



Vol. X.—No. 8]

NEW YORK, MAY 21, 1886.

[WHOLE NUMBER, 242.]

ANNOUNCEMENT.

WE HAVE IN STOCK A FEW
BRITISH CHALLENGES
LEFT OVER FROM LAST SEASON,

SEND FOR LIST.
CORRESPONDENCE SOLICITED.



DON'T FAIL TO
SECURE ONE OF THESE
MACHINES.

and in order to dispose of them quickly, we offer them at

—\$100—

each, all sizes, nickelled or enamelled. Former price, \$136.50.

STODDARD, LOVERING & Co.,

NOS. 152 TO 158 CONGRESS STREET, BOSTON, MASS.

NEW YORK HEADQUARTERS, GEO. R. BIDWELL, 313 WEST 58TH STREET,

THE WHEEL.

THE AMERICAN CHAMPION POSITIVELY

The Greatest Triumph of Cycling Manufacture in America.

Entirely Manufactured in America, with our own plant and on our own premises, and with every care to Suit the Taste of an American Wheelman.

BE SURE AND SEE IT BEFORE YOU DECIDE UPON YOUR MOUNT FOR 1886.

BECAUSE

Only the Best and Most Carefully selected steel is used, and the distribution of metal is so appropriate that it is the

Most Durable Machine Yet Devised.

With our patent G. & J. ball bearings all over (to pedals also) it is the

EASIEST RUNNING.

With hollow forks and backbone fitted and brazed to the patent G. & J. head and neck it is the

STRONGEST AND MOST RIGID.

With the direct acting and thick-ended spoke, it is the **EASIEST TO REPAIR** and

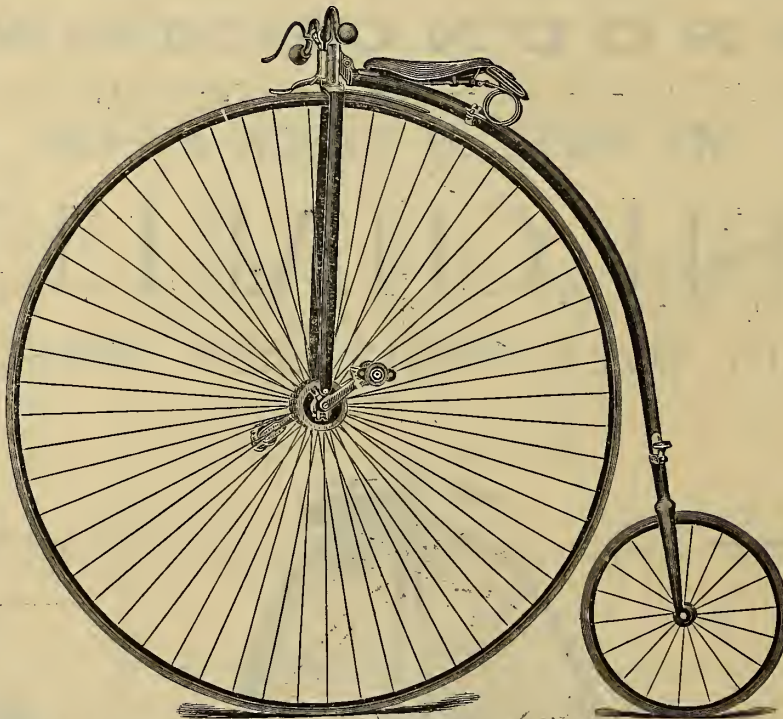
LEAST LIABLE TO BUCKLE.

With the G. & J. hollow, detachable and one-piece Cow-horn Handle-bar it is

THE EASIEST TO STEER.

AND THERE IS

LITTLE DANGER of the Handle Bar BREAKING.



BECAUSE

It has the patent G. & J. "Solid Comfort Saddle," which fits close to the backbone it is the

Most comfortable to Ride.

It has the patent G. & J. **ADJUSTABLE** and

RUBBER CAPPED STEP.

It has all the advantages both of a compressed and a contractile rubber tire made from the best

RED PARA RUBBER.

It is the most graceful in its lines of any known bicycle, combining

EQUAL STRENGTH AND RIGIDITY.

IT IS SOLD AT

A REASONABLE PRICE.

Price, 50-inch, Standard Finish, [Enamel and Nickel], \$25.00.

And numerous other reasons which prove Conclusively that it is the **MOST SATISFACTORY BICYCLE** on the Market, as can be determined by applying for our New and Handsomely Illustrated 48 Page Catalogue, entertaining a Minute Description of this Machine, and an extended line of Bicycles, Tricycles and Sundries.

A Remarkable Record on a Remarkable Wheel.

Albert Schock at Minneapolis, broke the World's long distance record of 1,007 miles, made by F. Lees, at Middleboro, England, in 1880, on an American Champion Roadster, making 1,009½ miles, defeating the well-known Woolside on a racer, by nearly 100 miles. The Champion that Schock rode was the first one put together. The result is remarkable as well as significant.

TESTIMONIALS.

MINNEAPOLIS, March 16, 1886

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

Permit me to express my appreciation of the Champion Bicycle I used in my recent long distance race at Minneapolis. The machine stood the 1009½ miles without turning a screw and the only tool used by my trainers was an oil can occasionally. The machine is exceedingly easy running and steering, and the most rigid of any I ever mounted, and being very firm and solid, it did not tire me nearly as much as might have been expected. I understand it as a roadster and such being the case, I shall be careful to ride a roadster in any races I may in future enter which require endurance.

Yours sincerely,

ALBERT SCHOCK.

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.

MINNEAPOLIS, MINN, March 15, 1886.

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

Gentlemen: We wish to congratulate you on the great success of your American Champion Bicycle in its first race, (the great six-day, 12 hours per day, race just finished in this City). With Albert Schock its rider, it covered 1,009½ miles, winning the world's long-distance record. The machine came through in grand shape, not the slightest thing going wrong; requiring throughout the race but the care of an occasional oiling. One of the results of the contest is a lively demand for the new wheel in this city.

Yours very truly,

S. F. HEATH & CO.

GORMULLY & JEFFERY,

222 & 224 NORTH FRANKLIN STREET,

CHICAGO, ILLINOIS.

N. B.—We are Manufacturing a new line of Lamps and Bells.

E. I. HORSMAN, 80 William Street, New York Agent.



Single Copies - - - - - 5 Cents.
Subscription Price, - - - One Dollar a Year.
Clubs of Six, - - - - - Five Dollars.
European Subscription, - - - 5 Shillings.

Wheel Combination Subscriptions.

	PER YEAR
Wheelmen's Gazette and The Wheel	\$1.00
The Cycle and The Wheel	1.75
Bicycling World and The Wheel	2.00
Harper's Young People and The Wheel	2.00
Outing and The Wheel	3.00
Century and The Wheel	4.00
Atlantic Monthly and The Wheel	4.00
Harpers's Magazine and The Wheel	4.00
Harper's Weekly and The Wheel	4.00
Harper's Bazar and The Wheel	4.00
Pack and The Wheel	5.00
Princeton Review and The Wheel	3.00
Eclectic Magazine and The Wheel	5.00
Frank Leslie's Illus. Paper and The Wheel	4.00
Frank Leslie's Sunday Mag. and Wheel	2.50
Frank Leslie's Pop. Monthly and Wheel	3.00
Appleton's Pop. Sci. Monthly and Wheel	5.00
North American review and The Wheel	5.00

Published every Friday morning by
CENTRAL PRESS & PUBLISHING CO.,
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and entered at the Post Office at second class rates

To Subscribers and Correspondents.

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

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

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

THE LEAGUE MEET.

On another page will be found a complete programme of the League meet. The Massachusetts Division officers, and the high muck-a-mucks in and around Boston, have made every preparation that can add to the comfort and pleasure of visiting wheelmen, and if the Chief Consul will carry his enthusiasm and energy a step further, and have a private understanding with the weather gods, this meet should be the most successful ever held.

Doubtless, a number of wheelmen go to Boston for the fun they will have. This is well enough in its way, but this year it is very important that every man attends the business meeting. We have heard or read that this meeting has not been regularly called, and that its deliberation will be informal and unofficial. The Constitution provides for an annual business meeting; general notice of which will be given thirty days ahead. We think the many notices given by the *Bulletin* and other cycling papers

for the last few months, amply satisfies all the requirements of the Constitution. The most important event of the meeting will be the discussion and decision of the amateur question. As no one has given notice in the *Bulletin* of his intention to amend the Constitution, the annual meeting can do nothing but recommend such changes as they think fit, and this recommendation the Board of Officers will embody in the Constitution. It is probable that a simple and more liberal definition will be presented to the general meeting. For several weeks past, many respectable newspapers, and many League men in high places, have shown the need of this. If our readers have carefully read what has appeared of this matter in the late issues of THE WHEEL they are fully posted, and anything further we might say, would be tiresome repetition. Doubtless the matter will be fully discussed at the League Meet. There is no other important business beyond the election of officers, that we know of. On the "other side" it is customary to publish an "agenda" paper, previous to the meet, which contains all the business that will be brought forward. This enables a man to think out the problems in quietness and at his leisure, and he can carefully prepare whatever argument he may wish to use at the public meeting. We have not arrived at this state of development, and as "its English," our League legislators will not imitate, as long as they can help it.

The election of officers will probably not develop anything startling. The candidates for President are Dr. N. M. Beckwith, of New York, the present incumbent, and Mr. H. E. Ducker, of Springfield, Mass. We think it would be more satisfactory if, the friends of prominent League workers had nominated them some weeks ago. We believe in rotation of office, and besides this, we have reason to know that the present incumbent was perfectly willing, nay, anxious to make room for any candidate acceptable to his State constituents. In the absence of this man, or of these men, he has been induced to run again, and we have little doubt that he will be elected. We are not personally acquainted with Mr. Ducker, but those who do know him, while giving him credit for energy and League enthusiasm of a high order, think that his ignorance of parliamentary law, inability to speechify at any length, and numerous business engagements, will greatly handicap his Presidential aspirations.

THE RACING RULES.

Some weeks ago, while discussing maker's amateurism, we spoke disparagingly of the Racing Rules, characterizing them as, "tortuous, long-winded, meaningless; surrounded by an impenetrable halo of absurd sub-clauses, which have been amended and tinkered with so often, that prominent League men will tell you that they knew no more

about them than the babe unborn." In the last issue of *The Cycle*, the Chairman of the Racing Board invites us to point out the absurdities, etc., that we claim exist, and to "bring on" one prominent League men. We are always glad to comply with any reasonable request, and where it is couched in such dispassionate language as is *The Cycle* editor's invite, explanation is a positive happiness. We have again carefully examined the Racing Rules, and have no reason to change our opinion of them. We had made a lengthy draft of the offensive provisions, but concluded not to publish it. We have harped so much on amateurism and Racing Rules of late, that we fear our readers would resent a further installment, and the desire to please them is stronger than the impulse to make good our statements. Some time later, we may have something to say of them, or we will forward our views to *The Cycle* editor if he desires, since it is for himself alone that he seems to want them.

In regard to bringing forward the "prominent League men" we referred to, it must be apparent to the editor of *The Cycle*, that it would give them an unpleasant and offensive notoriety, which we have no right to thrust upon them, besides upholding their ignorance of the Racing Rules. We have a distinct impression of a Chief Consul, a Secretary-Treasurer and several other high dignitaries, flitting around a racing path, with the latest revise of the Racing Rules in their possession, which were to be, and were used as a sort of ready reference, when occasion required.

THE LEAGUE DIVIDED.

The *Bicycle South* editorially suggests the wisdom of forming the League into four geographical divisions; Eastern, Central, Western and Southern. It also suggests that each Division might hold a meet about two months before the national gathering. It has always been our idea, promulgated over a year since, that the more responsibility placed upon the Divisions, the better would be the results. We agree with the idea of the *Bicycle South*, but not with its plan. The future of the League can only be determined by time. As the West becomes more populous—from a bicyclic standpoint—it will want more representation at League meets, which have always been unwisely held up as the most important event in the League routine. But they will be unwilling or unable to pay the cost of travelling to the annual meet, and if it is occasionally held West to propitiate them, a colossal growl will come up out of the East. The time will come when we think each state, or each geographical division, will hold its own annual meet, instruct its delegates, and then pay their expenses to an annual Board of Officers meet, at which could be formulated the policy and progressive plans for the ensuing year.

THE LEAGUE MEET.

Nearly all the arrangements have been made for the reception and entertainment of the thousands of wheelmen who are expected to attend the League Meet, and nothing remains to be done, but to perfect trifling details, and add the finishing touches to the programme. From many different sources, the official programme not yet having arrived, we publish full information of the Meet. Those who are wise will arrange a plan for their transportation, mode of enjoyment, etc., before they set out for the Meet. By following the directions, they will save themselves much annoyance, and will not add to the duties and responsibilities of already over-worked officials.

The following is the final and official list of Committee Chairman, of whom all information relating to their different provinces may be obtained :

COMMITTEE CHAIRMAN.

Reception,	E. G. WHITNEY, 106 Dartmouth St.
Entertainment,	A. D. SALKELD, 119 Milk St.
Storage,	C. S. HOWARD, Boston Globe.
Programme,	A. E. PATTISON, 597 Washington St.
Photograph,	W. B. EVERETT, 338 Washington St.
Transportation,	W. B. EVERETT, Tremont & Berkley Hall.
C. S. Howard, Boston Globe	
Tours and Runs,	A. D. PECK, JR., 13 Otis St.
Parade,	A. N. WALLBURG, 39 Dearborn St.
Hotels,	E. W. POPE, 597 Washington St.
Police,	W. W. STALL, 509 Tremont St.
Race Meeting,	HENRY E. DUCKER, Springfield, Mass.
Music,	C. L. SMITH, 70 Kilby St.
Press,	ABBOTT BASSETT, 22 School St.
Banquet,	A. S. PARSONS, Cambridgeport, Mass.
Executive Committee,	HENRY E. DUCKER, SANFORD LAWTON, CHARLES E. PRATT, F. P. KENDALL, ABBOT BASSETT.

TRANSPORTATION—Parties will leave from different points for Boston, and when they are of any size, reductions may be easily secured. Parties of fifteen and upward, travelling from points fifty miles or more from Boston, will be entitled to reduced rates, provided they notify the general passenger agent a week ahead, what road they wish to use, and on what train they will travel. The rates are, two cents per mile for each person, wheels free. Wheelmen should endeavor to use League roads whenever they can. A map and letter from Burley B. Ayers, showing the routes of the lines, was published in the May 7th issues of the *Bulletin*, *Bi. World*, *Cycle*, and *THE WHEEL*. All wheelmen passing through New York can obtain reduced terms by communicating with Mr. Geo. R. Bidwell, 313 W. 58th Street. A large party will leave New York, on Wednesday, May 26th, at 5 P.M., per Str. Bristol, Pier 28 N.R.

WHEEL STORAGE—Elaborate arrangements have been made to carefully and safely store wheels in the large dining hall of Mechanic's Building. The committee will receive machines from Wednesday afternoon, May 26th and hold them till June 2nd, when they must be removed. On these days the storage room will be open from 7 A.M. to 10 P.M. Machines sent on ahead of the owners should be carefully tagged, and delivered to the express companies, with special directions to hold until Wednesday afternoon, before delivering at the Mechanic's Building. It is also advisable to notify the storage committee chairman of the shipment of the wheel; storage and slight repairing of machines will be free of charge.

CYCLE SHOW—The Boston Bicycle Club will hold a cycle show at Mechanic's Hall, Huntingdon Avenue, May 27-31, opening at 10 A.M. and closing at 10 P.M. each day.

This is the first cycle show ever attempted on a large scale in this country, and the wheelmen should not allow the Boston Club's experiment prove a failure. Here will be exhibited all the standard and novel machines and cycling accessories, periodicals, etc. The construction and working of the different makes will be fully described and exhibited, and wheelmen who think of buying a new mount, can have no better opportunity of examining all sorts of wheels. Music, home-trainer races and fancy-riding will be attractive features of the show. The entrance for the races should be made with C. W. Hodgkins, 18 School St. Season tickets may be obtained from Tho. Rothe, 625 Washington Street, for 25 cents. Dealers who have not yet secured space should apply at once to J. S. Dean, 28 State Street.

TOURS AND RUNS—This committee has prepared the following list, from which the wheelmen can select such runs as promise the best results :

Thursday, May 27th—Leave Mechanics' Building at 9 A.M., sharp, for a general run to Chestnut Hill Reservoir, via Brighton, returning via Beacon Street to Corey Hill in time to witness the hill-climbing contest conducted by the Committee.

In the afternoon there will be two runs, each starting at 2.30 P.M., as follows ; 1. Leave Copley Square for Cambridge, Arlington, Belmont, Watertown, Waltham, visiting Harvard College, Longfellow's Home, and the Washington Elm, Cambridge Bicycle Club Rooms; and the mountains of Newtonville. A. D. Peck, Jr., and H. W. Hayes, conductors. 2. Leave Mechanics' Building for Dorchester, Mattapan, Dedham, going partly over the course where so many records were broken last fall, return via Newton. Dr. Kendall and H. Robbins, conductors.

Friday, May 28th—Leave Mechanics' Building at 4 P.M., for Echo Bridge, where the voice is answered by fifteen distinct echoes. A. D. Peck, Jr., conductor.

Saturday, May 29th—Scorchers' run out around Chestnut Hill Reservoir, where all who wish to ride with a fast party can join, returning in time for the parade. Dr. Kendall conductor.

Sunday, May 30th—Runs to various points; times and places to be bulletined a day or two before starting.

Monday, May 31st—All-day run to Lynn, to attend the races in that city on that day.

THE PARADE—The parade, which will be held on Saturday, May 29th, will move promptly at 10 o'clock A.M., over the following route : Forming on both sides of Commonwealth Avenue, right resting on Dartmouth Street, will proceed down the avenue to Arlington Street, countermarch on west side of the avenue to West Chester Park, Chester Square to Harrison Avenue, Concord Street, St. James Street, Newton Street, Columbus Avenue, Dartmouth Street, Beacon Street to Longwood, where the party will be photographed. (This march to Longwood, which is about three miles from Boston State House, may be abandoned as making too long a route.) Returning, the parade will disband at the Mechanics' Building. Dr. N. M. Beckwith will marshal the parade and the Salem Cadet Band with 20 pieces, will furnish the music.

THE RACES—The races will be held on the Union Grounds, Dartmouth St., on Saturday at 3 P.M. An interesting programme has been prepared. Further details can be found in the advertisement on another page of this paper.

THE BANQUET—The annual feed will be given at the Hotel Vendome on Saturday at 9 P.M., at \$2.50 per head. Applications for tickets, accompanied with remittance should be made to H. W. Hayes, 91 State St. As only 300 tickets will be issued, all applications should be made immediately.

SUNDRIES—During the meet many side-shows will afford amusement to the visiting wheelmen. One of these is the annual twenty-mile tricycle road race of the Boston Club. It will be started from Bailies Hotel at 6 A.M.—unearthly hour.—Gold medals

will be given. The race is open to all amateurs. Entrance fee \$1.00. Close with R. J. Tombs, 87 Boylston Street.

The hotel rates and different rendezvous have not yet been published, but wheelmen will learn them in ample time to make arrangements.

On Monday, May 31st, the Lynn Bi. Club will run off a long programme of events. Many men will undoubtedly remain over for this treat, and parties will ride from Boston to see the races.

The following is the programme of the meet, as finally decided upon :

Programme L. A. W. Meet.

THURSDAY, 27 MAY.

Boston Club show opens at 10 A.M.
Run to Chestnut Hill Reservoir from Mechanics' Building, 9 A.M.
Hill climbing contest, Corey Hill, 10 A.M.
Runs through the Newtons, from Copley Square, 2.30 P.M. A. L. Atkins in charge.
Run to Cambridge and Waltham, from Vendome, 2.30 P.M. Capt. A. D. Peck, Jr., in charge.
Run to Mattapan and Dedham, from Mechanics' Building at 2.30 P.M., over some of the road race courses. Dr. W. G. Kendall in charge.
Concert at Music Hall at 7.45 P.M.
Home trainer races, music and exhibition at Boston Club show, 8 P.M.

FRIDAY, 28 MAY.

Second day, Boston Club show opens 10 A.M.
Boston Club annual tricycle road race from Bailey's, finishing at a point opposite Public Garden at about 8 A.M.
Business meeting of the League, 10 A.M.
Run to Echo Bridge from Mechanics' Building, 4 P.M.
Minstrel show at Music Hall, at 7.45 P.M.
Home trainer races, music and exhibition, Boston Club show, 8 P.M.

SATURDAY, 27 MAY.

Third day Boston Club show, opens 10 A.M.
Run for "scorchers," in charge of A. D. Peck, Jr., and Dr. W. G. Kendall, early morning.
League parade 10 A.M. Cadet Band. Photograph of Meet.

PARK BADGES.

Park Badges, conferring the privilege of using the West Drive of the Central Park, from 59th to 72nd St. and the whole of Riverside Drive, can be obtained at all times, from "Morris," janitor of the Citizens B. C., 328 W. 60th St. The badges cost seventy-five cents, and considering the amount of powder in them, they are dirt cheap. Besides they are invaluable as safe anchorages in a high wind. We never appreciated this until last Sunday, when old Boreas played havoc up Riverside Drive, and yet we came through unscathed. By the way they are useful for other purposes. If the wheelman has "face" enough, he can subdue insulting hoodlums, for he can turn his badge full upon them, and the glare will blind them for the time being. They can also be used as weapons of defense in case of emergency, by using them as a shield to ward off the missiles whirled by the innocent small boy. Again if worn over the heart, the cyclist can feel bullet-proof. History fails to mention how many good young men have been fired upon, and been saved a porous death by their Park Badges. The bullets lodge in the badge, but do not go through. Indeed, we know one enterprising youth, who rides through "lively" neighborhoods on purpose. When he is shot at, he catches the bullets in his badge, roots them out and "saves them up." In this way he accumulated a considerable sum from the sale of second-hand bullets.

THE WHEEL.

COWHORN HANDLE BARS

Handsome, Strongest and Best
Bars in the Market.

Complete with Brake Lever and
Bracket, all nickeled,

ONLY \$4.50

We make them to **FIT ANY BICYCLE.**

ORDERS FILLED PROMPTLY. SATIS-
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O. W. CO'S, DUPLEX WHISTLES by mail 35cts.

All Bicycle Sundries Cheap.

SPINNEY & FRANCIS,
FITCHBURG, MASSACHUSETTS.

NOW IS YOUR CHANCE.—A CLEARANCE.

38-in. Otto, painted, in good order	\$15 00	paralled bearings	\$50 00
34-in. Eclipse, painted, new	25 00	50-in. Standard Columbia, painted,	
38-in. " " " "	30 00	cone bearings	40 00
42-in. " " " "	37 50	52-in. Expert Columbia, nickeled	
46-in. " " " "	47 50	wheels, bargain, 1885	80 00
42-in. Standard Columbia, painted,		52-in. American Club, full nickel, ball	
good order	35 00	all around	85 00
46-in. Standard Columbia, painted,		54-in. D. H. F. Premier, enameled	75 00
good order	40 00	54-in. Expert, full nickel, balls all	
48-in. Standard Columbia, full nickel		around, 1885	85 00
almost new	60 00	54-in. American Challenge, new	
48-in. Harvard, painted, ball bearing	45 00	enameled	76 00
50-in. English, Nickeled, backbone		Rudge Tandem	150 00
and fork, balls all around	75 00	Genuine Humber Tandem, new,	
50-in. Standard Columbia, painted,		lamp and bell	235 00

T. HUNT STERRY,
IMPORTER AND DEALER, 435 Flatbush Ave., Brooklyn, N. Y.

1886 Model.

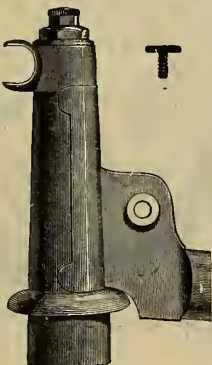
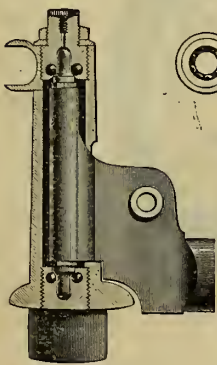
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Won the Prize for Best Road Record of 1885.



Grip Fast Rim & Tire.
Needs no Cement.
Holds firmer than
Cement, no thin
edge or rim to dent,
whole rim stronger,
also seamless.

Six Improvements.



The Wheel of the Year

A Great Success!!

We are having a greater demand for
Royal Mails than ever before.

Common Sense Improvements.

A Superb Wheel. Book your orders
in time.

BALL BEARING HEAD.

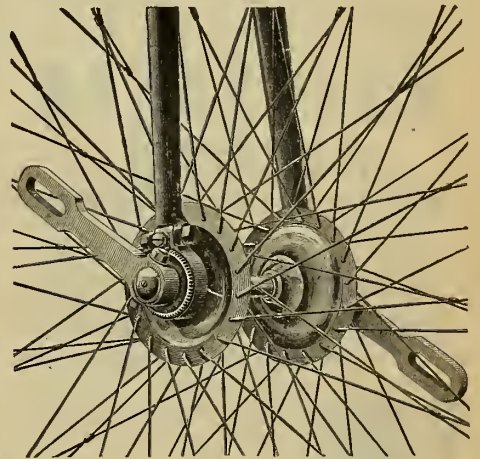
No friction of cones: hence no loosening
nor constant tightening up. Can be run six
months with one adjustment and one oiling.
All parts **Interchangeable** in ROYAL MAILS
this year. Offered as the most perfect wheel
yet shown. A few second hands' on hand.

True Tangent Spokes, strongly tied, and wound
SEVEN TIMES, giving rigidity to whole wheel.
Cannot rattle.

NOTE THIS TYING.

Before purchase send stamp for large Illustrated
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5056 Miles on one Wheel



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RENTON & CO.,

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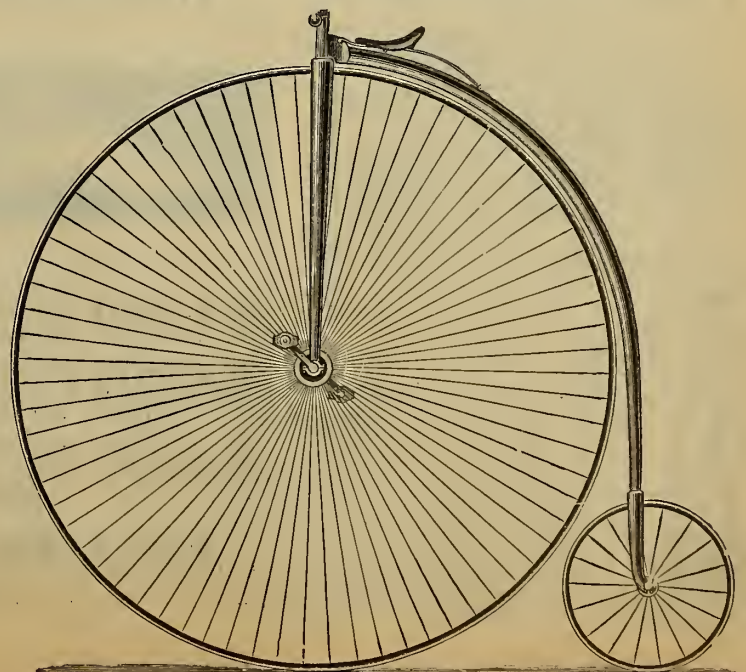
Sole New York Agent for the Celebrated

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SEND : FOR : ILLUSTRATED : CATALOGUE.



THE WHEEL.

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MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safet 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 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

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

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

RACING MEN, if you want to buy a good racing machine, write to us. All sizes in stock. Prices low. STODDARD, LOVERING & CO., BOSTON, MASS.

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

FOR SALE.—36-inch "RUDGE SAFETY," only slightly used, good as new, cost \$140.00 Price \$115.00 Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES, shop-worn and second-hand. Write for list before buying. Prices low. STODDARD, LOVERING & CO., BOSTON, MASS.



NERVOUS DEBILITATED MEN.

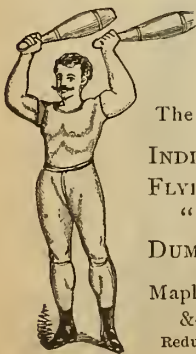
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DUMB BELLS, any weight, 5c. pr lb
Maple Wood Dumb Bells, Wands,
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Reduction made to Schools & Gymnasiums.
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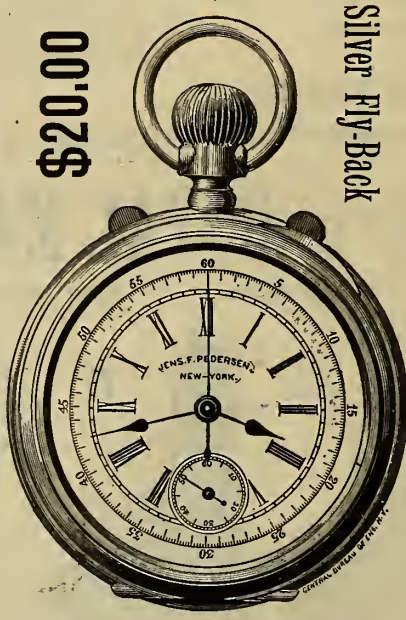
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Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from \$5.00 to \$3.50 per Pair.

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

Novelties in Bicycle Shoes.



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

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

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

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HUB HAPPENINGS.

FINAL ARRANGEMENTS FOR THE LEAGUE MEET—BRILLIANT PROSPECTS FOR A SUCCESSFUL GATHERING—DUCKER STARTS A BOOM.

It is but a couple of weeks before hundreds of wheelmen will descend upon Boston and the great meet will begin. The various committeemen have worked hard and faithfully towards making the meet a success, and they have now but to rest on their labors, and hope for favorable weather. Given this, they ask for nothing more to make this meet the record one of the past, and probably for many years to come. There is but little more to tell. The official programme will be out in a few days, and it will be a masterpiece of the printers' art. More work has been done by the committee on transportation, than the quietness which has characterized its actions might lead one to infer. W. B. Everett appeared before a meeting of the New England passenger agents last week, and induced them to agree to a uniform rate of two cents a mile, with free transportation on wheels. This reduction from regular rates is, however, offered only to parties of fifteen or more, and in order to secure the free carriage of wheels it is necessary to notify the road ahead, so that a special car may be attached to the train.

I stated last week that I did not think Henry E. Ducker wanted the Presidency of the League. That's the way I thought then, but now I am sure that he does want the office, and that he wants it bad. A big boom has been started for him during the past few days, and his friends feel confident that he will win, especially now that Terry has declined to stand as a candidate. Terry was a strong man, and would have polled a large vote in all Eastern States. Now that the right of members to be represented by proxy has been denied them, it is likely that Eastern men can elect about any one they please to the Presidency. We know not whether Dr. Beckwith will consent to stand as a candidate for a third term, and Ducker's friends claim that they have assurances from the Doctor that he will not run against their candidate. If this is so, it does indeed seem as though Ducker would have a clear field; but, of course, it is possible that some dark horse may trot in on the last lap and scoop the prize others have long been working for.

How many members do you suppose there are in the League, who know what the effect was, of the recent mail vote upon the Constitutional amendment? Not a great many, I warrant you. I have seen it stated in many of the cycling papers that the vote decided against Secretary Aaron's motion for the abolishment of the general meeting of members. It did nothing of the kind. All reference in the Constitution to the right of the general body of members to hold a meeting is stricken out. The By-laws, however, still contain a clause providing for an annual business meeting. According to this a meeting can be held, but it will be nothing more than an amateur debating assembly, for the body cannot amend the rules, or, in fact, take any definite action. The most it can do is to pass informal resolutions for the guidance of the Board of Officers, and the Board can do just as it pleases about paying any attention to them. These being the facts of the case, there seems little hope of the expelled makers' amateurs obtaining any redress. No change can be made in the Constitution,

except at a constitutional convention, which must be called at least one month before the annual meeting of the members. It is now too late to call the convention, and unless some notice of the intention to discuss the amateur question is given in the next issue of the *Bulletin*, the matter cannot be brought up at the officers' meeting. Even were it brought up, there seems small probability of anything being done in the matter, after the way the Board put itself on record at the recent New York meeting, as opposed to any change in the amateur rule.

I am informed by Mr. E. Whitney, Chairman of the Reception Committee, that arrangements have been made with the transfer companies of Boston, whereby wheelmen's baggage will be transferred across the city from the depots to the hotels, etc., anywhere within the city limits. There will be no charge for this service to League members. Messengers will pass through trains giving numbered tags for each piece of baggage received, and a numbered coupon corresponding to the tag will be given the owner of the baggage. On presentation of the coupon at the hotel he can procure his property. The Armstrong Transfer Company will take baggage from the Albany, Old Colony, N.Y., and Lowell, and Boston and Maine depots. Simmons Transfer Company will take all arriving at the Fitchburg depot and Haven's Transfer Company all from the Providence. This will allow each wheelman to look after his own machine, and avoid the rough handling of the transfer companies.

BOSTON, May 18th.

C. S. H.

A RACING BOARD CONTROVERSY.

As most of our readers are aware, Mr. H. E. Ducker resigned from the Racing Board, when that body suspended the makers' amateurs. Mr. Ducker's resignation was attributed to his interest in the Springfield Tournament, and many harsh things have been said of him. He, on the contrary, claimed that the Chairman of the Racing Board did not consult his colleagues, before publishing the historical manifesto that doomed the M. A's, and furthermore, that such action was unlawful, according to League Constitution. The R. B. Chairman denied these allegations, threatened to print some correspondence between himself and Mr. D., and for a time things began to look racy. In the May issue of the *Gazette*, Mr. Ducker invites him to "come on" with his letters, and fully explains the methods of Racing Board legislation, as well as his motives for resigning from that body.

On Jan. 31, Chairman Bassett wrote Mr. Ducker for a list of racing men in his district, whose amateur status was a matter of doubt, i.e., who had received money gifts or salaries for racing, or who had accepted hotel or travelling expenses from either club or manufacturer. Thereupon Mr. D., who had charge of the New England District, sent in the following *supposititious* list of riders and their employers: Rowe, Illston, and Winans, of the Pope Mfg. Co.; Hendee and Westervelt, Overman Wheel Co.; Burnham, Read and Overman; Ives, Pope and Overman; Hunter, Wm. Read & Sons; Huntley and Corey, Stoddard, Lovering & Co.; Williams, J. R. Underwood, and W. A. Rhodes, employer not stated. On this letter the Racing Board based its action, although Mr. Ducker fully expected that the men's status would be

fully investigated before final action was taken. After mailing this letter, Mr. D. investigated on his own account, and found that his suppositions in regard to some of these men were incorrect. Yet without consulting any of the members of the Racing Board, Chairman Bassett suspended the men publicly, and has since expelled many of them from the League, and declared them professionals.

In regard to Mr. D's resignation, the editorial says:

Mr. Ducker's resignation from the Board has been attributed to various reasons, mostly to his interest in the tournament, which is not the case, for if he had the best interest of the tournament at heart, he would have worked with a will to keep these men in the professional ranks, as what would draw better than a race between, we will say, Howell, Wood, Hendee, Rowe, and others? Mr. Ducker resigned because as president of Springfield Bicycle Club and member of the Board a conflict of opinion was liable to arise, and, again, how could he, knowing the facts in the case, remain in the club and see its members abused? Even had he not been a member of the club, it would have made no difference as to his resignation, for he does not believe that the chairman of any committee should take any such important action without consulting the members of said committee. The first intimation which Mr. Ducker had of the proceedings was on the morning of Monday, March 8, when Mr. Winans called upon him with these insulting circulars, asking for information concerning them. Mr. Ducker's first official notification of the proceeding was learned on Tuesday, March 9.

This is Mr. Ducker's side of the story, but one cannot form a fair judgment of the case, until Mr. Bassett has had an opportunity to reply. In regard to the unconstitutionality of Mr. Bassett's action, we disagree with Mr. D. The Constitution allows any member of the Racing Board to investigate the charges against a man, and Mr. Bassett took this duty upon himself. As a matter of right, not to mention courtesy, Mr. Bassett should have fully discussed the matter with his colleagues, before taking so vital a step, but like many other energetic chairmen, he preferred to run matters himself, without considering the views of his fellow committeemen.

KING'S COUNTY WHEELMEN'S ENTERTAINMENT.

About 250 people, many of them ladies, witnessed the K. C. W.'s closing social event of the season. An impromptu stage was erected in the club parlors, and the audience was comfortably seated in front of this. After the appended literary and musical programme had been finished, refreshments were served in a side room. The entertainment concluded with eight dancing members. The affair was an entire success.

PROGRAMME.

Overture—*Selected*, - - - J. Schneider
Recitation—*The Man on the Wheel*, - - Carleton

MR. A. PEVERELLY.

Contralto Solo—*Selected*, - Miss Eunice Downs
Violin Solo—*Rondo Concert, No. 8*, - De Beriot

MR. T. J. GEISLER.

Recitation—*Selected*, - Mr. Walter W. Tamlyn
Soprano Solo—*Stars the Night Adorning*, Wikerlain

MISS MARION WETENHALL.

Ocarino Solo—*Marguerite*, - - - White

MR. F. H. MEEKER.

Recitation—*The Swickman's Story*,
Dr. B. A. R. Ottolengni

MR. A. PEVERELLY.

Piano Solo—*Selected*, - - - Mr. Emil Spoerl

PART II.

Overture—*Selected*, - - - J. Schneider

COMEDY IN ONE ACT.

"A CUP OF TEA."

Sir Charles Seymour, - - - Mr. R. F. Hibson
Scroggins, - - - Mr. T. B. Hegeman
Joseph, a Servant - - - Mr. C. F. Hegeman
Lady Clara Seymour, - - Miss T. A. Hibson

WHEEL GOSSIP.

The Baltimore Club will send twenty men to the League meet.

The Springfield B. C. will move into new quarters about May 1st.

Last week Hendee rode five miles on the Lynn track in 15m. 57s.

An English rider is driving a 20½ pounds "Kangaroo" geared to 64 inches.

Editor Aaron is "girding up his loins" amid the balmy breezes of Luray, Va.

The Springfield Bi. Club's Minstrels repeat their show at the Opera house this evening.

On the 16th inst., the Star Wheel Club, of Cleveland, took a run to Ridgeville, Ohio.

Several hundred people visited the Lynn track last Sunday, to see the racing men train.

On Easter Sunday 400 wheelmen dined at the "Anchor" at Ripley, a favorite touring resort for the London riders.

A hill-climbing contest held at San Francisco on May 8th, was won by F. D. Elwell, in 4m. 38s.; Brown, second.

At the Harvard College Spring games, F. L. Dean, '88, "walked over" in the two miles bicycle race in 6m. 46 2-5s.

The Bedford B. C. of Brooklyn have redecorated their club-rooms, and they now present a very inviting appearance.

Ingliside of San Francisco will present a valuable silver cup as first prize for a fifty mile road race, to be held July 5th,

Percy Furnivall and Sanders Sellers have just passed the first examination of the College of Physicians and Surgeons.

In the May C. T. C. *Gazette*, Joe Pennell writes a long letter favoring an international Anglo-American-European Tour in 1887.

At the Amherst College games, held last Friday afternoon, Dole, '89, won the two miles bicycle race in 7m. 57s; Sherman, '88, 8m. 3½s.

"Papa" Weston has given up his editorial position on the *Bi. World*. Ill health and private business were the causes of his retirement.

Kluge reports large sales of the "Star" at Spaldings. He leaves next Saturday for Lynn, where he will remain till after the races of the 31st inst.

The State meet of the Michigan L. A. W. State Division will be held at the Detroit Bi. Club's new quarter-mile track, which will be finished by June 1st.

The lady tricyclists of Boston intend to organize themselves into a committee for the purpose of entertaining other lady tricyclists who may visit the League meet.

At the close of the Leicester Exhibition, the Mayor of the town presented Dan Canary with a gold medal in commemoration of his performance, which had been the means of making the show a success.

W. J. Gibson, of the San Francisco Bi. Club, proposes to publish a monthly pamphlet, which will contain full information of California roads and routes, as fast as they are compiled by the touring board.

Bermuda will be represented at the League meet by Mr. F. L. Godet, of Hamilton. Mr. Godet made things very pleasant for the Bermuda tourists, and many of them will no doubt be glad to see him at Boston.

On Saturday, May 29th, the wheeling, W. Va. Wheelmen, accompanied by the Boonesville B.C., will tour to Washington, Pa., where a number of clubs from neighboring towns will meet and entertain them.

At the North Shields, England, B. C. Spring race meet, R. H. English finished third in the two miles bicycle handicap, riding thirteen yards behind 5m. 47s. English finished first in a two mile special handicap, in 5m. 56s.

The Sec-Treas. of our L. A. W. State Division announces that he has received \$176.54, from L. H. Brown, the first Treasurer of the Division, in settlement of a claim of \$276.52 on the suspended bank of F. G. Hall, Elmira.

At the Weston-Super-Mare Festival, E. M. Mayes won the mile handicap in 2m. 49 4-5s., and the half-mile in 1m. 21s., riding from scratch in both events. At the same meeting, Mayes rode second in another mile handicap, doing two yards behind 2m. 44 1-5s.

At the Columbia College games, held at the N. Y. A. C. grounds last Saturday, D. H. Renton won the two mile bicycle race in 6.59 2-5. He will represent Columbia at the Intercollegiate games, which will be held at the Manhattan A. C. Grounds, 86th St. and 8th Avenue, Saturday, May 29th.

The Plainfield, N. J., B. C. held a bicycle entertainment last Monday evening. About fifty riders participated in the opening parade. One of the features of the evening was the lightning drill of the Elizabeth Wheelmen's team. The polo team of this club also gave an exhibition.

The Inter-Club contest between teams of eight, representing the Kings County Wheelmen and the Elizabeth Wheelmen, will take place on Saturday afternoon, June 26th, at 4 P. M., the course is the five mile smooth stretch from Milburn to Irvington. It will be ridden over five times, to make the required twenty-five miles.

The following men have been declared professionals: R. A. Punnett, Rochester, N. Y.; Fred Russ Cook, San Francisco; S. G. Whittaker, St. Louis; L. J. Martel, Chicopee; C. P. Adams, and F. R. Brown, Springfield, and W. F. Knapp, Denver, Colorado; H. E. Bidwell of Hartford, and C. E. Haven of Boston, have been suspended till May 30.

The preliminary contest of the Hudson County Wheelman, to select the men who are to represent the club in the inter-club contest, was decided last Tuesday afternoon, at 4 o'clock. The course was ten miles, beginning at Irvington, running to the first bridge beyond Milburn and return over the same route. C. A. Stenken, finished first; W. P. Smith, second by ten yards, and C. L. Meyers, third. The two first men rode "Stars." These men with Kluge, will represent the Kings County Wheelmen at the Inter-club contest. The time of the race was kept a profound secret, but judging from the elation of the club members, it was very satisfactory.

Mr. Philip Fontaine, the Citizen's crack scorcher, who is summering at Philadelphia, expects to ride from the Quaker City to Gotham, some day this summer. He will be accompanied by Mr. H. S. Wood.

A first-class stocking supporter that will keep the stocking in place without bagginess, unpleasant tension or any discomfort is needed by Wheelmen and Lawn Tennis players. They have it in the Z. & S. supporter, sold by Howard A. Smith & Co., Newark, N.J.

From a western contemporary we learn that "Lt. Col. Methuen," the gen—no! no! —the party who swindled Burley B. Ayers, also paid his respects to a St. Louis' wheelman, to the tune of a hundred dollars, introducing himself by means of a forged letter purporting to be written by Mr. Ayers. It is about time the career of this "Gentleman George" as stopped.

The Kings County Wheelmen announce the following list of events for its race meet of June 19th: One mile novice, open; one mile novice, club; one mile, scratch; two and three mile handicaps, open to all amateurs. The Brooklyn, Bedford, and Ilderan Clubs will each run a club championship. It is probable that the five mile State championship will be decided at this meet.

The Brockton City, Mass. B. C. announced a race meet for June 16th. Valuable gold medals and cycle sundries will be contested for in the following events: one mile, professional; one mile, handicap; one mile, tricycle, all open to Plymouth County wheelmen only: Two miles scratch, one mile, 3.30 class; one mile, boys under fifteen; five miles, scratch; one mile, scratch, and one mile consolation, all open to amateurs; and a two miles professional race. Entrance fee for each event, \$1.00, except for boy's race, which is free. Address D. C. Price, Brockton, Mass.

The East Hartford Wheel Club has postponed its spring race meet from May 22d to June 5th. The following events will be decided, commencing at 2 P. M.: One mile, 3.25 class, all club events; one mile, Hartford Wheel Club Championship; one mile, boys of 18 and under; one-half mile, boys, 48 in. wheels and under; one mile; one-quarter mile heats; three miles, ten minute class; one mile, team race, three riders each; all open to amateurs. Entrance fee to club and boy's races, 25 cents. Open events, 50 cents each. Entries close June 2nd., with E. E. Arnold, P. O. Box 173, East Hartford, Conn.

At the regular monthly meeting of the Kings County Wheelmen, held last evening, the members of the drill team presented their captain, Mr. Ed. Pettus, with a facsimile of the club pin, as a mark of appreciation of his faithful services during the winter. The pin is about the size of a silver half dollar, wrought in gold. On a solid background are laid the gold spokes, which with the rim of the wheel are raised. In the center are the club's initials. It is very handsome, and "Eddie" Pettus will be proud, not only of the jewel itself, but of the honor it represents. At this meeting, ten new members were elected, raising the total membership to 85, and twelve proposals for membership were received. The club will hold a moonlight run on June 17.

A GREAT PERFORMANCE.

At 10.30 A.M. Monday, May 10th, Mess. Prince and Schock started on their seventy-two hour race—12 hours per day—at the Washington Rink, Minneapolis. The following table tells the story of the race :

HOURS	PRINCE.		SCHOCK.	
	M.	L.	M.	L.
1	17	3	17	1
5	83	3	19	0
10	155	2	160	1
12	185	1	179	5
24	352	3	340	7
36	545	4	533	4
48	719	5	707	8
60	883	2	872	2
72	1042	1	1028	8

Prince's record for 36 hours surpasses the previous world's record : 534 miles, 1173 yards, made by C. Terront, May 5th, 1880. The 48 hour record also surpasses Terront's performance of 698 miles, 470 yards. The previous record for 60 hours was F. J. Lees 852 miles, and the previous best 72 hours record, 1009 miles, 660 yards, was recently made by Shock at Minneapolis.

PROSPECT PARK RIDING.

The attention of Colonel Culyer, the Superintendent of the Park Department, was called to the annoyance suffered by wheelmen in riding through the Park, on account of the repairs which are in progress on the West drive, that thoroughfare being the only one they can use at the present time. Colonel Culyer, after consultation with the Park Commissioners, determined to suspend for a time the operation of the rules and regulations adopted last fall. These rules prevented the use of the paths from the first day of May until the 1st of November, except before 10 o'clock in the morning and after 10 o'clock at night. The Superintendent has now extended the time so as to give the wheelmen the paths during the months of May and October. He has also extended the time on Sundays. Heretofore the men of the wheel were obliged to be off the paths by 10 o'clock ; now they can remain on until noon time, so that wheelmen can take note that after Sunday next, they will be allowed to use the paths until the end of the month. After the 31st of May they will be restricted to the West drive until the 1st day of October, when they will again be permitted to use the paths, together with the West drive.

This order, it will be seen, keeps wheelmen off the path during four months of the year, to wit—June, July, August and September—when the walks are most crowded with people, except before 10 o'clock at night. Col. Culyer has decided also that all wheelmen riding in the Park shall wear Park badges. These badges can be obtained at the Litchfield Building on the payment of 50 cents, the cost of the article. No wheelman will be allowed to ride in the Park unless he has a badge.

The Superintendent will also remove the loose stones from the gravel on the east path, near the Irving statue, and which runs from the statue to what is known as the Franklin Avenue gate. The branches of the trees along this walk and the walk beyond will be trimmed so that wheelmen who go down the west drive, around to the shelter in that way will have a clear thoroughfare.

Colonel Culyer states that the regular wheelmen who ride in the Park, as a rule, give the authorities no trouble, and adds that if that was the only class that came there, the

rules would not have to be as strict as they are. But there are many boys and youths unattached to any club who ride on "their own hook," and in such a wild and undisciplined fashion, as to make wise restraining measures not merely a matter of form, but of necessity.

NEW ORLEANS TO BOSTON.

Our last report from Mess Hill, Fairchild and Fairfax, left them at Greenville, Ala., on April 30th. The following is an additional brief of their journey :

May 3rd—Reached Columbus, Ga. Roads horrible. Streams very full. Diet, corn-bread and bacon. At Columbus met Ingram and Munn. Distance last three days 130 miles.

May 5th—Reached Atlanta. Roads fairly good and getting better. Treated royally at Atlanta with serenade and numerous invitations to dine, &c. Distance, two days, 120 miles.

May 6th—Reached Gainesville, Ga. Distance 53 miles.

May 8th—Reached Greenville, S. C. Roads hilly wet and rough. Distance, two days, 107 miles.

May 9th—Reached Gaffney, S. C. Roads hilly. Fairfax broke rear fork and took train to Charlotte for repairs. Distance 52 miles.

May 10th—Reached Charlotte, N. C. Visited gold mines and healing springs at King's Mountain. Fairfax again with us, his wheel O. K. Distance 55 miles.

May 11th—Reached Salisbury, N. C. Road full of ruts. All are suffering from effects of headers. Distance 44 miles.

May 13th—Chatham, Va. Railed to Greensboro, 49 miles from Salisbury, so as to gain a day that we may visit Caverns of Luray. Wheeled from Greensboro. Fairfax has gained nine pounds. Hill has lost four and Fairchild seven. Distance, two days, rail 49, wheel 60 miles. Reach Lynchburg, Va., to-morrow, (14th.)

COREY CLIMBS LOCKE'S HILL.

Locke's hill, Watertown, was thronged Sunday afternoon with cyclists and a large number of spectators, who had assembled to see who could ascend it on a bicycle. The hill is just a quarter of a mile long, and compares very favorably with Corey hill in Brookline. It is steeper in some places, the grade in one spot being one foot in $7\frac{1}{2}$ for about 30 feet.

Quite a number of riders have claimed to have ridden nearly up, but until yesterday no one had ever ridden it on an ordinary bicycle. E. P. Burnham of the Newtown Bicycle Club tried it in 1884, but gave it up, and since then it has been considered a "sticker." At about 2 o'clock a crowd began to gather, and a number of cyclists tried it, but most of them dismounted at about half-way up, perfectly satisfied that it couldn't be ridden. While the crowd were waiting, Harry Corey of the Massachusetts Bicycle Club, with his brother Kirk, appeared, followed by E. P. Burnham, and all three started for it. The elder Corey had never seen the hill before. After a pretty tough struggle he nearly reached the top, but unfortunately his wheel slipped, and he was compelled to stop about 30 feet from the summit. Kirk Corey was right behind him, and he, too, gracefully dismounted. Burnham got about three-quarters up and concluded he had enough for once. Both Corey and Burnham took a short rest and went at it again. This time the former was successful, and rode the hill from its foot to the summit in exactly 2m. 35s. An enthusiastic old gentleman at the top was so delighted with Corey's skill and muscle that he presented him with a bouquet which he had in his hand. Burnham stopped when nearly three-quarters of the way up. Corey rode his 53

Rudge light roadster, weighing 31 pounds which is the same machine on which he rode Corey hill last year twice in succession. This breaks another record. A number of cyclists were in attendance and are ready to attest the performance.

ODDS AND ENDS.

The Long Island Wheelmen and the Ilderan W. C. had moonlight runs to Coney Island last Monday evening.

The Citizens B. C. held their regular meeting last Monday night at their new club house. Two new members were elected and the dues were raised to \$30 per year.

The New York Athletic Club will hold a three-mile handicap on their grounds, June 12th. Entries close June 2d with A. H. Wheeler, No. 104 W. 55th Street.

The Ixion B. C. will hold its annual Decoration Day road race on May 31st at Orange, N. J. The course is fifty miles, and the event is open to club members only.

The Colorado Wheel Club will hold their annual fifteen-mile handicap road race next Sunday, over the Littleton road. The practice of road contests on Sunday is a very bad one, and all wheel clubs should discourage it.

L. D. Munger has astonished the St. Louisans by mounting "Nigger" hill. The ascent of "Nigger" is much more difficult than "Son-of-a-Gun," to mount which has been the ambition of all good St. Louis wheelman. Indeed, we have no doubt, that their favorite motto is : Mount "Son-of-a-Gun" and then die.

At the Nassau A. C. games held at Washington Park, Brooklyn, last Saturday, J. W. Powers, Harlem B. C., (100 yards), won the two miles handicap in 7.36 4-5 ; F. L. Ray, Ixion B. C., (75 yards), second by ten yards. Kluge rode in this heat, and obtained a place in the final, but he was tired, and never could get up to his men. Powers ran away from Ray on the home stretch in fine style.

The prospects of a successful meeting at Lynn are very bright. The track is claimed to be first class. The grand stands are large and comfortable. The racing men are out practising every day. Last Monday, Hendee rode five miles in 15m. 20 2-5s. ; Knapp, who rode with him, finishing a second later. Rowe rode the same distance in 15m. 7s. ; first mile in 2m. 53s. A number of people visit the track every day to see the men at work. A large crowd will go down from Boston to visit the races.

The *Sporting and Theatrical Journal* takes exception to that part of the amateur definition proposed by us, referring to betting. The object of the provision, that "no man shall back or allow himself to be backed," is to prohibit public gaming. It is no news to us that private bets were made in the "four-pair back" at Springfield, and moreover we fully agree with the *S. & T. Journal* that a man has a perfect right to bet on himself, or have his friends bet on him, if he or they so desire. As yet we have not suffered from public gambling at race-meets on this side of the pond, and if the clause we proposed were to be enacted, we would escape that scourge, on the good old theory, that "an ounce of prevention," etc.

THE WHEEL.

When you go to the League Meet be sure and visit

BOSTON * BICYCLE * CLUB * SHOW.

THE FIRST EXHIBITION OF

BICYCLES, TRICYCLES AND ACCESSORIES,

Under the auspices of the Boston Bicycle Club, will be held in Mechanics' Hall, Huntington Ave., Boston, Mass.

May 27th, 28th, 29th, and 31st.

All dealers should apply for space immediately to J. S. Dean, 28 State Street, Boston.

Special Wheelman's Season Ticket, admitting bearer at all times, when in uniform, can be obtained only of Theo. Rothe, 625 Washington Street, Boston, 25 cents.

GOOD MUSIC. FANCY RIDING. HOME TRAINER RACES.

TRADE NOTES.

Captain Peck of the Massachusetts Bicycle Club expects to have 125 men in line at the L. A. W. meet. "Lonny" on his new 55 Rudge will make an ideal captain.

Moses Sheriff, of Manchester, N. H., has ridden his 54 Rudge Light Roadster 5,000 miles from March 1st, 1884 to May 1st, 1886. He expects to roll up a greater record than ever this year.

V. C. Place, one of the fast men of 1881, will appear on the track this season mounted on Howell's 59 Rudge racer, on which the latter rode the mile in 2m. 31 2-5s.

The Overman Wheel Co., have issued a handsome catalogue of their Victor bicycles, tricycles and sundries. The cover is quite artistic, the cuts of the machines and elementary parts are clearly presented, and the descriptions are very complete. Copies of this catalogue may be obtained free, by addressing the Overman Wheel Company, 182 Columbus Ave., Boston.

The American Rudge, about which there was such a furor last year, promises to be more popular than ever the coming season.

All the winners of the one, ten, twenty and fifty miles international championships, held on Easter day in England, rode the Rudge racer.

BARGAINS.—In our advertising columns will be found a list of first class machines, offered at very low prices by T. Hunt Sterry.

The *American Wheelman*, comment editorially on the American Champion as follows: "Gormully & Jeffery's Champion bicycle is meeting with a remarkable sale, and it is not surprising, for the Champion is really a first-class wheel and is selling at a second-class price, viz., \$102.50. Some time ago we said in this column that the need of the hour was a first-class wheel at a low price, and Messrs. Gormully & Jeffery have promptly filled the breach and are now reaping their reward. The Champion is just as handsome, just as staunch and just as reliable as any wheel in the market, and sells for from \$22.50 to \$32.50 less. Comment is needless; except perhaps that the day of high prices is rapid nearing the tumbling-off point. Sad for the manufacturers, but good for the wheelmen. We are for the latter every time."

FIXTURES.

MAY 21-22.—International Tournament at Alexandra Park, London.
MAY 22.—East Hartford Wheel Club's Races.
MAY 24-25.—Woodstock, Ont., Amateur Athletic Association's meet.
MAY 27.—Boston B. C.'s bicycle exhibition commences at Mechanics Building.
MAY 26-27-28.—Annual Meet of League of American Wheelmen at Boston.
MAY 27.—Hill Climbing contest at Corey Hill.
MAY 29.—League Parade and Races.
MAY 31.—Lynn Bicycle Club, inaugural race meet, at Lynn, Mass.
May 31.—Annual Meet of the League of Essex Co., Wheelmen at Lynn.
JUNE 5.—Inter-Club contests on the Irvington-Llewellyn Park.
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 B. Club Spring Race meet at Washington, D. C.
June 26.—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.

CLOSING OF ENTRIES.

MAY 26.—Entries close for the Lynn Races. Address E. M. Bailey, Lynn, Mass. Particulars in THE WHEEL of May 14.
June 2.—East Hartford Wheel Club. Entries close June 2d with E. E. Arnold, Box 173, Hartford, Conn.

FOR SALE. EXCHANGE. WANTS.

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

BARGAINS!!

SECOND HAND CYCLES in great variety at VERY ATTRACTIVE PRICES. All sizes, makes and finishes. Enclose stamp for particulars, stating wants. Machines bought, sold on commission (10 per cent.), or exchanged. New wheels if desired. Correspondence solicited.
NEW YORK BICYCLE AGENCY,
21 Worth Street, New York.

FOR SALE.—54 inch bicycle with lamp. English make. Full nickel. First class condition. Address, Bicycle, P. O. Box, 444, N. Y. City

FOR SALE.—A half-nickel and enameled 50-inch "EXPERT," 84 pattern, cowhorn handle bars, swinging spring, Columbia Hub lamp, automatic alarm, ridden one season, in first-class condition. For further particulars address, Dr. J. C. SPENCER, Bellevue Hospital, N. Y. City.

FOR SALE.—THE WHEEL, Vols. VI. and VII., bound, Vol. VIII. unbound. Price for the three, \$4.
J. W. DROWN, Brattleboro, Vt.

YOUNG WHEELMAN having traveled extensively, would accompany gentleman, going abroad. For further particulars. Address, WM. HEYNY, JR., 301 Sixth Ave.

FOR SALE.—Two full nickeled Columbia lamps in perfect condition. Will be sold very cheap. Can be seen evenings at 255 Warren St., Brooklyn, N. Y.

BOSTON SPORTING SHOES.

Pat'd Aug. 1, '82



Bicycle.
Base Ball.
Sprintling.
Gymnasium.

STRICKLAND & PIERCE.

156 SUMMER ST.,

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DREKA Stationery and Engraving HOUSE.

WEDDING INVITATIONS
and VISITING CARDS

IN THE BEST MANNER AND NEWEST STYLES.

FINE STATIONERY IN NEW STYLES, WITH
MONOGRAM, CREST, &c.

1121 CHESTNUT STREET,
PHILADELPHIA.

ONLY \$4.00 ONLY \$4.00

for a pair of **Punnett's** celebrated Jersey cloth knee breeches. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNETT, Merchant Tailor,
ROCHESTER, N. Y.

CUT PRICES

ON ALL BICYCLE SUNDRIES.

CUT OTHER DEALERS FEELINGS BUT STILL WE SELL

Cow-Horn Handle Bars

Complete with Brake, Lever and Bracket. Fit any machine. Any drop desired: Handsomest and best in the market. Heavily nickled. Only \$4.00, sent C. O. D. **O-W Co.'s Duplex Whistle, 25c.**; formerly 75c. 1-inch Rubber Tires, 50-inch wheel, \$6.30; 54-inch, \$6.80; 7/8-inch tire for 52-inch, \$4.90; 3/4-inch for 18 inch wheel, \$1.38. All sizes 15 per cent less than other dealers. Quality guaranteed. \$2.00 Nash's Pat. Rubber Handles \$1.35 per pair. Spade handles, list \$6.00, only \$3.75. Bicycle and Lawn Tennis Shoes, 80c., rubber soles; and \$3.50 shoes for for \$2.80; hose \$1.10 to \$1.40 per pair, Yale Locks with chain, other dealers \$1.25 on y 80c. Perfection Brass Locks, 2 keys only 59c; nickel polish only 15c. Repairing, Nickel Plating and Painting lowest prices. Skillful mechanics. Machines bought, exchanged for new wheels and sold on commission for only 7 1/2 per cent. Fine Stock. Write what you want. All new at bottom figures. Send stamp for price list. Rifles, Guns and Revolvers 20 per cent below list.

CYCLISTS' SUPPLY CO.,

241, 243 and 245 Main St., Fitchburg, Mass.



EASY PAYMENTS.

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

LEAGUE RACES.

The following races will be held under the auspices of the L. A. W. at

Boston 29 May, 1886, at 3 P. M.,

ON THE

Union Grounds, Dartmouth St.,

EVENTS.

1 mile Amateur Bicycle, League National Championship.

1 mile Amateur Bicycle, Mass. State Championship; (entries limited to Massachusetts riders.)

1 mile Amateur Bicycle—Novice.

1 mile Bicycle—Invitation Race.

3 mile Bicycle—Invitation Race.

Entries to be made to Abbot Bassett, Cycle office, 22 School St., Boston. Entrance fee, \$1.

No fee for invitation races. Entries close 17 May.

The Racing Board, L. A. W., reserves the right to reject any or all entries to the national championship.

Admission to the Races, 50 cents.

Schools for Dancing and Deportment

No. 578 FIFTH AVENUE

(Opposite Windsor Hotel.)

New York City,
Hartford, Conn.,
Springfield and
Worcester, Mass.

Re-opens for organization of Classes Sept. 1, 1885.

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

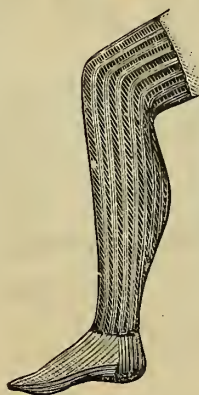
For further particulars send postage for circular to

P. HARVARD REILLY Prin'l,

Reilly's School for Dancing and Deportment,

No. 578 Fifth Avenue, New York City

They're NOT English, you know,



"Club Hose."

but Goetze's Best Bicycling Hose, made from selected yarns in every color.

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

Our "Columbia Hose" for 1886 is a new article of improved pattern. The specialties are that the rib is extended down the front of the foot, giving a neat appearance when a low shoe is worn. Also our patent flat seam at the back which will not rip, and seamless heel. This stocking will compare most favorably, and has been judged by riders of experience, to be superior to the best English makes. For sale by all Gents' Furnishing Goods Dealers &c

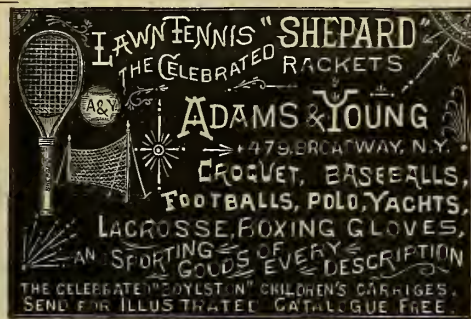
THEO. GOETZE & CO., Manufacturers,
256 GRAND STREET, NEW YORK.



THE attention of the trade is respectfully called to our "Club Hose," a standard and reliable article, which

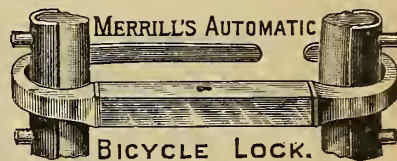


"Columbia Hose."



Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.

THE "MISSING LINK" FOUND.



For Locking Bicycles and Tricycles. New, novel and elegant. Can be applied instantly, and locks automatically. Is neater, more compact, and cheaper than any other lock on the market. When ordering state whether for bicycle or tricycle. Full nickel plated, and sent post-paid, on receipt of \$1.25.

Address only, ANSON P. MERRILL & CO.
P. O. Box 596. Fall River, Mass., U. S. A.

SUBSCRIBE TO

\$1 a Year.

LESS THAN TWO CENTS PER WEEK.



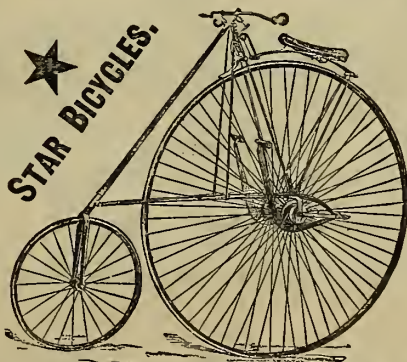
\$1. a Year.

LESS THAN TWO CENTS PER WEEK.

LOOK AT OUR COMBINATION OFFERS!

The Bicycling World and The Wheel, \$2. a year; regular price of the World, \$2 a year Outing and The Wheel, \$3 a year; regular price of Outing, \$3 a year.

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SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

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PUBLISHING CO.,
12 Vesey Street, New York

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THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn beneath the flannel shirt, passes over the shoulders and down each leg. It has a sliding buckle which allows for tension, and which can be unfastened by a spring in an instant without inconvenience.

PRICE PER PAIR, 65 CENTS.

Send stamp for new Illustrated Catalogue, now ready, of our CYCLING GOODS.

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Oraton Hall, Newark, N. J.

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FOR 1886

ARE CONFIDENTLY PRESENTED AS THE
STAUNCHEST, MOST RELIABLE, AND
EASIEST RUNNING MACHINES
MANUFACTURED.

*THE COLUMBIAS ARE THE HIGHEST GRADE
OF MACHINES MADE.*

They have Stood the Test of the Roads for Eight
Years, and so far as known, there is not a COLUMBIA
which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
—HOLD—
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are ridden by the majority of Wheel-
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Every Part is Interchangeable,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES OR
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CATALOGUE SENT FREE.

Expert Columbia.

A Scientifically-Constructed, High-
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The Lightest Bicycle made with Full
Inch Tires.

Columbia Light Roadster.

A Genuine Light-Weight Bicycle.

Columbia Semi-Roadster.

A High-Grade, Moderate-Priced Bicycle
for the use of boys and light men
of small stature.

Columbia Racer.

Upon this Racer were made the
World's Records for $\frac{1}{4}$ and $\frac{1}{2}$ mile, and
from 2 to 38 miles (inclusive); the
World's Amateur Records for $\frac{3}{4}$ and 1
mile; the World's Professional Records
for 4 to 10 and 21 to 43 miles (inclusive);
the Greatest Distance Ever Made Inside
the Hour (20 $\frac{1}{2}$ miles 396 feet.)

Standard Columbia.

This "Old Reliable" Wheel has gone
into the Largest Use of Any Bicycle in
This Country. A Thoroughly First-Class
Machine at About the Price Charged for
Second-Grade Bicycles. For the Money
it is the Best Bicycle Manufactured.

Columbia Two-Track Tricycle.

Strong, Staunch, Rigid, Light, and
Easy-Running. The Simplest and Most
Scientifically Constructed Tricycle in
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Columbia Racing Tricycle.

Weight, all on, 47 $\frac{1}{2}$ pounds. Remark-
ably Strong, considering its weight.

Columbia Safety.

Strong, Light, Simple, Easy-Running.

Ladies' Columbia Two-Track Tricycle.

A Light and Elegant Machine for
Ladies, and Men weighing up to 130
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We rent Rudge and Columbia bicycles and tricycles to responsible and
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We sell Rudge and Columbia bicycles and tricycles on easy terms.

We have the most complete and varied stock of wheels and sundries in
the city; showing six of the leading makes—**ALL WINNERS.**

We have a large riding hall, where we teach bicycling free to purchasers
and at reasonable rates to others.

We have a well equipped repair shop and guarantee our work and
prices.

Send for our catalogues, terms, etc.