

THE

# Coventry Machinists' Co.'s New Tricycle for 1886.



**THE MARLBORO' CLUB—AUTOMATIC STEERER.**  
**ADMIRABLY ADAPTED FOR LADIES.**

SOLE AGENTS FOR NEW YORK:

**RENTON & CO.,** 229 BROADWAY.



THE WHEEL.

THE

# AMERICAN CHAMPION

POSITIVELY

The Greatest Triumph of Cycling Manufacture in America.

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

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

## BECAUSE

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

**Most Durable Machine Yet Devised.**

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

**EASIEST RUNNING.**

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

**STRONGEST AND MOST RIGID.**

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

**LEAST LIABLE TO BUCKLE.**

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

**THE EASIEST TO STEER.**

AND THERE IS

**LITTLE DANGER** of the Handle Bar **BREAKING.**



## BECAUSE

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

**Most comfortable to Ride.**

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

**RUBBER CAPPED STEP.**

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

**RED PARA RUBBER.**

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

**EQUAL STRENGTH AND RIGIDITY.**

IT IS SOLD AT

**A REASONABLE PRICE.**

Price, 50-inch, Standard Finish, [Enamel and Nickel], 102.50.

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

## A Remarkable Record on a Remarkable Wheel.

*Albert Schock at Minneapolis, broke the World's long distance record of 1,007 miles, made by F. Lees, at Middleboro, England, in 1880, on an American Champion Roadster, making 1,009½ miles, defeating the well-known Woodside on a racer, by nearly 100 miles.*

*The Champion that Schock rode was the first one put together. The result is remarkable as well as significant.*

## TESTIMONIALS.

MINNEAPOLIS, March 16, 1886

MESSRS. GORMULLY & JEFFERY,  
Chicago, Ill.

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

Yours sincerely, ALBERT SCHOCK.

CHICAGO, March 22, 1886.

MESSRS. GORMULLY & JEFFERY,  
CITY.

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

This is the first testimonial I have ever written.

Yours very truly,

JOHN O. BLAKE.

Chief Consul L. A. W. State of Illinois.

MINNEAPOLIS, MINN, March 15, 1886

MESSRS. GORMULLY & JEFFERY,  
Chicago, Ill.

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

Yours very truly,

S. F. HEATH & CO.

# GORMULLY & JEFFERY,

222 & 224 NORTH FRANKLIN STREET,

CHICAGO, ILLINOIS.

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

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





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

## COMBINATION OFFERS.

Wheelmen's Gazette and The Wheel	1.00 a year
The Cycle and The Wheel	1.75 a year
Bicycling World and The Wheel	2.00 a year
Harper's Young People and The Wheel	2.00 a year
Outing and The Wheel	3.00 a year
Century and The Wheel	4.00 a year
Atlantic Monthly and the Wheel	4.00 a year
Harper's Magazine and The Wheel	4.00 a year
Harper's Weekly and The Wheel	4.00 a year
Harpers' Bazar and The Wheel	4.00 a year
Puck and The Wheel	5.00 a year

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## To Subscribers and Correspondents.

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

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

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

## THE CLERGYMEN'S TOUR.

The Reverend Sylvanus Stall has just published the prospectus for the Clerical Wheelmen's Tour for 1886. A glance at the route selected makes one almost pine to be a clergyman. They will start on their pilgrimage from the Citizen's Club house, and will wheel from sinful Gotham, through the Park and up to Yonkers. From this point on, they will always keep near the glorious Hudson. The Reverend Sylvanus has shown daring of a high order in the selection of his route, and doubtless the tourists will find much new material for their fall sermons. For instance at the Shaker settlement at Mount Lebanon, they will be given a striking—or rather let us say, shaking example, to what practices religious fanaticism will bring a man. At the Round Lake camp-meeting grounds, they will find much to amuse and instruct them. But ah! Saratoga. "A great babel of flesh and fashion, with its fashionable multitudes and gushing springs," as the Reverend Sylvanus calls it. He might have transposed the adjectives without sacrificing truth, and made the multitudes gush instead of the springs. What a dangerous experiment! To withdraw the tourists from the seclusion of their peaceful country parishes, and in three days,

plunge them into the Saratoga vortex. Again they will view fashionable life at Sharon Springs, the "Baden-Baden" of America. From this point they will tour midst lake and mountain, rising early to catch a superb sunset. Gliding along between the overhanging hills, now up into the bright sunlight, where a succession of blue tinted mountains charms the eye, now down into the shadowy valley. From scenes like these will they draw inspiration, and with mind and body refreshed, will they return again to delight their people, with fresh and original discourses.

The *Cyclist* shows bad form in opposing the offer of the Springfield Club, to donate \$1,000 to pay the expenses of a one-mile international championship. The *Cyclist* bases its opposition on no grounds, but contents itself with the mere assertion of its opposition on general principles. It says: "Why should the preference be given to any one track. Why should not Lynn, Hartford or London be given a chance?" The facts are that neither Lynn, nor Hartford nor Cathcart—of Alexandra Palace—have made any offer whatever, while the Springfield B. C. has; which indeed makes a little difference. We doubt if any other club could afford to make so liberal an offer. The only good point in the *Cyclist's* editorial is the suggestion that a confederation be formed by the different national bodies, which should run the meet and divide the profits; said profits to be used for the benefits of cycling. This plan is impracticable, for many reasons. In the first place, we doubt if a joint meeting could be profitable, if \$1,000 were spent to "import" the representatives to the meet; which would be the only plan to assure their presence. Again, the national body of whatever country in which the meet was held, would certainly be entitled to the lion's share of the profits—if there were any—for on it the burden of the management would fall. And if the profits were equally divided among some half dozen associations, what would they amount to? A single race is certainly not worth \$1,000 to the Springfield race meet managers, and we certainly think it is more from patriotic and enthusiastic motives than from any hope of additional profits, that they have made this generous offer.

## CLERICAL WHEELMEN'S TOUR FOR 1886.

So successful was the Clerical Wheelmen's Tour of last season that it was the unanimous opinion that the tour should be repeated this year. The following prospectus has been issued by Rev. Sylvanus Stall, who so successfully managed the tour last year.

Tuesday, August 3d.—Tourists will assemble at Citizen's Club House, 328 W. 60th street. Afternoon: ride through Central Park, thence to Yonkers, when they will remain over night.

Wednesday, August 4th.—Leave Yonkers at 8 A. M., to Tarrytown, 10 miles; by day boat to Newburgh. Afternoon: along west shore to Highlands, 18 miles; cross by ferry to Poughkeepsie.

Thursday, August 5th.—From Poughkeepsie to Rhinebeck, along the beautiful banks of the Hudson, in the morning, distance 17 miles; afternoon to Hudson, 28 miles.

Friday, August 6th.—From Hudson, turning northwest, and passing through Claverack, Mellenville, Ghent and Chatham to Canaan Four Corners, distance 28 miles. After dinner, to the Shaker settlement at Lebanon, 4 1-2 miles to Lebanon Springs.

Saturday, August 7th.—Ride from Lebanon to Albany, a pleasant ride of 28 miles, Afternoon: visit State Capitol and ride through the Park.

Sunday, August 8th.—The tourists will attend church, morning and evening in a body, wearing their tourist garb.

Monday, August 8th.—Start early, riding through Troy, Cohoes and Waterford, across Mohawk river, and along the west bank of the Hudson to Mechanicsville. After dinner, six miles to Round Lake camp meeting ground; thence to Saratoga, ten miles.

Tuesday, August 10th.—In the morning the wheelmen will "sight see," leaving at 2 P. M. for Amsterdam, 30 miles.

Wednesday, August 11th.—Along the Mohawk to Canajoharie, then south eleven miles to Sharon Springs.

Thursday, August 12th.—Start at 5 A. M. for a five mile ride to Prospect Hill House, to see the sun rise. Then a four mile coast into the village of Cherry Valley for breakfast. Thence to Richfield Springs, twenty-two miles. In the afternoon, return six miles to Otsego Lake, thence by boat to Cooperstown, 1,500 feet above the sea level.

Friday, August 13th.—Four miles to Howe's Cave. Some five hours will be spent in exploring the interior of this wonderful cave. In the evening, ride back to Cobleskill, whence the party will remain over Sunday.

At Cobleskill, on Monday morning, the tour proper will terminate, but a party will be made up to ride to the Catskills, descend the mountains on the eastern side, striking the Hudson at Catskill Village or Saugerties. Crossing from Cobleskill to Middleburgh, thence along the Schoharie Creek ending at the Kaaterskill House. This will occupy two days. Another party may ride to Binghamton, and down the Susquehanna into the interior of Pennsylvania.

The party will be limited to twenty-five five clergymen. All desiring to participate should at once send their names to Rev. Sylvanus Stall, Lancaster Pa. In regard to expenses, the tour will be run to make them as low as possible. The tourists will each be assessed \$2.00 for expenses for arranging the details of the tour. Each tourist will pay his own bills, which will probably average \$2.50 per day. Any arrangements that may be made with regard to rates for the entire party will be gladly made. In order to secure as much uniformity of dress as possible, it is suggested that each should wear knee-breeches, flannel shirts, low-cut black shoes, tourist's coat, buttoning up to the neck, with celluloid collar and cuffs.

The League uniform is very desirable for touring. It is of a beautiful brownish shade very durable, and comparatively inexpensive



Samples of this cloth may be obtained from Messrs. Browning, King & Co., No. 408 Broome street, New York.

Clergymen riding tricycles and safeties are invited, as the pace will be regulated to suit the entire party. Any person not able to make the entire journey, will be welcomed for any part of it. The tourists will assemble each morning before breakfast for prayers in the parlor of the hotel. The mileage for each day will be as follows: 14, 28, 35, 28, 42, 31, 34, 31, 40, 8; total, 434 miles a wheel. The route has been ridden by the projector of the tour, and he reports the roads as excellent riding.

As will be noted above, the tour is projected by Rev. Sylvanus Stall, of Lancaster, Pa. Last year this gentleman published a little pamphlet which contained all information relating to the tour. This year he will doubtless get up something similar, and all communications should be addressed to him.

## HUB HAPPENINGS.

WHAT CHAIRMAN BASSETT THINKS OF THE N. C. U.'S BACK DOWN.—BOSTONIANS FAVORING PRESIDENT BECKWITH FOR A THIRD TERM.—HOW WHEELS ARE TO BE STORED AT THE MEET.—POINTS.

Chairman Bassett of the League Racing Board does not seem at all worried on account of the back down by the N. C. U. He said to me yesterday that he felt confident that it would not have the lightest effect, one way or the other, in this country. He thought that America was independent of England, and could conduct things to suit herself without asking advice from across the water. The League Racing Board, said he, has followed an entirely different course from that pursued by the Union; a course which is far more bold and determined, and they intend to stand firm. The evil of maker's amateurism is not so great in this country as in England, and consequently it can be more easily handled here. The Union only tackled the matter in a half-hearted sort of a way; and Mr. Bassett expressed his opinion of its weakness in no mild terms. The Union did some pretty loud talking in the way of threats, but did not dare to go so far as to expell the men. Then again the whole matter was conducted in the most private manner, no one knowing who the suspected men were. The charges preferred against the suspects were not of so definite a nature as those held by the Racing Board.

Mr. Bassett is as firm as ever in his belief that the action of the Board will be supported by the general body of the members. From the way he talks, I should judge that he is of the opinion that a material change will be made in the amateur rule, or, if this is not done, steps will be taken towards establishing a class for the makers' amateurs. I think that he is himself decidedly in favor of a third class.

He seems mad enough to chew Ducker up, anent the latter's stand upon the maker's amateur question, and every week gives him a dig or two in *The Cycle*. He has a good deal to say about some letters he has from Ducker, which, if published, would create a lively breeze. I also understand that Ducker has some letters from Mr. Bassett which likewise are of an interesting nature, so if the fight wages much hotter you may expect some fun. Go it old fellows, give us all the spice you can; the more the merrier!

The League Presidential question is beginning to agitate local wheelmen, and from conversations with many of them I am led to believe that their preferences tend towards Dr. Beckwith, especially since the rumor that he has reconsidered his intention not to again stand as a candidate for the office. I wish you would find out definitely from the doctor whether or not he will accept the office. I feel pretty sure that he would pull a large vote down this way. Kirkpatrick had a strong following in Massachusetts, and now that he is out of the field all his votes would be likely to go for Beckwith, although Terry might poll some of them. Undoubtedly Terry is the strongest candidate now openly in the field. Ducker has been thought of somewhat for the office, but he does not seem to want it very badly, as he has done nothing to create a boom for himself. If Ducker really did want the office you may depend upon it that you would have heard from him long ere this, for he is not the man to let the grass grow under his feet when he is working up any special scheme.

Local wheelmen were not at all pleased with Secretary Aaron's editorial in the last *Bulletin* upon the "embryonic state of League Meet arrangements." There is nothing the matter with the arrangements. Perhaps they were a little slow at first, but everything is all right now. There is a great deal more of censurable slowness about the *Bulletin* than there is about the Meet committees. All the cycling papers have every week beaten the *Bulletin* on League meet news. In such an important cycling centre as Boston, the *Bulletin* should have a special correspondent, and then the paper would not get left so badly.

Mr. W. B. Everett is chairman of the Transportation Committee, but I understand that he has left matters largely in the hands of Mr. Bidwell of New York, who is the new England representative of the League Transportation Committee, and understands his business thoroughly. Reduced rates will probably be secured between here and New York, and a few other large cities, but I think that the number will be small. The railroads do not care to offer reduced rates unless they can be assured of large excursion parties, and it seems a very difficult matter to induce wheelmen to give notice of their intention to attend the meet.

The local clubs are at last beginning to send in their subscriptions toward the League Meet fund. The Massachusetts Club has voted \$200. The Boston Club has contributed no money, but instead has hired the dining and the exhibition halls of Mechanics Building, and has tendered the use of both to the League. The exhibition hall will be used for holding the business meeting in, and the dining hall for the steerage of wheels, which will be a saving to the League of several hundred dollars. The dining hall is situated on the ground floor and it would be impossible to secure a better or more convenient place for the storage of wheels. The only reason that the storage committee did not secure it themselves long ago was on account of the great expense of renting the hall would have incurred, and I can assure you, they appreciate the kindness of the Boston Club. The entrance is at the rear of the building, and is reached by a graded driveway from Huntington Avenue. There will be sufficient accommodations provided for the storage of several thousand wheels. Competent men will be in charge

night and day, and the machines will be handled with the greatest care. The bicycles will be suspended by their handle bars from a frame work above, and each will be carefully checked, so there will be no possibility of any getting lost. The committee will be ready to receive machines, on Wednesday afternoon, May 26, and will store them until Tuesday, June 2, when they must be removed. During the three days of the meet and the two following days the storage room will be open from 7 a. m. until 10 p. m. Visiting wheelmen who may wish to express their wheels will please tag them carefully, and deliver them to the express company, with the understanding that they are to be retained by the company until Wednesday afternoon, and then delivered at the Mechanics Building. Those sending machines in this way are requested to send notice of the fact to the Chairman of the Storage Committee, Charles S. Howard, *Boston Daily Globe*. A corps of machinists from the establishment of W. W. Stall, will be on hand to execute all needed repairs. Where no extra parts are required, there will be no charge made for the repairs.

Captain Peck of the Massachusetts Club is as enterprising as ever, and he has just issued the following list of club runs: Thursday morning, May 13—A breakfast run to Hotel Faneuil, Brighton, leaving club house at 6.30 a. m. and reaching the club house again about 8.15. Saturday evening, May 15—A moonlight run through Walnut avenue, Jamaica Plain, Brookline, Longwood, etc., leaving club house at 7.30. Monday evening, May 17—A moonlight run to Chestnut Hill reservoir, and to Echo bridge, one of the wheelman's most favorite rides. Leave club house at 6.30 returning through Newton and Brighton. Tuesday evening, May 18—There is to be a special meeting of the club at the clubhouse on matters pertaining to the League meet, and as soon as the meeting is over there will be a run to Chestnut hill reservoir and return. Monday, May 31—An all-day run to Lynn to attend the races to be given on the new track, taking dinner at the Boscobel Hotel. Leave club-house at 9.45 sharp. All the visiting wheelmen are invited to join. There are several runs called at the time of the League meet, and the club members are earnestly requested to turn out then with the visiting wheelmen. The tricycle division, under the care of its captain, John Williams, will go on the above club runs, starting at the same time from the club-house.

## POINTS.

"Minimum" will soon issue a volume of her cycling poems.

Willis Farrington has returned from Bermuda.

A. D. Peck, jr., has been appointed C. T. C. consul for Boston.

J. M. Burr has been elected second lieutenant of the Massachusetts Club.

The Overman Wheel Company is getting out a racer for this season, which will excell all previous attempts of the company in that line.

Randolph is to have a new club.

Bob Neilson is credited with circling the Chestnut Hill reservoir in 3.18. The best previous record was 3.28.

The Massachusetts Club has formally "sat upon" Stall's "screamers."

Boston, May 12, 1886.

C. S. H.



# THE WHEEL.

ALL WELL ? ? ?

—Write soon !

And order ? ? ?

**THE WHEELMEN'S GAZETTE.**

**50 CENTS PER YEAR.**

**SAMPLE COPIES FREE.**

**THE WHEEMEN'S GAZETTE,  
SPRINGFIELD, MASS.**

## NOW IS YOUR CHANCE.—A CLEARANCE.

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

**T. HUNT STERRY.**

IMPORTER AND DEALER,

435 Flatbush Ave., Brooklyn, N. Y.

1886 Model.

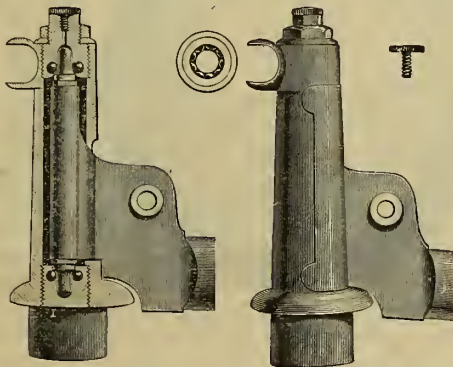
## ROYAL MAIL BICYCLE.

Won the Prize for Best Road Record of 1885.



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

**Six Improvements.**



**WM. READ & SONS, 107 Washington St. Boston.**

**SOLE AMERICAN AGENTS.**

**AGENTS: RENTON & CO., 229 Broadway, N. Y.**

**The Wheel of the Year**

**A Great Success!!**

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

Common Sense Improvements.

A Superb Wheel. Book your orders  
in time.

**BALL BEARING HEAD.**

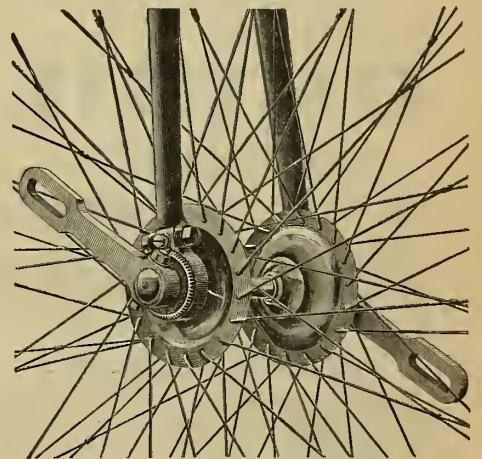
No friction of cones: hence no loosening  
nor constant tightening up. Can be run six  
months with one adjustment and one oiling.  
All parts **Interchangeable** in ROYAL MAIL  
this year. Offered as the most perfect wheel  
yet shown. A few second hands' on hand.

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

**NOTE THIS TYING.**

Before purchase send stamp for large Illustrated  
Circulars. Surely get catalogue before deciding.

**5056 Miles on one Wheel**



**CHAS. SCHWALBACH, 132 Penn St., Brooklyn.**

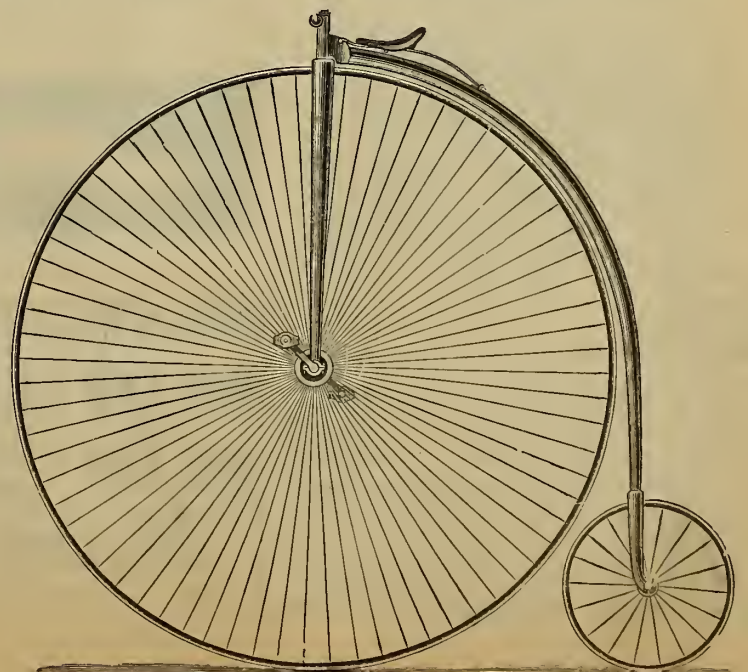
# RENTON & CO.,

229 BROADWAY, N. Y. CITY,

**Sole New York Agent for the Celebrated**

## "CLUB"

## Bicycles and Tricycles.



CALL : AND : INSPECT.

SEND : FOR : ILLUSTRATED : CATALOGUE.



## MISCELLANEOUS.

**MURRAY'S**, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safetd and Ideal. These are high grade machines at low prices, any the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

**MURRAY'S**, 100 Sudbury Street, Boston, Mass., is the place to get your repairing done. I make a specialty of parts for repairs, and keep a large stock on hand. Am successor to the late Cunningham Co. Send 2-cent stamp for price list, discount to the trade.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

**CHICAGO, ILL.**—THE JOHN WILKINSON CO., 68 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

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

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

**RACING MEN**, if you want to buy a good racing machine, write to us. All sizes in stock. Prices low.

**STODDARD, LOVERING & CO., BOSTON, MASS.**

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

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

**BICYCLES AND TRICYCLES**, shop-worn and second-hand. Write for list before buying. Prices low.

**STODDARD, LOVERING & CO., BOSTON, MASS.**



## NERVOUS DEBILITATED MEN.

You are allowed a free trial of thirty days of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Manhood, and all kindred troubles. Also for many other diseases. Complete restoration to Health, Vigor and Manhood guaranteed. No risk is incurred. Illustrated pamphlet in sealed envelope mailed free, by addressing

**VOLTAIC BELT CO., Marshall, Mich.**



## "Home Exerciser"

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



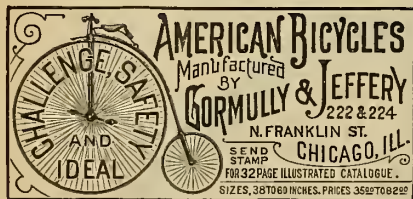
**HOLDFAST**  
TIRE CEMENT

**PUT UP IN 2 OZ. STICKS**

**PRICE 20 CTS.**

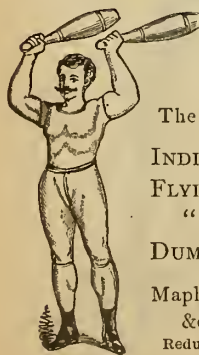
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**=H.B.HART, 811 ARCH ST. PHILA.=**



**AMERICAN BICYCLES**  
Manufactured by  
**GORMULLY & JEFFERY**  
222 & 224  
N. FRANKLIN ST.  
CHICAGO, ILL.

SEND STAMP FOR 32-PAGE ILLUSTRATED CATALOGUE.  
SIZES, 36 TO 63 INCHES. PRICES, 35c TO \$20.00



## BORNSTEIN.

*King of Clubs!*

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair

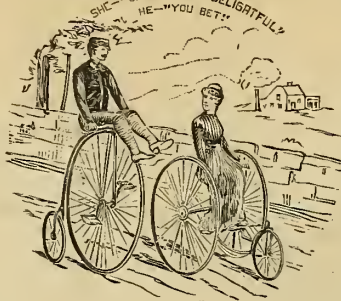
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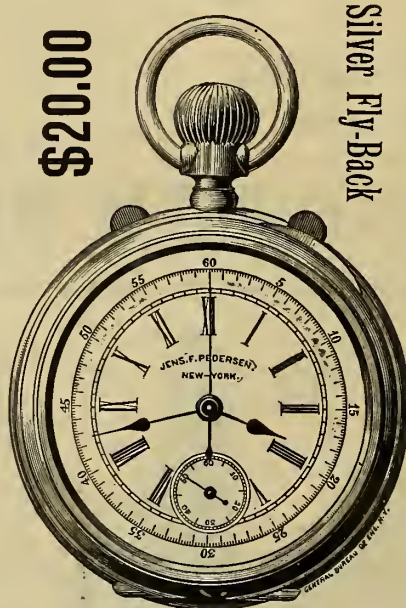
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A Special Line of English Bicycle Shoes has just been received, and as a well fitting shoe secures the greatest comfort to the wearer on a run, we invite an examination of our styles, confident that they will meet with the approbation of all experienced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

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# THE WHEEL.

## THE WHEELMEN OF CLARKSVILLE.

From the *American Wheelman's* very pleasantly written and readable story of the Clarksville Road race, we reprint an account of the doings of the wheelman, during the week previous to the race :

"They availed themselves of the privileges too. When the shades of night fell upon the little city, many and various were the freaks the boys would engage in, Munger, Whittaker, Van Horne and Stone being the ringleaders, in the order named.

Signs would mysteriously disappear from the stores of leading merchants and attach themselves elsewhere, a huge tooth that long had swung peacefully from its iron rod outside a dentist's office, was transfixed to a more edifying location; an enormous axe that had done duty as a hardware sign became part and parcel of a surgeon's shingle; while another sign, struck the boys as being so particularly humorous that one night it was mysteriously spirited away, and it is said to have gone to St. Louis in a sleeper.

When such occupations as these were not possible—during daylight hours for instance—the quartette would do their great dude act—in a make-up of black tights, short jacket, and diminutive ten-cent parti-colored straw hats, two cuffs united with cuff buttons for collars, cravats formed of about two yards of fancy calico, and eye-glasses and cane.

They took the town by storm, and, on one occasion the crowd following the "dudes" was so large, that the marshal told the boys they must either change their attire, or submit to arrest on the ground of obstructing the streets.

They would do neither, and finally the mayor came along and told the boys to "go ahead and enjoy themselves."

Another craze the wheelmen started was the craze for photography. Outside of their daily spins the racers had nothing to do, and so they readily embraced Munger's well known penchant for picture taking.

They had pictures taken in every conceivable costume, and at last interested some of the ladies sufficiently to persuade them to assist in forming tableaux. How that camera did yawn at wheelmen on bended knees and in imploring attitudes before their lady loves! and then the townspeople followed suit, and everybody in Clarksville found it necessary to visit the photographer's.

When other amusements had failed. Munger and a number of other wheelmen sat out on the hotel balcony and threw nickels to a crowd of little "niggers" in the street below.

The balcony, porch, windows and sidewalk were all crowded with guests watching the sport, and the catch-as-catch-can wrestling for those nickels was certainly amusing.

Soon, however, Munger became tired of the ordinary scramble, so he began to vary the monotony by heating the nickles with a piece of wire over a lamp, every once in a while, and the way those coons would grab those nickles and then drop them and dance, kept the crowd yelling.

As a further variation, a gallon or so of water would be emptied on the thickest of the fray at suitable periods.

Jack Keen defeated J. Bellew, the latter riding three horses, at the Crystal Palace track, April 26th; time for the twenty miles, 1 hour, 12 minutes, 38 1-5 seconds.

## THOS STEVENS ON HIS BICYCLE CROSSING PERSIA TO INDIA.

Thomas Stevens, whose tour around the world on a bicycle has been attracting great attention in Europe as well as in America, has reached Meshed, in Persia. The following letter has just received from him by *Outing* :

I arrived at Meshed yesterday evening, after an almost continual struggle with the elements for twenty days. I made the mistake of starting too early in the season, and have paid the penalty in the shape of swollen streams, mud, snow, rain and bad weather generally. It was summer weather when I left Teheran, but the climate of Teheran and Khorassan are found to be widely different. Starting out on March 10, with a light outfit for warm weather, I reached Meshed on the 30th through two feet of snow. Khorassan is a fearful country to bicycle through in March. After a rain storm streams of liquid mud come down from the mountains and spread over the plains, forming an almost impassable barrier to a cyclist. I have forded as many as fifty streams in a day, and the wind blows worse than it does in Wyoming or Nebraska.

The changes in temperature are also sudden and violent. On the 28th, forty-five miles from Meshed, I got caught in a blizzard that would do credit to Minnesota. With cold severe enough to form icicles on one's eyelashes, and to transform one's downy upper lip into a solid cake of ice, and with the air filled with blinding snow, mountain torrents thigh-deep had to be forded, where one had to step out of the water into snow-drifts. I fell down in one stream, dropped the bicycle and wet everything. With clothes frozen stiff, hands numbed, one finger slightly frost-bitten, and the blizzard at its worst, I had to wade through snow-drifts, ford other streams and toil on over the desolate mountains for miles before shelter was finally reached. And, then, such accommodation! A mere caravan-sary, crowded with mules, camels, donkeys and their drivers, and with pilgrims en route to Meshed, huddled together for warmth and shelter. Next morning the snow lay two feet deep between me and Meshed, but it was a question of forcing my way through or experiencing something like a week's delay in a place where nobody would voluntarily remain an hour. Pack-animals broke a single trail through the snow, along which it was barely possible to struggle ahead. After noon the sun asserted its power and it became uncomfortably hot. The narrow path became ankle deep in mud and slush, and for fourteen miles I had to wade through this and trundle the bicycle ahead with rear wheel aloft, occasionally varying the exhilarating performance by splurging through a stream. Comparatively speaking all else on the journey has been child's play! yet with good weather it would be a fairly agreeable journey with a bicycle. There are no difficult mountains and much good wheeling surface.

I have a little complaining to do, however, at this juncture—a complaint of the Russians. After the Russian minister at Teheran speaking to me so fair; after going to considerable expense and trouble to provide myself with Russian money sufficient to carry me clear through to Japan, via Merv, Samarkand and Southern Siberia, I received notice when half way to Meshed that I would not be allowed to go through. Here, also with "Holy Russia" blocking my road on the one hand, I am assured on the other that I shall also be turned back on the Afghan frontier; that the Afghan Government, unable to guarantee my safety, will simply turn me back. This is comforting, to say the least. I am here the guest of Mr. Gray, an English telegrapher, connected with the Afghan Boundary Commission. Knowing before the news reached me on the road that the Russians had refused to give me the road, he kindly sent a letter by the boundary commission courier explaining the difficulty to Col. Sir West Ridgway, and asking him to try and obtain permission for me to go through Afghanistan. The return courier with an answer is expected every day. The commission camp is some five hundred miles east of Meshed, and if no insurmountable obstacles present I shall probably reach India via their camp, Cabul and Peshawer. Great crowds are at this moment vociferously howling "Tomasha! tomasha! asp-i-awhen." (Let us see the iron horse), on the streets outside. Armed guards have just been stationed at our doors by the authorities to keep off the mobs.

## AMERICAN BICYCLISTS' AND TOURISTS' ASSOCIATION.

The proposed tour of the above Association will last ten weeks, embracing journeys by water, rail, jaunting-cars, bicycles, and tricycles, visiting parts of Ireland, Scotland, England, France, and many points of interest not herein named, will undoubtedly be a most delightful one. The party will leave New York City on Saturday, July 3, 1886, per steamer "City of Berlin," at 4 P.M., from Inman pier, foot of Grand street, Jersey City, adjoining ferries from Cortlandt and Desbrosses streets. The number will be limited to fifty, among whom we shall be pleased to include ladies on tricycles as well as gentlemen on bicycles and tricycles. The management of the party, from the time of starting until its return to this country, will be under the personal supervision of the manager, P. Harvard Reilly, who has been over almost the entire route while traveling abroad.

*The membership in this party for the entire trip (comprising about seventy days) will cost five hundred dollars*, which insures first-class cabin passage both ways, railway, steamboat, jaunting-car, and hotel accommodations, omnibuses, portage between stations and hotels, free transportation of a reasonable amount of baggage, with bicycle, gratuities to servants, fees for sight-seeing, services of special guides, interpreters, etc., etc. If one or more wheelmen should desire to take only a part of the trip (say about six weeks), the membership fee would be three hundred and fifty dollars. Such persons would leave New York with the party, July 3, and return, sailing from Liverpool, August 3, thereby giving a trip of forty days or more.

Persons wishing to join this party should send inside of thirty days from date, a New York draft or postal order for fifty dollars, to be held as security, and the balance of amount for their trip, fifteen days prior to the day of sailing, made payable to the order of P. Harvard Reilly, Manager of Bicyclists' and Tourists' Association. As the steamers are generally taxed to their utmost in providing accommodations for passengers during the summer months, application for membership should be made as far in advance as possible. The only things necessary for personal consideration will be the subscription, the forwarding of your machine (crated) and steamer trunk directed to Inman pier, in time. On receipt of security, any information or assistance regarding money exchange, outfit for journey, etc., will be cheerfully given by the Manager at head-quarters, Grand Union Hotel.

The best months for visiting Ireland and Scotland are June, July, and August. The hotels in the different countries will be found remarkably well conducted, though the charges in Ireland and Scotland are higher than those of England or France. The return steamship tickets are good for one year from date of sailing. After crossing the Atlantic, the itinerary will be as follows:—Disembark at Queenstown and proceed to Cork (Imperial Hotel). Thence to the Lakes of Killarney; to Dublin, where we tarry to visit Dublin Castle, the University, Phoenix Park. From Glasgow to Balloch, Loch Katrine, the Trossachs, to Stirling, visiting the Royal Castle, etc. Continuing we reach Edinburgh. It is one of the most imposing, interesting, and magnificent cities in Europe. In Edinburgh Castle the crown



jewels are kept. This historic castle is teeming with romance, and its origin is lost in obscurity. Here also is the monument to Sir Walter Scott, 200 feet high, having 287 steps leading to the top, where the statues in the niches represent characters taken from the works of the great novelist; while below is the large marble statue of Sir Walter with his pet dog Bevis. Continuing we visit the National Picture Gallery, the Royal Scottish Academy, the Register House, Calton Hill, Nelson's monument, Burns's monument, Arthur's Seat, St. Giles's Cathedral, University of Edinburgh, the Royal College of Surgeons, George IV.'s Bridge, the Grayfriars Churchyard, St. Andrew's Square, and Holyrood Palace. Holyrood Abbey, where the Kings and Queens of Scotland were crowned, the Queen's Drive, and Queen's Park to the south of Holyrood, should also be visited.

On arriving in London the party will decide whether to continue on to Paris, or tarry in London for a week or more, making visits to all the different points of interest.

If the party decides on going directly from Scotland to Paris, we will cross the Channel at New Haven to Dieppe, and thence to Rouen to Paris (Grand Hotel), where we will spend some time visiting the many points of interest. We have not the space to catalogue the sights of Paris, but we assure the tourist that everything will be seen, from the palace of the Trocadero to the morgue. From France we return *via* London to Liverpool (Adelphi Hotel), and sail for America on the steamer "City of Chicago," Tuesday, August 31.

We can only afford space enough for a scant outline of the delightful tour proposed by Mr. Reilly. He is well known in wheel circles, and the fact that the tour is under his personal supervision, already stamps it a success. Any one desiring full information will address Mr. Reilly at the Grand Union Hotel, New York.

## THE LYNN BICYCLE TOURNAMENT.

The inauguration of the Lynn B. Club's new track will take place on Memorial Day, Monday, May 31st. In the morning the League of the Essex County Wheelmen will have a business meeting. At one o'clock a parade will take place, winding-up at the track. The races will commence at 2 P. M. The programme is as follows:

One mile amateur bicycle—First prize, gent's gold watch; second prize, pair opera glasses.

Three mile amateur bicycle, 9.45 class, for League of Essex County Wheelmen—First prize, gold medal; second prize, silver medal.

Two mile amateur tricycle—First prize, hanging lamp; second prize, Smith & Wesson's nickel-plated revolver.

One mile amateur bicycle, 3.20 class—First prize, gold-headed cane; second prize, base parlor lamp.

Three mile amateur bicycle lap race—First prize, silver tilting water pitching; second prize, berry set.

First of a series for the professional championship of America, a five mile professional bicycle race between Robert A. Neilson and John S. Prince, for a stake of \$300 a side and an additional purse of \$500 offered by the association.

Twenty-mile amateur bicycle race, for the Columbia prize cup, valued at \$1500. This cup is to become the personal property of the competitor who is first for three times winner in races for it, or of the contestant who in winning one of said races covers the twenty miles within one hour.

Entries for all races to be made to E. M. Bailey, Secretary of Lynn Cycle Club Track Association. Entrance fee, \$1 for each event, except the 20 mile race, for which the fee is \$5, returnable to all who complete the distance.

Entries close on Wednesday, May 26. All entries will be received subject to the decision of the L. A. W.

The officers of the meet will be as follows:

Referee, Abbot Bassett; Judges, Harry Corey, Frank S. Winship, John Wood, Jr.; Scorers, William H. Pevear, George H. Chinn, A. D. Peck, Jr.; Timers, George Butler, Eugene E. Merrill, O. S. Roberts; Starter, Charles Howard; Clerk of Course, W. W. Stall.

## SOME NEW PROFESSIONAL RECORDS.

The fifty mile professional championship of England was decided at the Aylestone Grounds, on Saturday, April 24. The challenge cup had been won twice by both Wood and Duncan, and great interest was taken in this race, as it was supposed that the cup would become the property of either of these. Sixteen men started; almost all of them had the chance to cut out the pace for the first half of the distance, but from this point, Lees made the pace till near the finish, when Duncan rushed by and won by four yards. Summary: H. O. Duncan, France, (56 in. Rudge), 1; time, 2h. 49m. 25 2-5s.; F. J. Lees, Leicester, (56 in. Humber), 2; M. Dubois, France, (55 in. Invincible), 3; J. Birt, Northampton, (56 in. Humber), 4. The winner's time is 2m., 15 2-5s. behind record. From the 41st to the 49th mile, Lees made the following records:

MILES.	H.M.S.	MILES.	H.M.S.
41	2.14.35	46	2.34.58
42	2.18.32	47	2.38.32
43	2.22.35	48	2.42.20
44	2.26.31	49	2.46.13

A ten miles championship contest on the same path, was won by R. Howell, in 30m., 30s.; H. O. Duncan, 2; F. Lees, 3.

## HO! FOR THE LEAGUE MEET.

The following circular has been sent out to New York Wheelmen:

Dear Sir—In arranging for the transportation of wheelmen from New York City and vicinity to the League meet, the committee have met an obstacle in the way of a *pool* combining all the Rail and Water lines starting from New York city and terminating in Boston.

In order to secure any reduction at all from the regular rates we must organize a party; the tickets must all be purchased at the same time, are good to go and return on specified dates, and the rebate allowed depends on the number purchased.

We have therefore, in order to secure the lowest rates possible, decided to concentrate our efforts on one line, and organize a party which will leave New York via Fall River Line Pier 28 N.R. Steamer Bristol, May 26th, at 5 P.M. and returning leave Boston May 31st, 6 P.M.

We ask all New York and vicinity wheelmen and wheelmen from the South, who will pass through New York, to join this party if possible and thereby help to increase the reduction.

Wheelmen who may desire to take advantage of this means of reaching Boston will kindly fill out the enclosed and return with the amount of money necessary to procure desired accommodations. It will be noticed that we request the regular rate of fare remitted, in explanation, we will say, that after the meet, when it can be determined how many tickets have been issued to us, a rebate will be made to purchasers at per schedule of rates on enclosed slip. If, however, you cannot arrange to go and return on the dates as above with the large party we

can secure you transportation for other days and you will be entitled to such rebate as is warranted by the number of tickets purchased, by others, on the dates you have decided on, provided, however, the number purchased is over fifteen.

As the time given to the organization of the party is considerable, we must state that we cannot pay any attention to a request to secure transportation, unless accompanied by amount, and also that we cannot secure tickets and staterooms after May 23rd.

GEO. R. BIDWELL, 313 W. 58th St.,

## RETROSPECTIVE.

It is pleasant to open a letter of this kind with things matrimonial, and it is my pleasure to announce that T. Hunt Sterry has departed the life of single blessedness and taken unto himself a partner for life in the person of a charming little lady from Buffalo. Sterry is in the cycling business in Brooklyn, and as the card reads, "At home, June 1," it looks as if he didn't intend to sell many machines this spring.

Speaking of the fat and good-natured Sterry, recalls memories of old 791 Fifth avenue at the time it was the only cycle mart in New York. It was run by Willie Wright, who is still quite a sport, but was temporarily notorious on account of marrying Ida May, the former *fiance* of James Gordon Bennett. In his employ was Sam Foster, the well-known cycling poet, who died within a year. It was in this old rat-trap that the several spasmodic metropolitan clubs were formed. The Mercurys, with their gorgeous blue silk jersey uniform, with a winged helmet; the once strong and flourishing Manhattans, which, under the leadership of the physically gigantic Bourne, waxed strong, not sufficiently so, however, but discordant incoming elements sent it to an early grave, like its companion club, the Mercurys; the Lenox club, composed of wealthy young fellows from Lenox hill, and gloried in the possession of Earney Thompson, the fastest flyer on the Island. This club also laid its foundation plank on the sands, and was blown over by the first wind. It was in this same dear old 791 that Fred Jenkins, a printer down town and an enthusiastic wheelman, started THE WHEEL on the troublesome sea of cycling journalism, with Sam Foster as contributing editor. Will Pitman, the great, the only, the "Lone Star," did a mile in 3:30, attired in white corduroy uniform. In front of 791 did Frank Egan, the "Owl," and at that time a customer down on Wall street, take his first lessons in the art, and was the chief spirit in forming the now successful Ixion club. Well, one fine day the landlord sold 791, and in its place stands a magnificent grocery store and flat building, and Sterry got hold of a rookery around the corner and managed to eke out a living business for a number of years, while 791 still lingers in the memory only of many a cyclist who likes to talk of the "jolly times of long ago."—*Exchange.*

The Canton (Ohio) B. C. held their annual elections on May 5th, with the following result: President, R. P. Fry; Vice-President, Dr. E. P. Morrow; Secretary-Treasurer, Will G. Saxton; Captain, Frank Jay; First Lieutenant, W. A. Bell; Color Bearer, Norm. Deubel; Bugler, William Eyster. The club discussed the project of securing new club rooms, which an enlarged membership makes necessary.



## WHEEL GOSSIP.

The Terra Haute Bi. Club will hold a twelve mile road race on May 25th.

The Clarksville Belt Road is aptly named, since it easily takes the "belt" for speed.

The *American Wheelman* talks of a 100 mile road race over the Clarksville Course, next fall.

It appears that Munger does not claim a record for his fifty-mile performance at New Orleans.

Those who have tried the Rudge crescent tricycle are loud in their praise of it. It will be heard from later on.

A cycle exhibition was held at Glasgow on April 26th. It was the first important cycle exhibition ever held in the Land o' Cakes.

Messrs. Stoddard, Lovering & Co. report the sale of Humber tandems as far exceeding their expectations. A large supply has been called for.

A Lynn shoemaker advertises: "All the records held by this shoe." He evidently knows the most vulnerable point of the Lynnites.

R. J. Mecredy, editor of the *Irish Cyclist*, and the leading spirit of Dublin cycling circles, has won seventy-three prizes out of seventy-eight races.

President Beckwith has appointed Mr. E. C. Coffin, as Chief-Consul of Idaho. We hope Mr. Coffin will be successful in all his undertakings.

Burley B. Ayers intends taking a carload of wheelmen from Chicago to St. Louis May 15. The St. Louisians will do the correct thing in the way of receptions, runs, &c.

The American Rudge has given such genuine satisfaction during the last three years that its agents, Stoddard, Lovering & Co., intend making a specialty of it for 1886.

The Rudge Safety is greatly improved for 1886. A pair of double ball-bearings are now attached to the lower fork extension, which entirely obviates any cross strain.

Mr. Henry W. Williams, ex-President, and one of the oldest and hardest road riders of the Massachusetts Bicycle Club, will be seen on the road this year mounted on a 54-inch Rudge light roadster.

The doings of the professionals at Minneapolis have created quite a "bicycle boom" in that city. It is claimed that one hundred machines have been sold owing to this influence alone.

Engleheart, who was undoubtedly the best "safety" rider of last year, now tempts fortune on a "Premier" racer, weighing but 17 3-4 pounds. This is about record for light weight, so far as we know.

At a recent race in the north of England, three frying pans were offered as prizes in the Wheelbarrow race. A few beefsteaks should also have been included.—*Wheeling*. What about throwing in a couple of oil stoves?

All who have tried the Buffer Saddle are loud in their praise of its many excellent qualities. The price, \$5.00, places it within the reach of all. Send to Stoddard, Lovering & Co., 152 Congress St., Boston, for one of their new price lists.

Ardill's Liquid Enamel has gained a most enviable reputation. It can be easily and quickly applied, giving a smooth jet black polished surface. Price 75 cents. Stoddard, Lovering & Co., are the sole U. S. Agents.

The League's initiation fee will be one dollar on and after May 15th. All wheelmen not yet members of the League should send along their initiation fee and annual dues—total, \$1.25—before that date.

For neatness, durability, stock, and workmanship the King of the Road Lamp stands unrivalled. Stoddard, Lovering & Co., 152 Congress St., Boston, the sole U. S. Agents will be pleased to send you an illustrated catalogue.

For the small sum of 75 cents you can re-enamel your entire wheel. One bottle of the celebrated Ardill's Liquid Enamel and a little time is all that is required. Stoddard, Lovering & Co., Agents, 152 Congress St., Boston.

Ardill's Liquid Enamel has gained even greater popularity this year than ever before. One bottle is enough to cover an entire bicycle. Send 75 cents to Stoddard, Lovering & Co., 152 Congress St., Boston, and receive a bottle by return express.

Mr. E. M. Aaron, has been advised by his physician, that unless he takes a rest from his arduous labors, he will seriously endanger his mind and health. Consequently the Secretary-Editor will go south on a two weeks' furlough. He will doubtless be in fine fettle for the Boston meet.

The Rhode Island L. A. W. Division will hold a twenty-five mile road race in June, in which the members from each club in the State will compete. The Division has arranged a monster clam-bake for July, a tour to Newport in August, and a race meet at Narragansett Park in September.

Perfection has been reached in the celebrated "King of the Road Lamps." Stoddard, Lovering & Co., 152 Congress St., Boston now have a full line of the new as well as the standard patterns. Send for their large illustrated catalogue giving the prices and cuts of sundries.

A sad tragedy occurred in Chicago on last Monday week, the victims being Felix Ribolla, a member of the Chicago Bi. Club, and his father. The latter was making some improvements on his property, which were opposed by his neighbor, one Hipsman. Becoming very excited, the men drew weapons and engaged in a struggle, and while trying to part them, the son was shot by the accidental discharge of a revolver held in his father's hand. When the latter saw what had happened he went into his bed-room and blew his brains out, dying instantly. The son is not expected to live.

It is claimed that the present path records have been reduced about as much as they ever can be on ordinary bicycles, and that if we are to have anything better than 2.31 2-5 it will be accomplished on a geared machine, perhaps on a "Rover" safety or a "Rudge" bicyclette. We agree with this opinion, because we regard Howell as the ideal racing man, from the strength and speed standpoint, and the Springfield track, on which he made his record, can scarcely be improved upon. Perhaps 2.30 may be the mark this fall, but this is about the limit of possibility.

At the semi annual meeting of the Vermont Wheel Club, May 4th, the present board of officers were re-elected for the ensuing six months, as follows: President, H. L. Emerson; Vice-President, F. L. Shaw; Secretary-Treasurer, J. W. Drown; Captain, F. T. Reid; Lieutenant, C. R. Crosby; Color-bearer, W. E. Gordon. The Club numbers in all twenty-three members, and is in a prosperous condition. Headquarters, Market block, Elliott street. Visiting wheelmen are always welcome.

Decidedly unique and original is the little cycling scrap-book just issued by the Pope Mfg. Co. of Boston, Mass. Upon the covers are fac-similes of the covers or front pages of thirty-seven of the leading American publications, and inside are between two and three hundred newspaper and magazine clippings and quotations from prominent personages pertaining to the hygienic, business and pleasurable advantages of cycling. By an arrangement of tint and type, the selections have the appearance of genuine pasted scraps, which makes the book worth possessing as a curiosity, as well as for the really valuable information it contains. The book will be sent upon request free by mail, upon receipt of stamp, to any one interested in cycling.

On Easter Sunday, A. M. Hill, C. M. Fairchild, and H. W. Fairfax started from New Orleans, on a bicycle tour to Boston, with the expectation of reaching their destination in time for the League meet. They have selected the following route: New Orleans, to Mobile, Peidido, Sparta, Greenville, Union Springs, Ala., Columbus, Atlanta, Pendleton, Ga., Spartansburg, S. C., Charlotte and Greensboro, N. C., Danville, Lynchburg, Lexington, Staunton, Shenandoah Valley to Harper's Ferry, Va., Frederick, Md., York, Lancaster and Norristown, Pa., Trenton, N. J., New York City, New Haven, Middletown, Willimantic, Conn., Woonsocket, R. I., to Boston. They selected an appropriate day for the start, Easter, for the longer they ride, the Easter they'll get, S'death!

BURLEY B. AYERS VICTIMIZED.—On April 26th, a party called on Burley B. Ayers, bearing a letter of introduction from J. Moodie, Jr., of Hamilton, Ont. Now, while arranging the Canadian portion of the Big Fair Tour, Burley had received much information from Mr. Moodie, and he was only too happy to help the bearer of the letter, who was looking for information of western roads, for the purpose of laying out a canoe and tricycle tour. Burley gave him all the information desired, and on the stranger's request to identify him at a bank, so that he might cash a check, he brought him to the Illinois Trust and Savings Bank, the teller of which, Mr. S. Bibolla, readily cashed a \$100 check. After the quondam tourist left, Mr. Ayers wrote Mr. Moodie, advising him of what he had done, but the latter replied that he had written no letter of introduction. It then dawned on Burley's mind that the stranger was a swindler. The man is well dressed—they always are, these swindlers—is very gentlemanly in appearance, and has a strong English accent. He weighs about 190 pounds. Wheelmen are warned to beware of him. If any one should hear of or see such a person, he will confer a favor by advising B. B. Ayers, No. 152 South Hoyne Avenue, Chicago, Ills.



## THE BOSTON B. C.'S CYCLE SHOW.

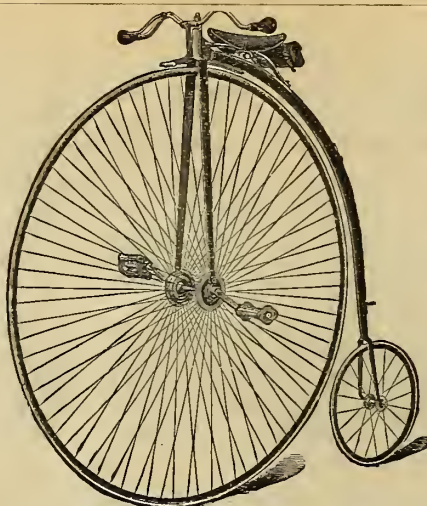
The Boston Bicycle Club will hold a monster cycle show at Mechanics' Hall, Boston, on May 27, 28, 29 and 31st. The show is gotten up for the purpose of exhibiting the various makes of machines, together with all the standard and novel things in bicycles, tricycles, and cycle accessories. Each dealer will occupy a certain space, in which he will endeavor to make the best display possible. These shows have long been popular, and thousands attend the shows which are held every spring, to examine the various machines in the market, before deciding on a mount. The Boston show being held during the League Meet, has an especial value, for certainly 5,000 wheelmen, and a multitude of outsiders will visit it. The space already taken by dealers, assures the financial success of the exhibition, and the committee having charge of it now feel at liberty to make it as attractive as possible. The building will be handsomely decorated; music will be discoursed by a first class band, and fancy riding, home trainer races, etc., will undoubtedly draw a large crowd, outside the wheelmen. We would advise our advertisers to secure space at once, as the choice positions are being rapidly taken. Address all communications to J. S. Dean, 28 State Street, Boston. Entries for the home-trainer races close with C. W. Hodgkins, 18 School Street.

## PRINCE MAKES RECORDS.

Ever since Prince has been beaten by Woodside, he has been pining to prove to the Minneapolis public, that he could perforate Woodside's recently accomplished records from forty to fifty miles to the extent of a couple of minutes. Last Friday evening, May 7th, Prince made his attempt, riding fifty miles against time at the Washington Rink. He was helped by pacemakers T. W. Eck, Frank Dingley and Fred Shaw, who alternated every five miles. Prince succeeded handsomely, discounting Woodside's record by nearly six minutes, and beating the world's record from thirty five to fifty miles. The first mile was ridden in 3.08; five miles were covered in 15.50 1-2, ten miles in 31.35, twenty in 1.03.23 1-2, twenty-five in 1.19.18, and thirty miles in 1.35.19. The following table tells the story of the records:

	PRINCE.	WORLD'S.	AM. PRO.
M.	H. M. S.	H. M. S.	H. M. S.
35	1.51.15½	1.51.25 2-5	1.51.25½
36	1.54.20½	1.55.28 3-5	1.55.28½
37	1.57.27½	1.59.19 3 5	1.59.19½
38	2.00.34½	2.03.15 1-5	2.03.15½
39	2.03.46½	2.06.49 1-5	2.07.22½
40	2.07.00	2.10.05 4 5	2.10.55½
41	2.10.09½	2.13.31 3-5	2.14.21
42	2.13.21½	2.16.51 2-5	2.17.45½
43	2.16.31½	2.20.18 4-5	2.21.12
44	2.19.43	2.23.42 1-5	2.24.34½
45	2.23.00½	2.27.05 4-5	2.27.56½
46	2.26.20½	2.30.33 2-5	2.31.24½
47	2.29.33½	2.34.04 3-5	2.34.56½
48	2.32.48½	2.37.43 1-5	2.38.16
49	2.35.51½	2.41.08 2-5	2.41.42½
50	2.38.52	2.43.58 3-5	2.44.37

The officers of the race were: Referee: C. W. Rider, sporting editor of the Minneapolis Tribune; scorers, F. T. Gaylord and L. Lindell; timers, E. W. Moulton, C. C. White and H. L. Schroeder; judges, A. Schock and A. Butler.



THE AMERICAN RUDGE.

The above cut represents one of Messrs. Stoddard, Lovering & Co.'s most important machines, The American Rudge, a machine built on the same lines as the Rudge Light Roadster, but fitted with direct spokes and solid rim. This sells at a much lower price; but the great popularity attained by this machine during the last two years and the large number they have sold, has convinced them that the American Rudge has filled a long-felt want by a large class of American riders, viz: A first-class thoroughly reliable, easy running machine, and carefully built, all-round roadster at a low price, and it can unhesitatingly be said for a low-priced machine, either on the English or American market, no other can compare with it in quality, workmanship, and finish.—*Adv.*

## GREY'S HAND-POWER GEAR FOR TRICYCLES.

Ever since the Speedwell Show we have had a central-geared "Quadrant" in use, fitted with this gear in its simplest form. The gear consists in replacing the usual purchase handle to the left of the rider, by one fixed at the end of a rod or lever, which works on a hinge attached by clips to the rear frame of the machine. To the end of this lever, just behind the handle-grip, a connecting-rod is attached, running from thence to the outer end of the pedal-pin, to which it is attached by a nut. The effect of this arrangement is that when the weight of the body is leant upon the handle, that amount of pressure is placed upon the pedal, and hence used toward the propulsion of the machine, whilst, on the other hand, the force usually wasted on a rigid handle in pulling at the handles when hill-climbing, is applied for the purpose of pulling up one pedal whilst the other is being pushed down with the foot. It will thus be seen that a certain amount of power is utilised for propulsive purposes which would otherwise be wasted. Our experience with the gear leads us to the belief that "there is something in it." We found a vigorous combination of both feet and hand enabled us to start and get up speed very quickly, as also to "rush" a hill at speed. The up and down motion of the arm in ordinary riding is peculiar, and we think the fitting of a clutch, whereby the gear could be used or not at option would be an improvement. The single gear is rather a one-sided affair, and we think the double gear, in which a similar arrangement is fitted on both sides, would give more than proportionately increased results owing to the greater evenness and uniformity of action.

The gear is better suited for "steady joggers" than for "scorchers," as with fast travelling the action is too quick for the weight and pull to be applied either comfortably or to the best advantage, and for the same reason it is better suited for use with a moderately high gear than with a very low one. The price of the single gear is £2 10s., and it is suitable for any machine which is not of either the Humber or Crippler-type. Double gears, also treble and quadruple gears for sociables and tandems are fitted at proportionately increased charges. The additional weight is very small.—*Cyclist.*

A two-mile bicycle race was decided at Madison Square Garden last Saturday evening, in connection with the Myers-George Meeting. First heat: F. L. Ray, Ixion B. C. (100 yards), 7m. 37 1-5s.; J. W. Powers, Jr., Harlem Wheelmen (125 yards); second, H. S. Kavanaugh, Cohoes, N. Y., (30 yards); third. Second heat: D. H. Renton, S. I. A. C., (scratch) 8m. 8 2-5s.; P. M. Harris, Ixion B. C. (30 yards), second; E. W. Dean, Jr., R. W. (100 yards) third; E. C. Parker, Harlem Wheelmen (150 yards), o; F. T. Doolittle, R. W. (100 yards), o; C. E. Kluge, Kings Co. Wheelmen (scratch), o. The first three men easily secured places. Kluge ran into a post on the second lap, and was compelled to withdraw. Final heat; Ray, 7m. 27s.; Kavanaugh by several lengths; Renton, third by a long ways; Harris, o; Powers, fell; Dean, fell. Ray and Powers the long-start men rode away from the field, Powers keeping just at Ray's wheel. Kavanaugh kept up a steady pace and wore down Renton and Harris, who continued to fall further in the rear as the race progressed. Near the finish Powers and Dean both fell, the track being very soft. Ray easily held his own, and slowing up on the last lap won as he liked. This was his first appearance on the race path, and he made a promising debut.

The Buffalo B. C. held their monthly meeting last Tuesday with President C. P. Churchhill in the chair. B. L. Love, Louis S. Hinman, Hiram R. Watson, Frank B. Gallagher, E. C. Peacock, R. W. Johnson, E. M. Thompson, Oscar H. Hanenstein, Henry B. Doyle, J. F. Knox, W. B. Knight, B. D. Bagley, Irwin B. Clark, A. H. Morey and R. B. Hoffman, all of this city, were elected members, and Dr. Blackham of Dunkirk, was elected an honorary member. Secretary Adams tendered his resignation, stating that the work of the office took up too much of his time. His successor will be elected at the next meeting. The club passed a resolution urging the re-election of Dr. N. M. Beckwith, the present President of the League of American Wheelmen, also indorsing the recent action of the Racing Board of the League in expelling professionals who were trying to remain in the ranks as amateurs. When the present house is fitted up as intended, it will be among the finest club-houses in the city. The building is that known as the Clifton homestead, which has been leased for a period of three years. In addition to parlors, meeting and committee-rooms, there will be a billiard, pool and card-room, reception-rooms, and other extra apartments, to accommodate the ever increasing membership of this popular wheeling organization.



## ODDS AND ENDS.

Gormully and Jeffery will have thirty-six wheels at the Boston Cycle Club's show.

The Mercury Bi. Club of Minneapolis will hold a three-days bicycle tour next July, to which all wheelmen will be invited.

The Elizabeth Wheelmen will "run" to Morristown to-morrow night, starting at 2.30 and returning by moonlight.

Rowe and Hendee, who are both training on the Lynn track, were recently weighed. There was scarcely an ounce difference, both tipping the beam at about 175 1-2 pounds.

The Nassau A. C. will hold its inaugural games at Washington Park Fifth Avenue and Third Street, Brooklyn, on this Saturday at 2 P. M. Among the events is a two mile bicycle race. The track is said to be very fast.

The Central Park Committee, long since appointed by the Citizens Bi. Club, is making active efforts to secure the "all day" privilege of the Central Park West Drive. At present it can only be used before 9 A. M.

The Maverack Wheelmen will hold an entertainment May 18th. The programme includes fancy riding, a "Kangaroo" race, a three-mile "safety" race, and a bicycle obstacle race, followed by dancing.

W. C. Marvin, the well known bicyclist of Ovid, Mich., died Tuesday, the 13th. He held the one and a half mile State Championship medal for 1884. He was also publisher of the *Western Cyclist*, which suspended publication some time ago.—*Sporting Life*.

On account of the heavy rain-storm, the Hudson County Wheelmen, who were to have a preliminary contest over the New York and New Jersey Inter-Club course, for the purpose of selecting a team to represent them in the Inter-Club race, were compelled to postpone to May 29th.

Messrs. Bull and Bowen have awarded the prizes for records made on their home-trainer during the past season. The first prize was awarded to W. C. Herring, who rode one mile in 52 2-5sec; the second prize was won by P. M. Harris, time 57 3-5s.; both are members of the Ixion Bi. club of this city.

The Librarian of the Massachusetts B. C. has issued a circular, soliciting donations to the club's library of books, pamphlets, etc., on cycling and kindred sports. The books will be handsomely bound, and the donor's name inscribed in them. Address all communications to Daniel W. Colbath, No. 152 Newbury Street, Boston, Mass.

George R. Bidwell removed into the Citizen's old house last Tuesday. This building is just suited to Mr. Bidwell's purposes, and he will be able to offer elegant accommodations to any one wishing to store or hire a machine, or to hire a locker. The lockers are large and well fitted up, and the bathroom well appointed.

The Harlem Wheelmen tendered a reception last Thursday evening to their lady friends. About forty couples were present. The evening was very pleasantly passed in dancing and listening to the Instrumental music rendered by some of ladies, and the humorous songs by Mr. Bentley. Their newly fitted up rooms were very much admired.

The Newcastle, Pa., Club races will be held May 20th. The programme contains a one-half-mile novice; a one-half, one and two mile open; one-quarter mile race in heats, best two in three; a one-mile in the 3.20 class; a five-mile record; a half mile with hands down; a half-mile for boys under 16; a hill climbing contest and a one-mile consolation race.

The mileage of the Elizabeth Wheelmen for April—38 members reporting—totals 6,146 miles. We give the record of those who have ridden over 300 miles. Caldwell, 508; L. B. Bonnet, 487; D. B. Bonnett, 471; A. S. Roorbach, 451; J. O. Roorbach, 338; A. F. Belling, 304; G. J. Martin, 303. Of the lady members, Mrs. Dr. Oliver rode 166, and Mrs. Bonnett rode 100 miles.

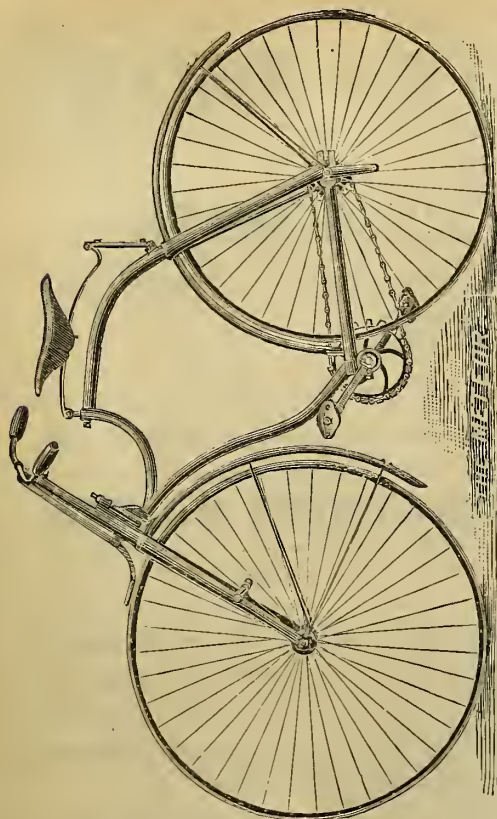
The preliminary sports of the University of Pennsylvania were held last week. On Monday, at the senior class games, the two mile bicycle race was won by Hoskins; Smith, second; time, 6m. 50s. On Tuesday the Sophomore two mile race was won by Wilt (5s.); Starr, second; time, 7m. 5s. On Wednesday, Hancock won the junior class two miles in 6m. 4 1-4s. The final was won by Hoskins in 7m. 4s.

The Berkshire County Wheelmen, Pittsfield, Mass, held their fourth annual bi. banquet, at the American House, on Tuesday evening, May 4th. A complicated, highly indigestible but enjoyable menu had been prepared. At 9.30 the doors of the dining room were thrown open; the wheelmen rushed on the enemy and routed them in fine style, after a hot campaign of an hour and a half. After dinner a speech was made by President Kennedy.

A special car will leave Chicago to-morrow evening at 9 P. M., arriving in St. Louis at o'clock Sunday morning. It will carry a load of Chicago wheelmen, who will be received by the St. Louisians and entertained all day Sunday. The programme includes a thirty-five mile run, a picnic "lunch," and a bi. banquet at Delmonico's in the evening, leaving in time to arrive in Chicago by 8 o'clock Monday morning.

Some horse *versus* bicycle races were held at Minneapolis on May 4th. T. W. Eck rode two quarter-mile heats against an "unknown" 2.40 trotter. The "unknown" won the first heat by a length in 57 1-2s. Owing to the bad condition of the track, the deciding heat was not run. The other "mixed" event was a ten mile race between J. S. Prince and the trotter "Crazy." Prince kept within ten feet of the horse for 9 1-2 miles, when the "ploughy" nature of the track completely pumped him. "Crazy" kept on and finished the ten miles in 38m. 37s.

At a benefit to T. W. Eck and B. Wallace, held at Minneapolis, last Saturday evening, the following events were decided. One mile professional: T. McNamara, 2.50. Half-mile boy's race: Wm. Rath, 2.13. Two-mile amateur: Henry Schroeder, 3.38, 6.20; E. J. Hale, by a length. Two mile professional, Mlle. Louise Armaine, 7m.; J. S. Prince, by a foot. Prince allowed the bicyclienne to ride far ahead, and calculating his distance nicely, he was just beaten by a foot. Chivalrous John! Ten mile professional match race: Frank Quigley, 33m. 30s.; Fred Shaw, second.



THE "ROVER" SAFETY.

Wheelmen in this vicinity are being astonished by the appearance of a "Rover" safety, it being the first and only machine of that variety used in this city. The manner in which its rider sloughs over all sorts of roads, glides up long hills and darts down, has excited considerable favorable comment among club men. The following description will give an idea of its form and capabilities:

Brief. Crescent rims. Steel hubs. 6in. cranks. Rubber ball pedals. 32in. front wheel. 30in. rear wheel, geared to 55in. The rear wheel is driven with chain gearing. Ball bearings to both wheels. Steering, like ordinary bicycle. 9in. rake. Pear-shaped horn handles, 28in. dropped swivelling bars. Arab cradle spring. Suspension saddle. Leg-guard, spanners and oil can. Weight, 45lbs.

The machine is one of the few safeties, that are absolutely free from headers; and the side-fall is also impossible, a simple extension of the leg preventing the rider from an upset. Having only one chain, the liability to unequal stretching is done away with. The position of the rider between the two wheels, and these wheels being of nearly equal size, there is a perfect distribution of the weight, and the vibration is enormously reduced. By use of an ingenious spring, most elastic results are obtained. The steering, which is a little peculiar, can be overcome with ten minutes practice.

In a safety race held in England last year, in which several styles of machines were represented, the "Rover" was driven by S. Golder, reputed one of the best road riders in the Kingdom. His spring broke at 64 miles, and he was compelled to retire. However, the time of his fifty miles, 3h. 5m.—16 1-3 miles per hour—proves that no matter what may be the abilities of the rider, a machine that can show such a pace is not to be under-rated. This machine is handled by J. A. R. Underwood, Dorchester, Mass.



When you go to the League Meet be sure and visit

# BOSTON \* BICYCLE \* CLUB \* SHOW.

## THE FIRST EXHIBITION OF BICYCLES, TRICYCLES AND ACCESSORIES,

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

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

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

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

### GOOD MUSIC. FANCY RIDING. HOME TRAINER RACES.

#### NASSAU WHEELMEN.

*Editor of THE WHEEL:* A wheel club with above name has been formed under the auspices of the well known Nassau Athletic club. Among the twelve names already on the roll are some not quite unknown to the wheel world in the old country. This and the facilities afforded by a large and well appointed club house, gymnasium, and racing track (four laps to the mile), warrant the presumption that the Nassau Wheelmen have a bright future in store for them. Applications for membership and further information will be received by

JOHN H. MELLOR.

No. 387 Third Street, So. Brooklyn.

#### THE SPRINGFIELD BI. BANQUET.

The Springfield bicycle boys had a jolly good time last Thursday night at their fifth anniversary banquet at the Warwick house, and they took the best part of the night for it, too. The tables in the large dining-hall were arranged in the form of a T, and were prettily set. At the head sat the President, H. E. Ducker, Chief Consul and editor, and on either hand were Stephen Terry, the Vice-President of the League of American Wheelmen, and Dr. Rust of Meriden. Ranged along the side were 78 bicyclers. The club had sandwiched among the members a good number of invited guests, among them the Presidents of the wheel clubs of Westfield, Holyoke, Northampton, Florence and Greenfield. The two fliers, Hendee and Rowe were not there. Each man found in the envelope designating his place a card penned with a motto fitted to himself. The dinner was excellent, and with the segars and coffee, the boys leaned back in their chairs and enjoyed the after-dinner informal speeches, the singing by the double-quartette that will appear at the minstrel show, and the banjo playing. The evening proved one of the pleasantest they have ever past together; the only regret being that they were no records to break.—*Republican.*

Mr. P. Harvard Reilly, member of the Citizens and Springfield Bi. Clubs, projector of the European tour, and dancing master *par excellence*, closed his season at Springfield last Friday night with a brilliant reception. Mr. Reilly has dancing academies in Springfield, Hartford and in this city, and his pupils are the "best" people in the three cities.

#### STICKLAND & PIERCE. 158 SUMMER ST., BOSTON.



BEST  
IN THE  
WORLD.

BICYCLE AND SPORTING SHOES.

## DREKA Stationery and Engraving HOUSE.

### WEDDING INVITATIONS and VISITING CARDS

IN THE BEST MANNER AND NEWEST STYLES.

FINE STATIONERY IN NEW STYLES, WITH  
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1121 CHESTNUT STREET,  
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**ONLY \$4.00 ONLY \$4.00**

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

**PUNETT, Merchant Tailor,  
ROCHESTER, N. Y.**

## CUT PRICES

ON ALL BICYCLE SUNDRIES.

**Cow-Horn Handle Bars**

Complete with Brake, Lever and Bracket. Fit any machine. Any drop desired: Handsomest and best in the market. Heavily nickled. Only \$4.00, sent C. O. D. O-W. Co.'s Duplex Whistle, 25c.; formerly 75c. 1-inch Rubber Tires, 50-inch wheel, \$6.30; 54-inch, \$6.80; 74-inch tire for 52-inch, \$4.90; 74-inch for 18 inch wheel, \$1.38. All sizes 15 per cent less than other dealers. Quality guaranteed \$2.00 Nash's Pat. Rubber Handles \$1.35 per pair. Spade handles, list \$6.00, only \$3.75. Bicycle and Lawn Tennis Shoes, 80c., rubber soles; and \$3.50 shoes for \$2.80; hose \$1.10 to \$1.40 per pair, Yale Locks with chain. Other dealers \$1.25 on y 80c. Perfection Brassed Locks, 2 keys only 55c; nickel polish only 15c; Repairing, Nickel Plating and Painting lowest prices. Skillful mechanics. Machines bought, exchanged for new wheels and sold on commission for only 7 1/2 per cent. Fine Stock. Write what you want. All new at bottom figures. Send stamp for price list. Rifles, Guns and Revolvers 20 per cent below list.

**CYCLISTS' SUPPLY CO.,  
241, 243 and 245 Main St., Fitchburg, Mass.**

#### FIXTURES.

MAY 15.—Missouri L. A. W. Division meet at St. Louis.  
MAY 18.—Maverick Wheel Club entertained.  
MAY 21-22.—International Tournament at Alexandra Park, London.  
MAY 22.—East Hartford Wheel Club's Races.  
MAY 24-25.—Woodstock, Ont., Amateur Athletic Association's meet.  
MAY 27.—Boston B. C.'s cycle exhibition commences at Mechanics Building.  
MAY 26-27-28.—Annual Meet of League of American  
MAY 27.—Hill Climbing contest at Corey Hill  
MAY 29.—League Parade and Races.  
Wheelmen at Boston.  
MAY 31.—Lynn Bicycle Club, inaugural race meet, at Lynn, Mass.  
JUNE 5.—Inter-Club contests on the Irvington-Llewellyn Park course, between the Kings County and Elizabeth Wheelmen.  
JUNE 12.—N. Y. and N. J. Inter-Club, 25 miles road race at Irvington, N. J.  
JUNE 19.—King's County Wheelmen; annual Spring meeting at Brooklyn, N. Y.  
JUNE 26.—Capital Bi. Club Spring Race meet at Washington, D. C.  
JULY 1.—Canadian Wheelmen's Association, annual meet in Montreal.  
JULY 5.—Binghampton B. C., annual race meet at Binghampton, N. Y.

#### CLOSING OF ENTRIES.

MAY 26.—Entries close for the Lynn Races. Address E. M. Bailey, Lynn, Mass. Particulars in THE WHEEL of May 14.

#### TOURS AND RUNS.

AUGUST 3-14.—Clerical Wheelmen's Tour: August 3.—New York City to Yonkers. August 4.—Tarrytown, Newburgh, Highland to Poughkeepsie. August 5.—Rhinebeck, Hudson. August 6.—Claverack, Four Corners, Mount Lebanon, Lebanon Springs. August 7-8.—Albany. August 9.—Troy, Cohoes, Waterford, Mechanicsville, Round Lake, Saratoga. August 10.—Amsterdam. August 11.—Canajoharie, Sharon Springs. August 12.—Cherry Valley, Richfield Springs, Cooperstown. August 13-14.—Wooster, Cobleskill.

#### FOR SALE. EXCHANGE. WANTS.

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

#### BARGAINS!!

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

NEW YORK BICYCLE AGENCY,  
21 Worth Street, New York.

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

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

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

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

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





### EASY PAYMENTS.

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

### LEAGUE RACES.

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

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

Union Grounds, Dartmouth St.,  
EVENTS.

1 mile Amateur Bicycle, League National Championship.

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

1 mile Amateur Bicycle—Novice.

1 mile Bicycle—Invitation Race.

3 mile Bicycle—Invitation Race.

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

No fee for invitation races. Entries close 17 May.

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

Admission to the Races, 50 cents.

### Schools for Dancing and Deportment

No. 578 FIFTH AVENUE

(Opposite Windsor Hotel.)

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

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

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

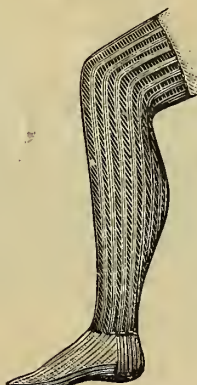
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P. HARVARD REILLY Prin'l,

Reilly's School for Dancing and Deportment,

No. 578 Fifth Avenue, New York City

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"Club Hose."

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

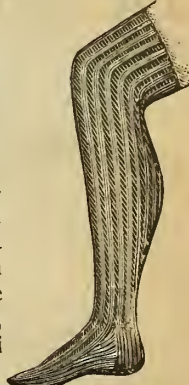
we make to order for clubs and individuals to match any shade of cloth.

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

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



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

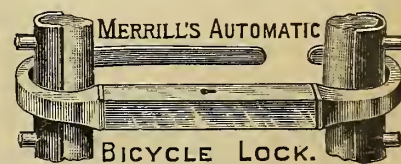


"Columbia Hose."



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

### THE "MISSING LINK" FOUND.



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

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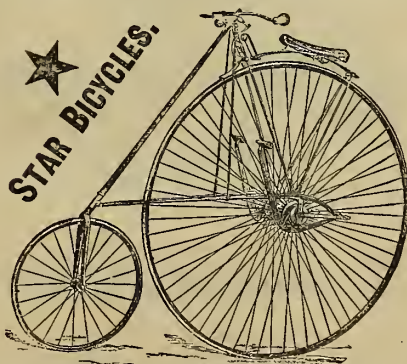
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