

# THE WHEEL

A JOURNAL OF CYCLING

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**Victor Cycles ARE HIGHEST GRADE KNOWN.**



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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.

### GREETING.

Within the next few weeks THE WHEEL will have reached every wheelman in the country get-at-able, as well as a host of lawyers, clergymen, physicians, college students, clerks and others, in all about 100,000 people of every part of the United States. Therefore, although it is nearly five years since THE WHEEL made its debut, it is well that we should greet so many new readers and tell them what we aim at.

THE WHEEL is not managed and supported by a bicycle firm, for the purpose of advertising its own wares at no expense to themselves, or to the prejudice of other makes. Our aim is to give the important and interesting happenings of the bicycling world for the current week. We don't pretend to give every item, because, first, that would be impossible in a country like this, and secondly, we think it unwise to publish such items as: "The Kalamazoo B. C. of Tucson, Arizona, held a run last Sunday" This

would be *caviare* to every one of our readers, and is of no earthly interest to any one outside of a few riders at Tucson. If we were to publish items of this style, we should be compelled to issue a weekly volume. Our aim is, to present in a readable form, a record of important or novel events, notable tours, race meets, new machines, inventions, the trade outlook, etc., etc. We do not consider that our readers are interested in the malicious paragraphs about us, that from time to time appear in other papers, and we rarely take the trouble to republish and comment on them. We have time and again anticipated our contemporaries with important reports, and all we ask is a trial, feeling certain that we will satisfy.

The next number of THE WHEEL will be out on Thursday, June 4th. It will contain a detailed story of the League Meet, including the business meet, parade, banquet, races, cycle show, tours, etc., etc. Also a graphic report of the Lynn races.

### 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 single exception of the *Cycle*, 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 \$2.00, but on receipt of this sum we will include a 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 the wheelmen and others can send for their favorite paper or magazine at once.

### THE RACING PATH.

F. H. Shackelford, who has been the king pin of Australian riders, was recently defeated in a one-mile championship bicycle race, by C. Dwyer, in 2m. 52 1/4s.

The twenty-mile race for the Pope cup has been withdrawn from the Lynn programme, and a five miles open race and a three miles handicap have been substituted.

At the University of Pennsylvania games held last Saturday at Philadelphia, C. B. Kern won the two miles bicycle race in 6m. 26 1-4s.

Princeton College games, May 20th. Two mile bicycle race, Segur, '89, 7m. 11s.

A novel match was decided at the Lynn track last Thursday afternoon. W. A. Rowe agreed to give F. S. Hitchcock—both of the Lynn Cycle Club—twenty-five seconds start in a mile race, the loser to "do up" the cream for the club members. Rowe won easily in 2m. 56s.; Hitchcock, 3m. 27s.

The Yale Bicycle Club will hold its third annual tournament, at Hamilton Park, New Haven, Conn., on Friday and Saturday, June 12th and 13th. Valuable prizes will be given to the amount of \$1500. The list of contests is not yet complete, but there will be sixteen in all, and among them the following: One mile open, one mile tandem tricycle, one mile 3.10 class, three mile record race, two mile without hands, one mile handicap, one mile ride and run, five mile record race, half mile boys' under 16 years, two mile handicap, one mile intercollegiate and half mile consolation race. Entries must be handed in by June 8th to Henry Ivison, Chairman of Racing Committee, No. 129 Farnam College, New Haven, Conn.

On last Sunday, a large crowd of spectators and wheelmen from Lynn and neighboring towns visited the track to see the men at work for the races. Rowe covered five miles in fifteen minutes, and he and Knapp rode a mile in 2.50. Kluge arrived at the track at noon, and rode a mile in 2m. 49s., the best time yet made on the new path.



## CYCLING AND CYCLES FOR NON-WHEELMEN.

We have commenced this article with the above title—not with the idea that prompts a patent hoop-skirt advertiser, to head his appeal—"For men only," knowing well that the curiosity which Eve bequeathed to her daughters, will prompt every woman in the land to read every word of his "ad"—but because what we have to say is a b c to every cyclist. To those who cycle or have cycled, it would be carrying cotton to Georgia, to point out to them the pleasures, benefits and utility of the wheel.

\* \* \*

Of all the various kinds and degrees of sportsmen who anxiously await the reappearance of the season which brings us those flowers, whose promises we have sung all winter long, few are more impatient than the grand army of bicycle and tricycle riders.

Within the last few years, owing to the great improvement in machines, and the herculean efforts of the dealers to bring the subject prominently before the public, this sport has made rapid strides forward, until now the "bicycle-fiend," as he is called, encompasseth the land. About nine of every ten people who have seen the cycles gliding over the roads of this country, have any idea of this comparatively new sport, the extent to which it is patronized, and the pleasure and benefits to be derived from it.

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, called a "bone-shaker" by the sacrilegious of the present day. In 1869 the craze died away, as crazes will—the recent roller skating epidemic to wit—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. Col. Pope bought up all the good patents that were brought out, virtually obtained control of the bicycle trade of this country and became a millionaire. At present he controls an extensive manufactory at Hartford, Conn., and turns out thousands of machines every year. Besides having a large manufactory at Chicago.

## THE HOME OF THE BICYCLE.

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, for the superiority of its roads caused the bicycle and tricycle to come into general use, not alone for touring purposes, but for the ordinary requirements of business. There has been no statistics published, but today, there are in England numberless different styles of bicycles and tricycles, the mere cataloging of which would make a good sized book. 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. There are several reasons why the English have gone ahead of us in the production and general use of machines, the most important being excellent roads, the long twilight, which gives them so many opportunities to ride, and the Saturday half holidays, which promote a general exodus on wheels into the suburbs.

In this country the number of riders approximates 50,000, the majority being resident in the East. The prestige given Boston by Col. Pope caused the English manufacturers to cast their business orbs on that city, when they desired to introduce their machines into this country. Boston has therefore always been regarded as the supply depot of the country, but this is becoming less true each year, the number of dealers who have agencies in New York City this season, proving that the Metropolis will soon be in the van. Last year the Eastern houses established depots in many of the Western cities, such as Chicago, St. Louis and San Francisco, and nearly every small town has an accredited agent for two or three different makes, who obtains orders from samples, and fills them from the supply depot nearest his town.

## 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. The drawback of the tricycle is its weight, which makes it somewhat slower and more difficult to propel than the bicycle.

The cost of the bicycle is one of the prime causes why it has not come into general use. It is expected that this year will see a large reduction in prices. As we noted in the beginning of this article the Pope Manufacturing Company have controlled the market by the large numbers of patents they hold, so that many dealers have to pay them a royalty. The Pope Manufacturing Co. have just commenced a suit against the Overman Wheel Co., for infringement on these patents. It is still to be tried. If the suit is decided against the Pope Co., competition will increase, with the usual result of cheaper prices.

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 element of speed which enters so largely into many sports, is not an unimportant factor in the success to which the bicycle has attained. Listen and hear what has been accomplished on these graceful two and three wheelers. The performances are of two classes, road and track records; the latter being the time made on smooth racing tracks, by men specially trained to bring out the capabilities of the machine.

## 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, 266 $\frac{1}{4}$  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 231 $\frac{3}{4}$  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, 38 $\frac{3}{4}$  seconds. The twenty-four hour record is held by L. D. Munger of Detroit, who rode 259 $\frac{1}{2}$  miles in November, 1885.

On the path the records are no less marvellous. The finest racing path in the world is at Springfield, Mass., and if our English cousins lead the way in the road performances, we more than make up for it by our superior showing on the path. The best records in the world from two to twenty miles inclusive are held by Wm. A. Rowe, a shoemaker of Lynn, Mass. Some of the more remarkable records are:  $\frac{1}{2}$  mile, 1m. 12 4-5s; 1 mile, 2m. 31 2-5 seconds. This record is held by Richard Howell, an English professional rider, but the time was made at Springfield, Mass. last September. The trotting record is 2.08 $\frac{3}{4}$ , the running man record is 4.16 4-5, and the walking record is 6.29 3-5. It will thus be seen that the standard bicycle time is second only to the trotter, and as the record was 2m. 50s. but two years ago, it is confidently expected that at no distant day, the steed of steel will surpass the steed of flesh and blood in point of speed. It will be noticed in this connection that Rowe's half mile record is a 2.25 gait, and this from a standing start, which occasions a loss of from three to five seconds before the rider gets fully under way. Rowe has ridden 2 miles in 5m. 21 3-5s: the trotting record is 4m. 46s; 5 miles in 14m. 7 2-5s; 11.5 seconds slower than the trotter; 10 miles in 28m. 27 4-5s; the trotting record being 27m. 23 $\frac{1}{4}$ s, 20 miles in 58m, 20 seconds, 5 seconds faster than has been accomplished by the horse. Rowe also holds the one hour record, 20 miles, 1012 $\frac{1}{2}$  yards, 4-inches. Fifty miles have been ridden in 2 hours, 38 minutes, 52 seconds, nearly an hour faster than the trotting standard. The 100 miles record stands at 5h. 50m. 5seconds. On the tricycle, Robert Cripps has ridden a mile in 2m. 53 4-5 seconds; Percy Furnivall has ridden 5 miles in 14m. 53 4-5 seconds, and F. J. Lowndes has covered ten miles in 32m. 33 2-5 seconds. On the tandem tricycle Messrs. English and Cripps have ridden a mile in 2m. 46s., and Messrs. Furnivall and Gatehouse have ridden 5 miles in 14m. 22 2-5s.

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. The machine is always ready, and in an hour or two of the early evening they can take a spin of from ten to twenty miles, and yet be back in time for a seven o'clock dinner. If this is impossible, they can ride after dinner, for riding is enjoyable either by day or night. To properly appreciate the pleasures of wheeling, one has but to read the published narratives of riders. Few can read Mr. and Mrs. Pennell's paper "Italy from a Tricycle," now running in the current numbers of the *Century*, without feeling convinced that in the wheel they will find a "well spring of pleasure," a panacea for all their bodily ills.

## 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. Another type of the two-seat tricycle is the "sociable," in which the seats are placed side by side, instead of behind each other, as in the tandem. This machine is very broad and difficult to propel, and it is rapidly falling into misuse. Below we give briefs of some of the standard manufacturers and importers in the country. They may be relied upon to treat a purchaser fairly, and in applying to them, he need have no fear of being "swindled" or "sold." Upon written application, they will furnish complete catalogues, hand-books of cycling, etc., illustrating their goods, giving directions for riding, etc., etc.

## MANUFACTURERS AND IMPORTERS.

POPE M<sup>r</sup>G 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, 47 $\frac{1}{2}$  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, 22 $\frac{1}{2}$  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. The position of the small wheel at the side makes the mount and dismount very convenient for ladies. The parts of these machines are all interchangeable, and if a break should occur, the part may be easily repaired or replaced. N. Y. office, 12 Warren St.

GORMULLY AND JEFFERY, 222 & 224 No. Franklin Street, Chicago—This firm manufactures 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. They also manufacture a long list of sundries, a full description of which is given in their catalogue which they send free on application. 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. The features of the Victor wheels are: finest Paragon tires, compressed and cushioned; Bown's Æolus ball bearings all over, reducing the friction to the minimum; the special Victor swing saddle; Warwick's hollow rim; weldless steel tubing handle-bars; double tangent spokes, tied and soldered at all crossings, giving the wheel great rigidity; weldless steel tubing forks and backbone; detachable and adjustable step and solid vulcanite handles. Harrington's enamel and a special cement are used on the Victor.

H. B. SMITH MACHINE Co., Smithville, N. J.—The demand for this machine is such, that the manufacturers are compelled to re-



duce their advertising, because, though running their factories up to the top notch, they can scarcely fill the orders already on hand. 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 AND Co., 152 to 158 Congress Street, Boston—This firm has handled the Rudge machines made by Rudge & Co., Coventry, England, so great has been the demand for them, that they have not taken any new make for this season, but continue to supply the Rudge makes. Their stronghold is the Rudge Light Roadster, built especially for American roads. A description of the various parts of this machine, would not convey to the novice any new idea, but we can assure him that every part of the machine is made light and strong. Its weight is 39 lbs.; price, \$135. The American Rudge is a good staunch roadster weighing 40 lbs. and sold at \$107.50. It would be folly to claim that it is as good as the Light Roadster, but the machines are made by the same firm, are strongly built, and altogether can scarcely be beaten for the money. Their Rudge Racer, weighing 93 lbs., is sold at \$140. The Rudge Safety is a fast and easy running machine. The front wheel averages from 36 to 40 inches. The great rake of the hind wheel gives it its safety element. It is driven by an endless chain running on cogs, and has foot rests extended from the forks for use when coasting. Weight 39 lbs., very light for a safety; price all sizes, \$85. Their Rudge Cripper tricycle is a popular mount. The small wheel is placed in front at the centre, and the machine is steered just like a bicycle. The large wheels are 47 inch. Their Rudge Crescent Tricycle is a front bicycle stealer, 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. It has two 42 in. wheels between which the riders sit, and a rear steering small wheel, over which luggage may be carried. Its weight is about 100 lbs.; price \$250. It can be "converted" into a single tricycle in a few moments. 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 lessens the friction, and makes constant tightening and loosening unnecessary. The handle-bar is detachable and the rubber tire is molded to fit the rim without cement. All the parts are interchangeable. 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. It holds a long list of records made on the road, but leaving this fact aside, its speed is undoubted. The front wheel is from 35 to 38 inches, driven by endless chain, "geared up" to 54 inches. It has foot rests for coasting. 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.

## THE LEAGUE PRESIDENCY.

Those who usually skip Karl Kron's contributions, as a trap containing an advertisement of "X. M. Miles on a Bicycle," have missed one of the soundest articles on any cycling subject that we have ever read. Karl Kron himself is far from a well built and good-looking man; and this fact emphasizes the sincerity of the following paragraphs, which we cull from his, "Rotating the League Presidency," which appeared in the May *Wheelmen's Gazette*:

That sort of man necessarily makes enemies; and a "president with a policy" would soon get the League into hot water. The State divisions are the true places where "League policy" can be formed, and where men of zeal can take the initiative in pressing their ideas. Tact, good nature, and a capacity for keeping the peace with all men, are the qualities which should be chiefly sought for in the chief executive of the League, and I am sure no one will deny that they have all been found there in abundance during the last three years. To those few ill-natured critics who have presumed to sneer at Dr. Beckwith as a "good-looking figure head," let me say that a well-mannered figure-head is exactly what the League wants, and if the same be "good-looking" also, it gets almost an ideal officer for the place.

I have no patience with people who pretend to despise physical comeliness. It is not the greatest gift for a man to possess, nor would I urge it as a chief qualification of the League Presidency; but when a man, otherwise competent for the place possesses this gift also, I think only the meanest sort of envy would belittle it, or deny that it definitely adds to his eligibility. I do not believe Arthur to be as able a man as either Lincoln, or Grant, or Garfield, or Cleveland; but he certainly made a better appearance, on public occasions of ceremony, than any one of the four; and I shall always remember that the handsome way he held himself, among the foreign dignitaries at the Yorktown Centennial, touched my pride in him as an

American. It was pleasant to see that, as regards physique and dress, and ease of manner, the courts of Europe had not been able to contribute to the ceremony a finer-looking gentleman. Similarly, a League man may well take pleasure in seeing the organization represented before the world, on occasions of parade and display, by a good-looking leader. However silly it might be to vote a man into the place, simply because of his bigness, I see nothing silly in confessing that those of us who believe that the present incumbent is "a good fellow on general principles," admire him all the more for his ability to gracefully drive a sixty-three inch wheel.

## ENTRIES FOR THE LEAGUE RACES.

(CROWDED OUT OF OUR LAST ISSUE.)

The following men have entered for the League Races:

One-mile bicycle race (championship of the League of American Wheelmen)—Charles E. Kluge, Jersey City; J. R. Rheubottom, Weedsport, N. Y.; George E. Weber, Smithville, N. J.; D. E. Hunter, Salem, Mass.; A. B. Rich, New York; W. E. Crist, Washington; George M. Hendee, Springfield; Taylor Boggs, Cleveland, and Frank G. Gibbs, Cambridge.

One-mile bicycle race (championship of the League of American Wheelmen).—C. E. Kluge, A. B. Rich, William E. Cate, Washington, W. F. Knapp, Thomas Fahey, New Britain, Conn.; C. O. Danforth, Cambridge, Mass., and Charles H. Potter, Cleveland.

One-mile bicycle novice race.—D. G. Holbrook, Yonkers, N. Y.; C. A. Stenken, Jersey City; John A. Kennedy, Boston; N. F. Germond, New York; H. C. Getchell, Cambridge, Mass.; H. L. Caldwell, Boston; E. A. Bailey, Somerville, Mass., and C. M. Phelps, New York.

One-mile handicap bicycle race.—W. A. Smith, Jersey City; Charles A. Stenken, Jersey City; C. E. Kluge, J. R. Rheubottom, Weedsport, N. Y.; G. E. Weber, D. Edgar Hunter, A. B. Rich, W. F. Knapp, J. A. Kennedy, Boston; W. D. Edwards, New York; Taylor Boggs; H. C. Getchell, Cambridge; S. F. Gibbs, Cambridge, Mass.; C. M. Phelps, New York; G. M. Wonden, Fitchburg, Mass., and Eugene Valentine, New York.

One-mile invitation race.—W. A. Rowe, Lynn; George M. Hendee, W. F. Knapp, and W. A. Rhodes, Dorchester, Mass.

Three-mile invitation bicycle race.—W. A. Rowe, George M. Hendee, W. F. Knapp, and W. A. Rhodes.

RACING AT WINONA, MINN.—The following races were contested at this place, Friday, May 7th. Five miles professional, heats—Wm. Woodside won in two straight heats; times, 16m. 51¼s., and 18m. 52½s.; Grant Bell, second. One mile professional heats—R. H. Spear won the first and third heats, and the race, in 3m. 30s. and 3m. 27s. Grant Bell won the second heat in 3m. 27¼s. One mile amateur, heats—E. A. Savage won in two straight heats; times 3m. 40s. and 3m. 19s.; J. R. Wilson, second. Half-mile, amateurs, heats—First heat: E. A. Savage, 1m. 41¼s.; second heat: B. Melvin, 1m. 47½s.; final: Savage, 1m. 40s.



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 SREEN & STUART STATIONERY Co.  
77 Madison St., Chicago, April 3, 1886.

Messrs. GORMULLY & JEFFERY, City:

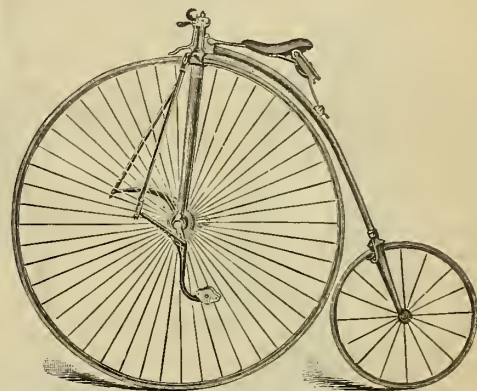
Please furnish me at your earliest opportunity one American Safety Bicycle, 42 inch, ball bearings all over. You may deliver same at my residence, 6515 Harvard street, Englewood.

The enclosed letter from my old friend, Dr. Appleby, of the Buffalo Homeopathic 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.**

### “THE LOST SQUEAK.”

Seated one day on my cycle,  
I was going my level best,  
And though down hills I had hurried,  
My feet had known no rest;  
I know not why I was spurring,  
Or whom I was racing by,  
But there came a squeak discordant,  
Like the sound of a wheel run dry,

It rang through the fading twilight,  
With a wild and piercing sound.  
As it quickly gave me a headache.  
I swore that the cause should be found.  
I have sought, but I seek it vainly,  
That one lost squeak so vile,  
Which came from my bearings somewhere  
And that through want of “oil.”

It may be that next day's oiling  
Will stop this squeaking dire,  
It may be that ere I reach home,  
My bearings all will die.

THE WELSHER in *Wheeling.*

### THE ST. LOUIS COUNTY TOUR.

Last Sunday witnessed the first tour of the Western Division of the newly organized touring department of the League of American Wheelmen, the tour being of only one day's duration, and taking in the country between St. Louis and Ballwin, the total distance made being about forty-five miles. The tour was gotten up under the personal supervision of Tourmaster Burley B. Ayers of Chicago, and on Sunday morning he arrived here with a special sleeper, fairly well loaded down with Chicago wheelmen. Besides these visitors, about ten men came in from Ottumwa, Ia., and a few from Kansas City and Clarksville, Mo.

The start was made from down town at about 9 A. M. with ninety men in line, fifteen of whom dropped out along the road, preferring to lie around in the shade to indulging in a long run, but seventy-five reached Ballwin and sat down for an elegant lunch.

Three returned by rail, being Chicago, Ottumwa and St. Louis representatives respectively, the first two using this mode of transit, because they were used up and the latter, (W. E. Hicks) because he had twisted his ankle while in the act of starting on the homeward ride.

Forest Park was reached about 4 P. M., and here a temporary halt was called at the pump, where the boys lay around and cooled off before going off to Delmonico's, where a substantial dinner was served, after which the

visitors were escorted to the depot by about fifty St. Louis wheelmen, who raised the echoes of the place by three cheers and a tiger for Chicago, Ottumwa and Kansas City, as well as giving vent to their high spirits by noisy choruses of favorite wheel songs.

The day was an exceedingly pleasant one to all who participated in the run, and the visitors went away well pleased with the manner in which St. Louis wheelmen treat their guests.—*St. Louis Critic.*

### AN HOUR OR TWO AT SMITHVILLE, N. J.

Forty minutes' ride by rail from Philadelphia, through a delightful region of New Jersey, and we alighted twenty-two miles out at Smithville station. Rather an out of the way place, best known as the location of the H. B. Smith Machine Company, of whose manufactory we were soon reminded by the converging troops of cyclists, returning from dinner to their several places of occupation on their favorite Star machines; and by the way, the glint of the sunlight from their cycles, was not brighter than the fair fame of many of the riders—among whom might be mentioned Powell, Frazer, Finley and Weber, of recent record-breaking fame. A cordial welcome from Mr. Kelley, the Superintendent, encouraged us to accept his kind invitation to an inspection of the works. An hour and a half was thus spent in the examination of the various appliances for the manufacture of their cycles. The history of their progress in perfecting the manufacture of the several parts of their bicycles, as told the author by the thinking and working head of the concern, indicated the enterprise that was apparent on every side. The product of each successive year surpassing in excellence that of the year before, led us to wonder what would the end be, and what at last should we have as the perfect and ideal cycle of the future.

We were much interested in the various details of manufacture, and the working of many of the inventions and machines that had been brought into existence and use by the needs of the work. Notably we may mention a patented machine for the modeling of the tiny tough spokes, wherein several were perfectly made inside a minute of time, with enlarged ends for strength of fastening and slighter bodies for lightness. Their

patented conical nut inside the hub, on the end of the spokes, we thought a good thing. With no rigid square shoulder to induce a breakage of the spoke at the hub end, which feature, by the way, we were informed, had reduced the breakage of spokes at the hub some ninety per cent. The welding of the hollow seamless piping, and shaping it from round to oval for their latest machines, is a new feature of their work, as they, until recently, used solid rods of greater weight and less rigidity. The forging of the two ends of the hubs under powerful steam hammers, and the after welding of the two parts at the centre of the hub interested us, and after the completion of the mechanical construction of the machines, the nickeling of the wheels and other portions was witnessed in the place set apart for this work, while at another door we entered the baking room for the japanned goods, and, on stepping inside, we were informed that we stood in a temperature of 300 degrees Fahrenheit, eighty-eight degrees above water boiling point, a fact we could scarcely realize but nevertheless true, the rapid evaporation of the surface moisture being our protection from burning.

It may interest our readers to know the Star people are just now experimenting with a larger front wheel this year, which if it proves an improvement, will be adopted some time in the future. It has its advantages and possibly some disadvantages; all of which, if any, are being determined, and the public will get the benefit of any good result, after the time for experiments is past.

We will mention but one other novelty, and hope we shall not be abusing any confidence in telling of the steam cycle we saw in course of construction, nearly or about the size of an ordinary buggy. A three-wheeler and two tracker. The axletree and shaft were hollow (some four inches in diameter) and made to carry the oil fuel for propelling the engine. It looks as if it would certainly prove an entire success. Another month or two will perhaps determine.

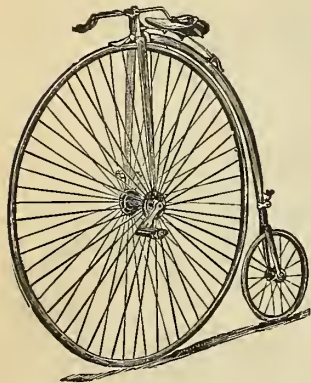
A half hour spent in watching genial, modest Weber, as he scorched around a nine-lap track near the works at his daily practice, during which he never once slackened his rattling gait, finished our time at Smithville, and under escort of a golden-haired tricycle maiden of some ten or twelve years, we made our way to the railroad station, some 500 yards distant, and the busy town was soon left behind. W. N. O.



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 B lls. See pages 7, 9, 10 and 11.

### HUB HAPPENINGS.

FINAL ARRANGEMENTS FOR THE MEET—  
EVERYBODY TOO BUSY TO EITHER TALK OR  
WRITE—THE MAKERS' AMATEURS' PROS-  
PECTS A LITTLE BRIGHTER.

Or course everything you hear in Boston now is about the League Meet, which has practically already begun, for wheelmen from a distance are descending upon this city in scores. If this does not prove the biggest meet on record, there will be lots of sadly disappointed men about this village. The committee-men are and have been working like beavers, and they are now confident that all that is necessary to insure them ample reward for their labor is good weather. Everything has been done; on nothing are they behind hand. The programme is all that there has been any delay over, and this is no fault of Boston men. The committees held their final general meeting Sunday at the Vendome. Chief Consul Ducker and Secretary Lawton came down from Springfield, and all the committees were represented. About all any of them had to report was that everything had been done, and that few changes had been made in the programme already given to the public. The minstrel performers have been rehearsing for the past week and are doing some splendid funny work. Chairman Salkeld reports that upwards of 500 tickets have already been sold, and the success of the entertainment on Friday evening is assured. Several hundred choice seats will be reserved for visiting wheelmen. The informal promenade concert on Thursday evening will be exclusively for wheelmen.

The track on the Union Grounds has been completed, and the racing men are now upon it pegging away for dear life. Many a hot contest will no doubt be witnessed during the afternoon. The track is a pretty good one, but no record beating time is possible upon it. It has been decided not to have the band participate in the parade, whereat Boston wheelmen rejoice largely. Instead, the band will be stationed in front of the Vendome, and discourse music during the formation of the line. But there is no use telling you any more about the meet, for you will probably all be here before you receive THE WHEEL.

Chairman Bassett seemed to feel pretty badly over the long article printed by Ducker. He considers it a personal attack,

and from all accounts, feels anything but friendly towards the Springfield hero. The latter said that he meant nothing personal, but it was all against the principle of the thing. Bassett has had to hoe a pretty hard row, and if it is true that he was urged on in what he did by the Executive Board of the League, he should certainly receive their support, and not have to stand all the condemnation. The Executive Committee has maintained a strange silence in this matter, but I understand that it is at last to be broken by Mr. Kirkpatrick, Secretary of the Executive Board, who will have a letter in the next issue of *The Cycle*, stating in the most emphatic terms, that all Mr. Bassett has thus far done, was with the full approval of the Executive Board. This will rather put a new phase upon the matter and make wheelmen have a little more charitableness for the much abused Racing Board Chairman.

No notice having been given in the last issue of the *Bulletin* of any proposed action upon the amateur matter, no change can be made in the rules. Chairman Bassett, however, tells me that the Racing Board will abide by the sentiment of the meeting; that is to say, if the members vote, unofficially though it may be, that they think it is for the best interests of the League that Rule H. be abolished, the Racing Board will acquiesce cheerfully, though according to the rules they are not obliged to do so.

The group photograph of the Massachusetts Club members, upon which the Notman Photograph Company has been so long at work, is finished, and is a masterpiece of the photographer's art. The original is four by five feet in size. The member's pictures were each taken separately and then arranged in a circular group upon an artistic background, showing views of the club-house, etc. The likenesses are perfect, and all can readily be recognized in the smaller reproductions, which are intended for circulation among the members.

One of the neatest little machines brought out in America is the tricycle W. W. Stall has manufactured for the use of his wife. The machine is built somewhat after the Crippler type, and weighs complete 49 pounds. The driving gear is brought down directly under the centre instead of at one side, as with the Crippler. The differential gearing is something of Mr. Stall's own invention, and is very simple. The driving

wheels are 36 inches in diameter, geared to 45½ inches, with 7/8 inch tires of pure rubber. The steering wheel is 18 inches with 3/4 inch tire. The spokes are tangent and cross four times. The cranks are 5¾ inches in length.

C S. H.  
BOSTON, May 24, 1886.

### THE ORANGE WANDERERS' PROTEST

ORANGE, May 20, '86.

At the monthly meeting of the Orange Wanderers, the coming first race of the N.Y. & N.J. Team Road Racing Association came up for discussion. As the proposed route is well known to its members, and certain parts of it considered totally unfit for racing purposes, not to mention the additional danger to riders and pedestrians, of placing on narrow sidepaths upwards of 40 racing wheelmen, the following resolutions were framed and unanimously passed:

"Whereas, The 'Orange Wanderers' joined the Team Road Racing Association on account of their interest in road racing, and  
"Whereas, It is evident that road racing should be conducted in such a manner as not to interfere with travel on the highways, or to violate in any degree the rights of others, and

"Whereas, It is impossible for a large number of wheelmen to race together on the road without interfering with the public.

"Resolved, That the Orange Wanderers respectfully request the Executive Committee of the N.Y. & N.J. Team Road Racing Association to order trial heats in each section, if more than one club from any such section enters for a race, so that in the final only one club from each of three sections (New York City, Long Island, and New Jersey) will be represented. They also desire to call the committee's attention to the announced course, which they do not consider suitable or safe for the purpose, and suggest that it be changed.

"Resolved, That these resolutions be forwarded at once to the Executive Committee of the Road Racing Association, with request for a reply, and published in the wheel papers." Respectfully yours,

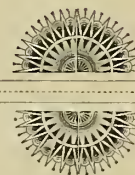
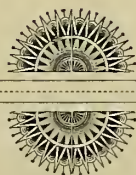
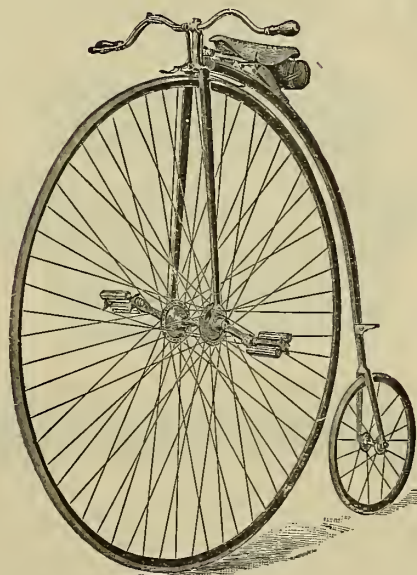
C. W. BALDWIN,

By order of the Club. Secretary.

There will be a six-days bicycle versus horse race at Madison Square Garden from May 31st to June 5th.



# RUDGE LIGHT ROADSTER.



Among the various makes of bicycles which are sold in this country, probably none are more popular than the justly celebrated Rudge Light Roadster, manufactured by the great firm of Rudge & Co., of Coventry, England.

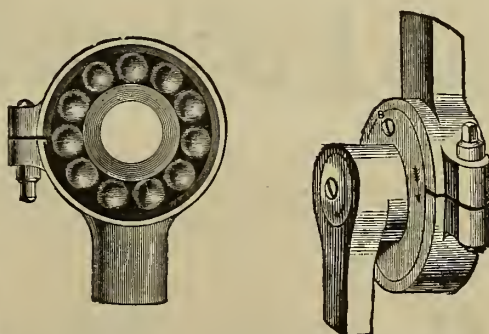
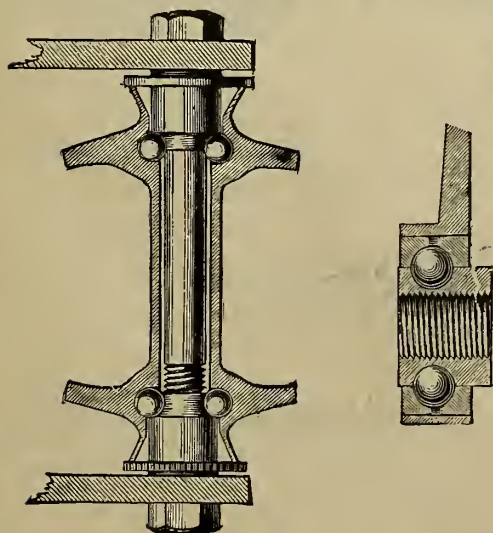
The Rudge Light Roadster, so-called, is simply the Solid Rudge Roadster, of England; but it is called the Light Roadster to designate it from several much heavier machines which are manufactured here, or are imported.

Since the introduction of this machine into this country, some four years ago, its career has been unequalled, it might be said

The bearings are Rudge's unequalled ball bearings to both wheels and pedals, and are one of the features which have made it so popular. These bearings were invented by the senior Mr. Rudge, some eight years ago, and no machine left the establishment until he personally adjusted them. Many manufacturers and makers have tried to improve on them but without success; and they are copied to a more or less extent all over the globe: and so great is their popularity, that many makers of other machines are forced

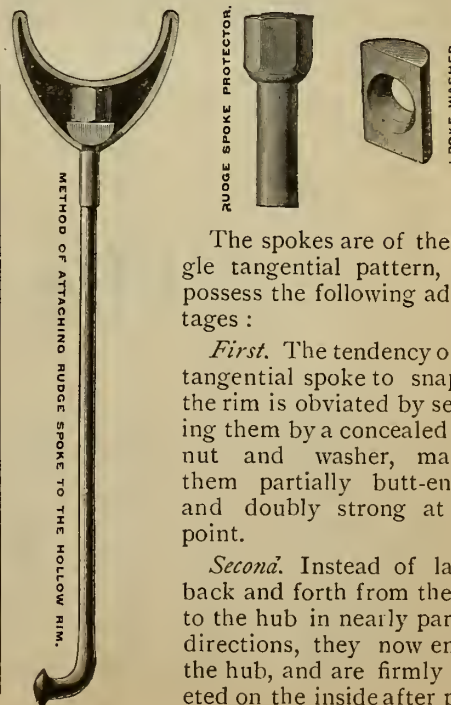
miles than any rider will use them afterwards.

The felloes are Warwick's hollow pattern, which consists of one piece of steel tubing rolled and pressed into proper shape, making them very strong, and doing away with the objectionable brazing at the side. It is worthy of note, that of the many thousand Ridges sent out, not one felloe has buckled that could be traced to the fault of the machine; and its strength will be realized, when it is said that it will bear a person's weight without yielding, even before a single spoke has been put in.



to use them. They are perfectly adjustable and dust proof, and set on a single row of case hardened surfaces, which reduces the friction to a minimum.

Messrs. Rudge & Co. have two large factories entirely devoted to the manufacture of bearings, and their easy running qualities are explained by the fact that in one of their bearing shops, an axle some fifty feet long extends from one side of a large room to the other, and on this are attached some hundreds of pairs of Rudge bearings. When the machinery is set in motion, it turns them many thousand times a minute, and before the Rudge bearings are fastened to the bicycle, they have already been run more



The spokes are of the single tangential pattern, and possess the following advantages:

*First.* The tendency of the tangential spoke to snap at the rim is obviated by securing them by a concealed lock nut and washer, making them partially butt-ended, and doubly strong at this point.

*Second.* Instead of lacing back and forth from the rim to the hub in nearly parallel directions, they now end at the hub, and are firmly riveted on the inside after pass-

almost unparalleled, and no machine, among the old and experienced riders, as well as new beginners, has a higher reputation than the Rudge.

A glance at its construction for 1886 will show its specialties.



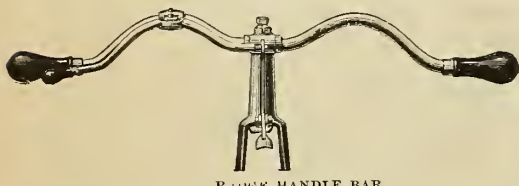
ing through it. The spoke is, thus single, and by being made slightly heavier at the hub, the tendency of snapping is entirely done away with.

The system of crossing is also a new one, and works to perfection, being accomplished by one spoke passing over and under another in such a way, that each spoke holds its neighbor firmly in place; consequently a rattle is impossible, and wiring entirely unnecessary.

Again the spokes are placed at right angles to each other, which not only makes the wheel very much stronger and more rigid, but keeps it true, and prevents any possibility of buckling by ordinary use.

The forks are very full, elliptical in shape, being hollow to the front wheel, combining great strength and lightness. The backbone is round, being fitted with a pair of very strong semi-tubular rear forks, and following the wheel in a very graceful manner.

The handle bars, one of the most important parts of a bicycle, are of the curved pattern, slightly dropped at the ends.



RUDGE HANDLE BAR.

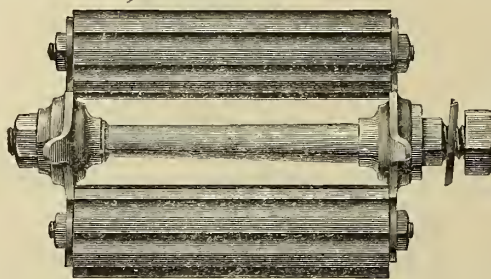
Although its American agents, Messrs. Stoddard, Lovering & Co., have often been asked why they did not adopt the detachable bar, they have always had the most satisfactory answer to give, viz: that during the three years they have handled the Rudge Light Roadster, they never had to replace a single bar through breaking, and stand ready to do so when that time comes.

This is as much as to say that if a bar has never broken, the detachable bar is useless, and it is the best answer that can be given.

The pedals, one of the most important parts of a machine, are Rudge's celebrated

ball, which are acknowledged to have no equal.

They are from one to three pounds lighter than any other upon the market, and from their peculiar construction, having a tapering pin, are much stronger. Their great strength can easily be imagined, when it is remembered that Corey has always used a pair when climbing Corey Hill, that weigh fifteen and one-half ounces to the pair, and that they stood the test without a bend or a break. Nearly all the manufacturers in



RUDGE PEDAL.



RUDGE PEDAL PIN.

this country, as well as those on the other side, use these pedals upon their racing machines, which certainly speaks volumes in their favor.

In point of manufacture and improvements, Messrs. Rudge & Co. have always been one of the most progressive and enterprising firms, and prefer to keep abreast of the times, instead of forcing a demand by the introduction of inventions which have been untried. They fully believe in having the very latest, but do not consider a change is always an improvement, and prefer to adhere to what they know is thoroughly reliable, rather than to make any alterations, which may or may not be found afterwards to be what is desired, or could be called an improvement.

With a large corps of skilled draughtsmen and mechanics connected with the works, improvements are constantly being made, and they fully realize the wants of their riders in regard to weight, strength and easy running, keeping in mind that the machine is destined to last a number of years, and that the riders wish a machine to use and not for looks. No pains are spared in making the machines as perfect as possible in regard to strength, lightness and easy running.

During the last three years the records on the Rudge Light Roadster, both in England and America, on the road, on the hill, and on the path, have been unparalled; and it is rare that any important meet or event occurs that the Rudge does not come to the front, to the glory of its rider.

Among the many achievements of the Rudge Light Roadster are the riding of Corey Hill three times by Mr. H. D. Corey on a 32-pound machine, an event which was not repeat until over two years after; the winning of the League championship by George Hendee on a 34-pound machine; the winning of the Boston Bicycle Club road race by Midgley on a 35-pound machine; the distance of 257 miles ridden by W. H. Huntley in twenty-four hours; and the unsolicited testimonials from the riders of the Canadian, Down East and Big Four Tour, are ample proof that the Rudge is a thorough road machine, and one that will speak for itself.

It has been the aim and intention of the above firm to place machines upon the American market that will stand and make a name for themselves.

So far, the Rudge bicycles and tricycles have exceeded their most sanguine expectations; and while several makers have copied a number of the principal features of their machines, the Rudge still maintains its enviable reputation, and its agents are to be congratulated on its increasing success and popularity.

# STODDARD, LOVERING & Co.,

Sole United States Agents for

## The Rudge Machines.

152 to 158 CONGRESS STREET,

BOSTON, MASS.

Send for Illustrated Catalogue.

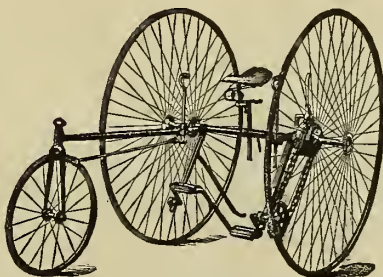


Send for handsomely Illustrated 48-page Catalog containing a detailed description of the new and beautiful.

# 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 were to be entered upon the final list.

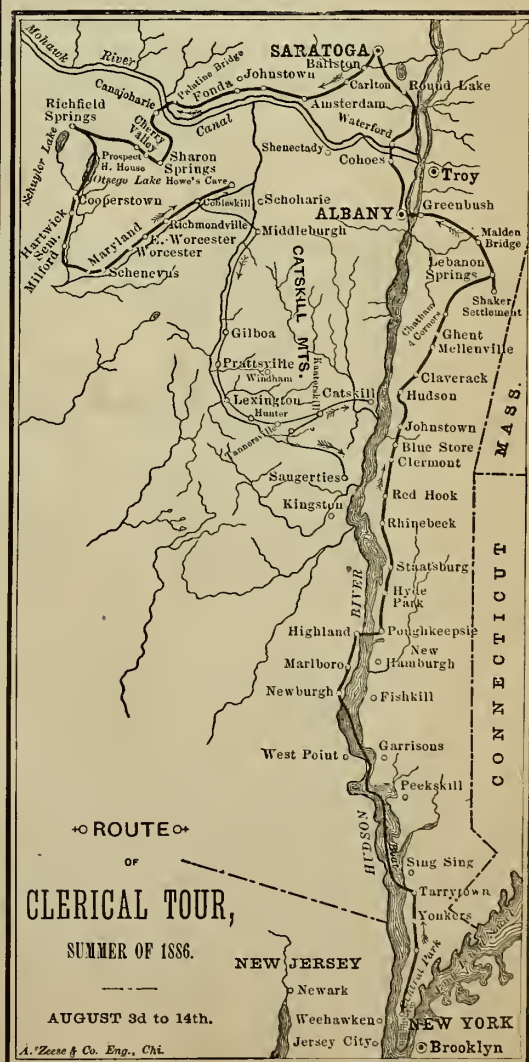
We shall be pleased to receive from each Clerical Wheelman a sentence or two, commending the wheel as a thing of real service to a minister in securing health, or aiding in his work or travel. If we can secure a goodly list of such commendations we shall be pleased

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.

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,

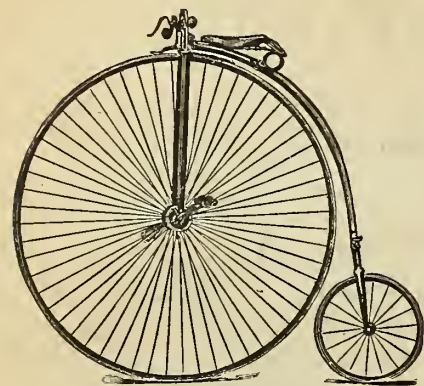
DEAR SIR:—After giving the Champion several exhaustive trials on the road, I cannot refrain from saying that it is the most rigid, easy running, and steering bicycle that I have ever ridden. Its high grade and very reasonable price will doubtless make a large sale for it the coming season.

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.**



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

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

## TRADE NOTES.

The demand for H. C. Hart's hold-fast cement is very great. Mr. Hart also keeps a large assortment of second-hand machines in his Philadelphia store, and intending purchasers in the vicinity of that city should call on him, while those living at a distance will do well to address him.

T. Hunt Sterry's repair shop is kept busy supplying the Brooklyn riders' wants. At Sterry's a number of new and second hand wheels are always kept on hand.

The Cyclists' Supply Co., of Fitchburg, Mass., have a speaking advertisement on another page. They have cut prices and offer their cycling sundries at bargain prices.

Anson P. Merrill & Co., of Fall River, Mass., have found the missing link, to the astonishment and delight, not of the antiquarian and dry-as-dust world, but of the cycling world. It is a neat and compact bicycle and tricycle lock, which he sells for \$1.25.

Theo. Goetze & Co., of Grand street, this city, can scarcely supply their many orders for their "Not English" hose. These stockings are manufactured from the best material, and always give satisfaction.

New York riders are fortunate in having such a caterer as Ira Perego to rig them out. A visit to his emporium on Fulton street will reveal new wonders in cycling, tennis, rowing and athletic togger. The bicyclist can purchase a complete outfit here; caps, jerseys, shirts, pants, stockings, shoes, towelling and all manner of touring impedimenta. Mr. Perego is also official outfitter to the L. A. W. and the C. T. C.

If you want to hire a bicycle or tricycle, or wish to learn the noble art of bycling, call on Geo. R. Bidwell, 313 W. 58th street, just west of 8th avenue. Mr. Bidwell has just moved into the Citizens' new-old club house. It is a well-lighted and airy building, and the bath room and ample accommodations make it especially desirable for those who do not care to join a club, but prefer to hire lockers, which Mr. Bidwell lets at reasonable terms, per month or season. A large assortment of new and second hand machines is to be found at this place. A pamphlet giving terms for hiring lockers, machines, and lists of new and second hand machines and parts will be mailed on application.

Race meet committees, who are on the lookout for something attractive in medals, cups, etc., would get what they desire by consulting Mr. James F. Pedersen's catalogue. Mr. Pedersen has made medals, prize-cups, and club pins for all the prominent clubs in the country. He is the acme of fair dealing, and people at a distance may be sure they get what they pay for. He makes genuine goods, and *advertises them* so well that he controls the *creme* of the cycling medal trade of the country. He has a large line of watches and split-second timers, one split second, fly-back made at \$20.00, being worthy of especial mention.

George W. Rouse & Son, of Peoria, Ill., have just issued a most ambitious catalogue. They are dealers in several makes of bikes and trikes, and make a specialty of the installment plan. They also handle a complete stock of sundries.

The energetic manager of the New York Bicycle Co., in Worth street, buys and sells both new and old wheels, and he is well patronized by New York and vicinity wheelmen. He always has a stock of second hand wheels on hand, and an examination of several of them convinced us that they were sacrifices for the money asked.

## THE INTER-CLUB ROAD RACE.

We have learned as we go to press that the course for this race has been changed. The new course commences at a point on Clinton Avenue, on the top of the long hill going into Irvington, running along Springfield Avenue to second bridge beyond Milburn—distance  $6\frac{1}{4}$  miles, making four laps for the twenty-five miles. The start will be made from a large white stone, on the right of the road, about  $1\frac{1}{4}$  miles from the Clinton ave. horse-car stables.

## NOTES FROM BROOKLYN.

At last the Park badges are ready. Numerous jokes and gags have originated from this huckster-looking piece of metal. The high moguls have been honored by the first numbers up to No. 4, and the K. C. W. follow, with Brooklyn next, and the L. A. W. in the rear.

The West Side Drive is becoming worse every day, and at the present time a large part of it is unridable, as they continue to

lay gravel, without rolling it. The stretch is a long one, and unpleasant to walk through. Will our good Samaritans interview the Supt., and obtain permission to use the other drive until the road is placed in good condition?

A number of touring parties will leave the different club rooms next Saturday; some proceed to Long Branch, Red Bank, Pat-chogue, etc.

At last the small clubs are feeling the effect and influence of the larger clubs. The first to succumb was the Brooklyn Ramblers, and now the Wayside Wheelmen, a lively organization, have seen the wisdom and advantage of joining a larger body. The K. C. W., appears to be the "Whale" in both cases, and has swallowed up the small boy.

Capt Pettus was so agreeably surprised by the presentation of a handsome gold badge by the drill team, that he has been unable to ride the past few days, his time and attention being devoted to photographing the little token.

The first Road Race of the season of the Brooklyn Bi. Club took place last Saturday and after a severe struggle, Hawkins came in a winner, with Slocum a good second. The local clubs were all represented and enjoyed the sport.

The list of events will be a 1-mile novice—open to all amateurs: 1-mile novice, club—2 and 3-mile handicaps; 1-mile, scratch; 5-mile, scratch. Entrance fee to each event, 50 cents. Entries close with Chas. Schwalbach, 124 Penn. St., June 12.

The K. C. W. will introduce a new feature at their coming meet, in the way of a band concert during each race. The reserved seats are now on sale and, judging from the early applications that have been made, the grounds should be packed.

Another moonlight parade will take place on the night of the 17 June. The Avenue will be in excellent condition for the event.

Wm. D. Bloodgood who attained so much distinction as a fancy rider a few seasons ago, left for Europe last Wednesday for the benefit of his health. He has the good wishes of all his acquaintances. From a lively young man, he is to-day almost a cripple from the disease of rheumatism. A basket of cut flowers was sent by his club-mates, who all wish him a bon-voyage.

TATTLER.



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 n'ckelled 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.

## CITIZEN TRAIN CONGRATULATES WHEELMEN.

MADISON SQUARE.

ASTOUNDING AGE of Type and Wire.  
Wheels within Wheels! Rings inside Rings!  
Bicycles setting World on Fire,  
Where Zoroaster Naptha'd Kings!  
What would Tom Moore to Wheelmen say,  
To see wheel rolling World around,  
(As Stevens rolls) o'er "World's highway"?  
Through Persia (bound to Puget Sound).  
His "Peri (there) in Paradise."  
Khorhassan Rome! wheel enterprise,  
As in your "Cut" on title Page  
Is "Outing" that Out Wheels Wheel Age!  
Your wheel excursion over sea  
Five Hundred Dollars (Ten Weeks Tour).  
Is holiday to Health secure?  
To add to Wheel Longevity?  
That, Tour, is "Health Economy!" \$  
Tell Reverend Sylvanus Stall  
To give old Shakers Extra Shake  
For Friend of their's (in Dancing Hall)  
At Lebanon (with Ale and Cake).  
Tell Boston Wheelmen (at the "Hub")  
To wheel their speed round Banker Hill,  
Through Concord, on to Lexington,  
To organize "Cosmos Wheel Club,"  
Through Yorktown on to Washington.  
Champagne, of course, will be so free  
("Tri Mountain Hospitality")  
Wheel Boys again will Boycott Tea  
And all Wheel world once more will cheer  
That Midnight Ride of Paul Revere!

GEO. FRANCIS TRAIN.

\$ Judea on Wheels.

## ODDS AND ENDS.

The Lynn Wheelmen will hold a dance in Exchange Hall after the races.

The New Columbia Safety is now on exhibition at the Boston office of the Pope Mfg. Co.

The Ixion Bicycle Club will hold its annual Decoration Day road race at Orange. The course is a little over sixteen miles, and will be ridden three times to complete the full distance, 50 miles.

The New Orleans to Boston Tourists, Mess Hill, Fairchild, and Fairfax arrived in this city last Friday night at 11.30 o'clock. They probably saw no other cycling mortal during their brief stay, than Mr. W. C. Herring, who was sitting in the Ixion Club parlor, when the tourists called. In the morning Herring escorted the party to Farrington, starting at 5 a.m. It is to be regretted that the travellers did not stay at least a day, but they may do so before their return home.

The *Herald* credits Boston with 1,200 riders.

All the prominent dealers will be represented at the Boston Club "Cycleries."

An American Rudge offered in our FOR SALE, EXCHANGE, AND WANTS column is a bargain.

The Springfield B. C. repeated their minstrel performance last Friday night at Springfield. The *Republican* says, that in some of the features of their show, they come so near professional excellence, that it was not easy to draw the line of difference."

The Elizabeth. N.J., Wheelmen will increase their club mileage considerably next Monday. The following run has been called. Leave head-quarters at 9.30 a.m., riding through Newark, Irvington, Milburn, Summit, Chatham, Madison, and Morristown, arriving at 1 p.m. Distance 24 miles. Leave Morristown at 3.30, riding home via Morris Plains, Littleton, Parsippany, Pinebrook, Franklin, Caldwell, Verona, Montclair, Bloomfield, Orange, and Newark, reaching home at 7 p.m. Distance 32 miles. Total, 52. A party will also accompany the Morristown division as far as Milburn, running over to Orange for dinner, and meeting the main body on the return home about 5.30 p.m.

## WORLD'S PASTIME EXHIBITION.

A monster exhibition will be held at Chicago this summer, commencing July 4th, and continuing 100 days. The exposition proper will be devoted exclusively to manufactured articles, pertaining to the pleasures and pastimes of the people. The exhibits included twenty-three classes, including Cycling. The exhibition will be an annual feature, and work has already been commenced on a permanent building, 500 x 200 feet. It will be erected on Cheltenham beach. In connection with the exhibition there will be sports of all kinds, including bicycle races. Among the members of the Board of reference are several well-known cycling dealers, including Colonel Pope, John Wilkinson, J. O. Blake, A. G. Gormully, W. M. Durell, Jno. B. Jeffery, and T. Z. Cowles, of the *Mirror of American Sports*. Further particulars will be given later.

## FIXTURES.

MAY 29—League Parade and Races. Wheelmen at Boston.

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 Bi. 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.

## 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.—50-inch American Rudge, King of the Road Lamp, and Lilliebridge saddle. Price \$60.00. Address W. C. MONTANYE,  
68 Barclay St., New York City.

FOR SALE.—52-inch Columbia Bicycle, ball-bearing, in good shape; used but very little. Want to dispose of it at once. Address with stamp,  
J. F. COOK, West Gardiner, Mass.

FOR SALE.—One 48-inch Victor, good condition, used carefully. Price \$85.00. Too small for the owner. CROWTHER & POTTER, Reading, Pa.

FOR SALE.—1884 40-inch Special Facile, never injured, in prime running order; best offer over \$85 accepted. Bicycles bought, sold, and exchanged.  
BICYCLE AGENCY, Castle, N. Y.

WANTED.—48 or 50-inch second hand Bicycle in good condition. Address with particulars to  
J. A. SUTHERLAND, 73 Montgomery St., Jersey City, N. J.

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 nickeled 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.



MISCELLANEOUS.

[Advertisements inserted in this department; not over four 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 Cosh 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.

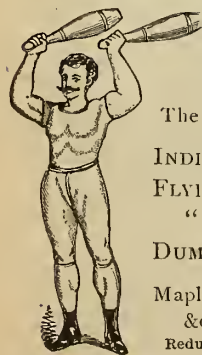
24 & 26 Mechanic St. Newark, N. J.



"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. =



BORNSTEIN.

King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

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

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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.

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## WHEEL GOSSIP.

The Connecticut Bi. Club have passed resolutions advocating the essential modification of Rule H.

Last week increased the League's membership 388, the largest weekly number of applications ever received.

The St. Louis-Chicago team race is off, Chicago having nothing with which to oppose the St. Louis "toughs."

Secretary-Editor Aaron will not be able to attend the League Meet. It must indeed be a serious disorder which prevents the Secretary-Editor from appearing at the Boston powwow.

The Annual general meeting of the C.T.C. was held at London, on Saturday, May 9th. Only sixty people were present. Beyond the institution of a life membership in the club, nothing of importance was done.

Sighs the editor of the *Star Advocate*: "What roads we'll have when all men ride cycles." We wonder whether this man has discovered the perpetual fountain, and expects to live till that golden age.

A ladies' run will be held at Boston, on Thursday, the 27th, starting from the Vendome at 10 a.m. A committee of ladies will receive in the parlor of the Vendome from 9 to 10. The run will not exceed fifteen miles.

We had a pleasant call, on Monday, from Mr. John S. Rogers, Chief Consul of Missouri, and member of the St. Louis Ramblers. Mr. Rogers is east on business, but will find time to attend the League Meet.

John Prince and T. C. Eck came to town last Thursday and left for Boston on Monday. Prince is highly elated over his fifty mile and six-day records. He feels confident of beating Neilson at the Lynn race meet.

The Pa., N.J., and Md. road book will shortly go to press for a fourth edition. Any one detecting errors of importance in the present editions should communicate at once with H. S. Wood, 310 Chestnut St., Philadelphia.

W. T. Fleming, J. E. Gould and B. D. Johnson, all of the Pennsylvania B. C., left that city last Friday to wheel to the League Meet. They reached Princeton on Saturday. One of the party—which one we did not learn—broke down at Trenton.

Over 200 men will leave in the Fall River steamer Bristol, from Pier 28, Wednesday evening—26th—at 5 P. M. en route for Boston. All the metropolitan clubs will be largely represented, and a lively time may be expected on the way up.

Canary and Kaufmann have been cast in the shade by a troupe of youthful fancy riders. They are called Lotto, Lillo and Otto; their ages ranging from three to seven years. Otto perambulates around a table-top with his brother and sister on his back. What next?

The *Bi. News*, which vents its spite towards THE WHEEL in various paragraphs in its May 14th issue, reprints, in the same number our reports of the Prince, Woodside race, and the Clarksville Road Race. The *Bi. News* should not attempt to foist reprints on its readers, taken from the "Poor old WHEEL," to quote its language.

The first editorial on the Racing Board suspensions appeared in THE WHEEL under the caption: "The Racing Board's Manifesto." Since that date this word has universally been applied to the R. B's suspension boom.

A row of flats, whose altitude we would not care to calculate, has been erected just west of the Citizens' club house. The effect is very peculiar, the building seems dwarfed and seemingly cringes at the very feet of its lofty neighbor. Speaking of old club houses, reminds us that the Ixions old place now resounds with the celestial "Washee, Washee."

The League is just now divided into three parties, Conservatives, Liberals, and Radicals. The platforms are: Pure Olympian-games parsley wreath amateurism; nineteenth century common-sense liberalism, based on facts as they at present exist; and twentieth-century anarchistic open the-League-to-all radicalism. In common with an overwhelming majority of our contemporaries, we belong to the second or Liberal party.

Some of our English contemporaries have been misled by the publication of a paragraph in some American paper, which credits J. W. Snyder with riding twenty-five miles in 1h. 4m. 3s. Snyder is very little known, as a professional, and the time is probably mere guesswork. No one on this side thinks of giving Snyder credit for any such performance, and the "fire-brand" of the *Bi. News* need not declare war this time against the Yankee Record.

It is now a certainty that there will be three presidential candidates, viz: Dr. Beckwith, H. E. Ducker and Stephen Terry. The latter has declined, but we have it on the best authority that he will be nominated in the League meeting and will accept. Connecticut would like to see Terry President, and Abbott Bassett Secretary-Editor, with the understanding that Mr. Bassett would not be appointed on the Racing Board. We do not know whether Mr. Bassett would accept, and what chance he would have of being elected against the present Secretary-Editor. It is one of those things that can only be decided in the meeting.

**COLORADO B. C. ROAD RACE.**—The annual fifteen-mile handicap road race of the Colorado B. C. was decided at Denver, on the 16th. Van Horn, riding from scratch, finished  $7\frac{1}{2}$  miles in 25.45, and the full distance in 55m., 18s.; Petrie allowed three minutes, finished in 55.20, and won the first prize; Campbell (five minutes) took the second prize, riding in 59m. 42s. If the time and distance are correct, Van Horn is entitled to record, the best time for fifteen miles being held by Gilson, who rode that distance last fall in 59m.

A crusade against bicyclists who ride upon the sidewalk in violation of the city ordinance was begun, in Brockton, Thursday. Rev. O. D. Thomas, of the First Baptist Church, was before the police court on Thursday, charged with riding his bicycle upon the sidewalk in various portions of the city. Judge Sumner decided to place the case on file upon payment of costs, but stated that in future all violators of ordinances would be dealt with to the fullest extent of the law.—*Lynn Bee*.

Stoddard, Lovering & Co. intend to make a specialty of importing light tricycles for ladies' use.

Only waiting long enough to learn his time—three hours, seven minutes and thirty-eight and three-quarter seconds—Weber again mounts his machine and pumps the three-fifths of a mile into town. But not to the hotel does he go. Oh, no, but to the telegraph office, where he writes two telegrams, one to the Smith Machine Co., Smithville, N. J., and the other—he hesitates before writing it, and blushes when he hands it to the operator—to a bright-eyed little lady at Mount Holly, N. J. He knows that by sending the telegram he will be "giving himself away" through the medium of the lady operator at Mount Holly, and also because the lady herself is sure to spread the report that George had won the race; but then it will please her, you see; it will make her bright eyes look brighter, and her smile all the sweeter—and then, too, she may send a telegraphic congratulatory reply. And so the hero of the hour caps the climax by a tribute to the heroine.—*American Wheelman*.

"Chicken, Muscles & Healthy Women," was the surprising headline, that greeted us in last week's *Bulletin*. We thought that it might be a recipe from Miss Corson's cooking book, instructing the boarding-house hostess in the art of making an acceptable fricassee out of a muscular chicken (?); and again that it was a letter from some hygienic authority, which proved that by feeding women with chicken muscles, they would become healthy. Visions of a tug-of-war between teams of women, using chicken sinews in lieu of rope, also flitted across our brain. But it was none of these things. Nothing more than a diatribe against "pure amateurism," written in a style affected by journalistic cow-boys, and extreme western toughs.

A letter on "The Amateur Question" appears in the latest *Bulletin*, from the pen of Ewing Miller, a member of the Racing Board. This fact, together with Mr. Miller's earnestness entitles it to attention. Of course he says nothing new on the subject. We should like to behold the man who could at this late hour. Like a thousand and one defenders of amateurism before him, he refers to the leafy wreath, bestowed once upon a time on the victors in the Olympian games. These men "did not examine into the leaves of their olive wreaths, to discover if they were entwined on golden cords, or were encrusted with precious gems; the glory was what they raced for." We only ask Mr. Miller to accept the times as they are, not as they were. Were such an institution as the Olympian games yet in existence, the probabilities are that the vegetable wreath would give way to a \$500 belt, which would be exhibited in the window of some fashionable haberdasher for the common herd to gaze at, and for purposes of advertisement. Again, we have few if any for-glory-alone amateurs. Were we a sculptor, and commissioned to carve an emblematic "Victory," we should represent the amateur of the present day, perspiring and panting from his recent victory, and holding in the palm of his hand a gold medal, with his head cocked speculatively on his side, and a sort of I-wonder-how-much-its-worth expression in his face. Mr. Miller frankly confesses that he is only interested in racing in a legislative capacity.



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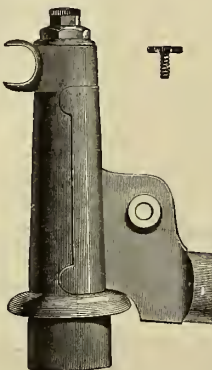
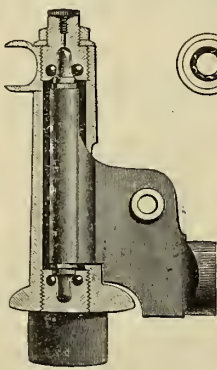
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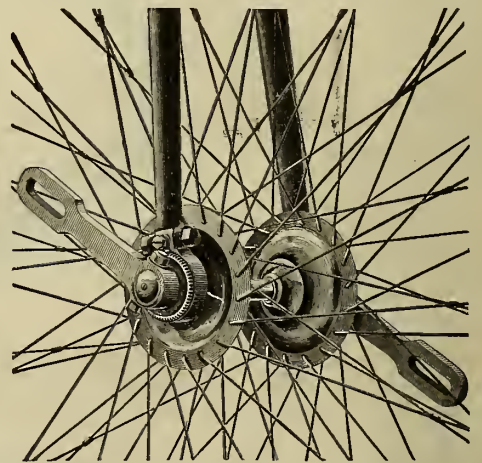
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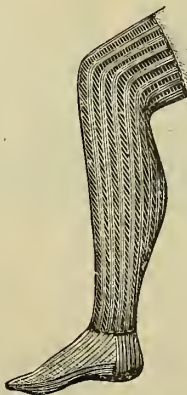
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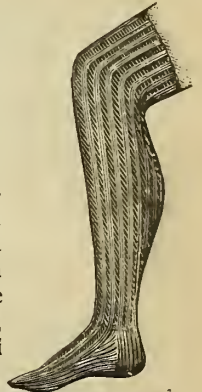
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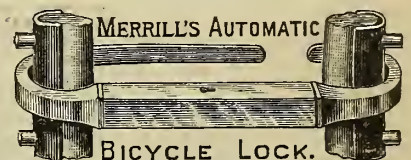


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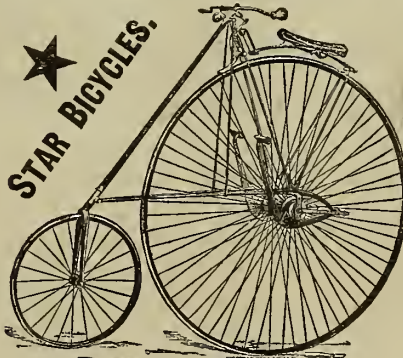
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