 2m. 47 1-5s. Heat 2: L. G. Hasbruck, 75 yards 2m. 47 3-5s. Heat 3: W. A. Illston, scratch, 40 2-5s., 1 20 3-5s., 2 02 4-5s., 2m. 44 1-5s. Heat 4: P. T. Letchford, 50 yards, 2m 51s. Heat 5: J. H. Adams, scratch, 2m 47 3-5s. Final heat: Illston, 2m. 45 4-5s.; Asbury 40 yds., by ten yards.

Five miles scratch, for the International Championship Shield—Final heat: P. Furnival, England, 16m. 1 2-5s.; E. M. Mayes, England, by five yards, H. A. Speechley, England, 3rd; D. W. Laing, Scotland, 4th; S. R. Stedman, Ireland, 5th.

Five miles tandem tricycle—Kiderlen and Benkelaer, 16m. 5 3-5s.; Lee and Illston by thirty yards.

The reverend Mr. Scott, pastor of the First Congregational Church, of Evanston, Ills, has been asked to resign. He is charged with the heinous crime of riding a bicycle, and it is further alleged that he has been seen to smoke cigars in public. Mr. Scott declines to resign until the charges have been fully investigated. And yet this is not the thirteenth century! To the rescue, Mr. Stall.

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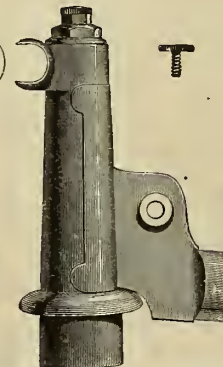
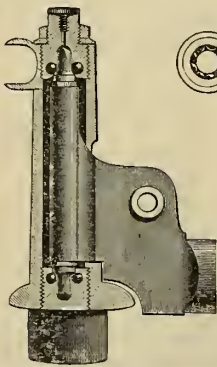
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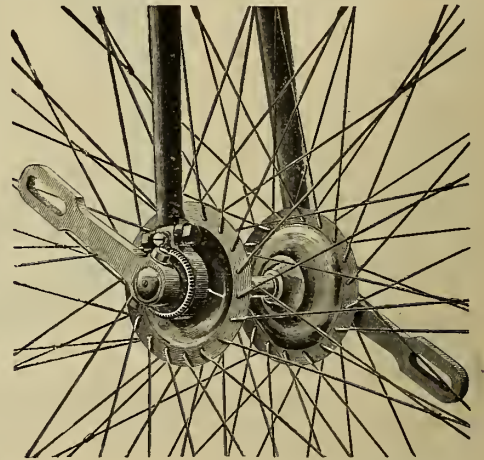


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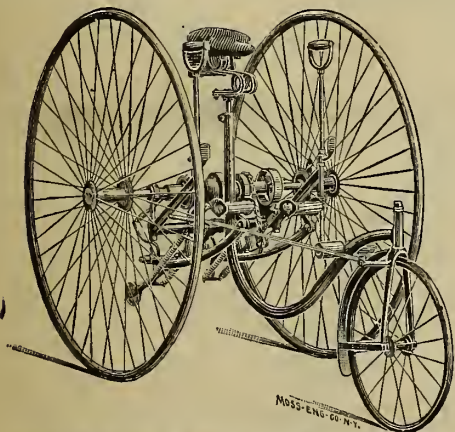
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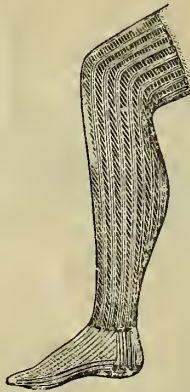


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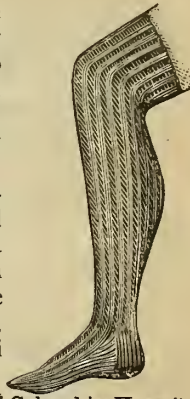
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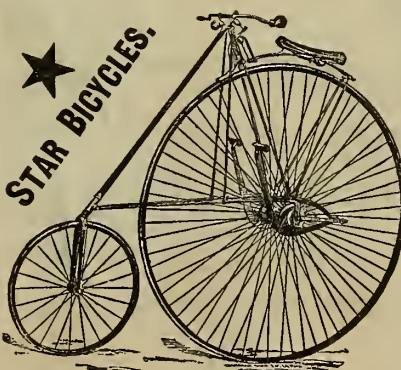


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