

VOL. X.—No. 2|

NEW YORK, APRIL 9, 1886.

[WHOLE NUMBER, 236.]

PLEASE NOTE.

We do **NOT** control the wheel business.

We do **NOT** dictate the prices at which other wheels shall be sold.

We do **NOT** claim any hold upon riders other than the merit of our goods.

We do **NOT** compel our agents to agree not to sell wheels which compete with ours.

We do **NOT** fear competition.

We are the **OVERMAN WHEEL CO.**, of Boston, Mass., and we will place upon the market this spring a higher grade Bicycle than has ever been offered in this country.

All wheelmen are invited to examine this wheel critically, and determine for themselves whether or not the statement is justified. We work for wheelmen and depend upon the merit of our wheels to insure their patronage.

THE WHEEL.

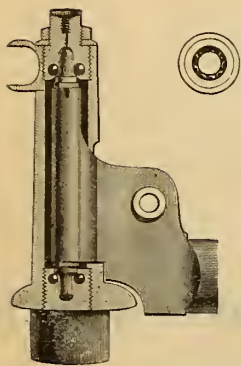
NEW 1886 PATTERN.

ROYAL MAIL: The Wheel of the Year.

SIX IMPROVEMENTS.

A Combination of Practical and Well-Tested Improvements.

INTERCHANGEABLE PARTS.



Although Last Year's Royal Mail had More Improvements than Most Wheels in the Market, we have now added

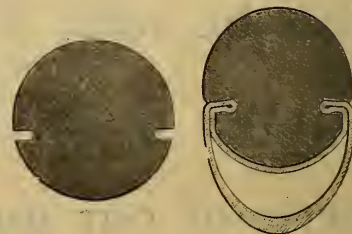
← THE ADJUSTABLE BALL HEAD. →

Advantages: 1,000 Miles Without Adjustment or Oiling.

Wheelmen know that in ordinary heads constant adjusting or tightening up is necessary, owing to the wearing or friction of the cones. In this head, friction is done away with, and Ease of Steering is attained. Can be used six months without readjustment or need of oiling. Tested for three years in England, and pronounced perfect.

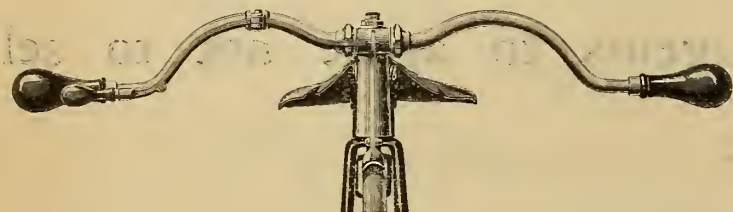
New "Grip-Fast" Rim and Tire, Needing No Cement.

No more trouble with Rubbers Coming Out. In the old pattern rim the thin edge is the weak part, and always liable to become dented by stones on the road. The edges of this new rim are thick, and besides, being protected from any blows, makes the whole rim stronger and more rigid, and with the rubber makes a smooth side. No seam outside. The new tire is more firmly held by this rim than by cement, and a new one can be put in by the user whenever necessary. All who have seen this at our warerooms declare it the greatest improvement yet shown in bicycles.



**ROYAL MAIL OWN PATENT,
New Detachable Handle-Bars.
VERY NEAT AND STRONG.**

Merely Unscrew Nuts Each Side of Head to Detach.



Also This Year a New SELF-ADJUSTING DUST SHIELD. Also, New Way of Tightening Spokes, if necessary, Without Removing Tire.

Try the Latest and Most Improved Wheel for Your New Mount.

Price, Light Roadster, 50-inch, with Ball Pedals, - - \$135.00

\$2.50 Extra Every 2-inch Larger.

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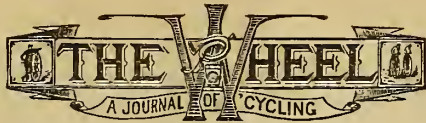


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Outing and THE WHEEL, - - 3.00 a year.

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

To Subscribers and Correspondents.

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

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

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

THE RACING RULES.

We present in another column a review of the changes in the Racing Rules recently introduced by the Board. Some of the modifications commend themselves at once. The number of championships has been reduced, the curb of a racing path has been well defined, the start and finish shall be marked by the *front* wheel instead of by the driving wheel, as heretofore, the arrangement for finding the correct time of a race is a desirable innovation, and the definition and arrangement of class races are improvements over the old idea. But in at least two of the modifications we perceive the same spirit of conservatism which gave birth to the Maker's Amateur suspensions. These are: "No records on a board track, or against time shall be accepted." When the Board begins to particularize in regard to the style of a track on which records cannot be made, it might as well proceed and specify what tracks they shall be made on; so much cinders and so much dirt in their composition, etc., etc. If the curb is properly constructed and the distance and time are accurate, it seems to us that it should make no difference whether the track is of yellow pine, yellow clay, cinders, asphalt or ice.

Again the Board will not accept records made in trials against time. This provision is an absurd originality. It is obvious that records made in a bona-fide race, where the record breaker is subject to many draw-backs, especially if the race is of the handicap species, have more intrinsic merit than those made against the watch. Yet the man who travels against the "scythe-bearer" has a severer

struggle than he who wins a competition and incidentally makes a record. The former grinds all the way; it is not a case of catching some one in front of you, or beating some one behind you, but a battle from start to finish against the enemy—that inevitable tick-tick—which is not liable to headers nor collisions, which tires not, but is certain as death. The traveller against time is certainly entitled to all the glory to be gotten from his hard earned "best," and this innovation in the Racing Rules for 1886 had better be put "upon the list."

THE PROMATEUR TANGLE.

The Chairman of the Racing Board will persist in ignoring the claims of those who favor a simpler and more liberal definition. In an editorial in *The Cycle* he treats of several different classes of opinions on the Maker's Amateur question. There are those who demand a rigid enforcement of the present rule; those who shout: "Down with the Racing Board and let things remain as they are;" others who call for an intermediate class, and still others who wish to abolish the present distinctions in toto.

Now why does the Chairman of the Racing Board persist in ignoring the opinions of that class with which we range ourselves? Who do not cry, down with the Racing Board, but recognize the spirit which induced them to issue the manifesto, in the face of contrary personal opinions; but who do say, let things remain as they practically have been, but liberalize the definition so that the onus it places upon Maker's Amateurism may be removed. The editor of *The Cycle* declares that as yet he sees no successful method of meeting the difficulty. Why not let him publicly prove that this liberalization would not be efficient. In common with many others who live to learn, we hope to hear from the worthy Chairman.

THE L. A. W. PRESIDENCY.

We have been told that Burley B. Ayers is talked of for President of the L. A. W. this year. We do not know whether Burley would consent to enter the Presidential race, but if such should prove to be the case, we have no hesitation in saying that he could safely be regarded as "first choice," and that without disparagement of the abilities of his competitors. Mr. Ayers has achieved fame as the protector of the railroad rights of L. A. W. members, and as the procurer of reduced rates for the transportation of wheels. He was also the originator and manager of the famous Big Four Tours. He is tireless in his efforts to benefit his brethren of the wheel, and his success is an earnest of his ability and intelligence. The hard workers have generally little time for show or for talking themselves up, but we feel that as one of this most valuable class, Mr. Ayers, should

be withdrawn from his semi-privacy, and placed at the head of the organization, of which he has ever proved himself an able and willing member.

PENN. L. A. W. POLITICS.

We regret that Mr. H. S. Wood, of Philadelphia, has been "thrown overboard" by the Nominating Committee for the officers of the Penn. L. A. W. Division. The excuse given is that he has made many personal enemies by his caustic "Men I Have Met" articles, which he contributed to the *Bulletin* under the pseudonym of "Hal." These articles hit right and left and were not prompted by malice, but were simply an effort to hold up the mirror to nature and Mr. Wood was undoubtedly successful. Those who were not thin-skinned might have derived considerable benefit from "Hal's" humorous and accurate delineation of their mannerisms. We always regard the element of sarcasm as the attribute of a superior mind, and when the propensity is exercised with judgement, it is apt to be more productive of good than of harm. Mr. Wood has placed himself at the top of the heap among League workers, by the compilation of his startlingly original and exhaustive Pa. and N. J. Road Book. We hope the effort of Mr. Wood's friends to elect him will be successful.

THE "CYCLE."

Mr. Abbot Bassett's new paper, *The Cycle*, made its first appearance last Friday. From the dignified and judicious bow on the editorial page, to the club news on the last page, *The Cycle* bears the impress of the editorial hand which so long and so successfully held the reins over the *Bicycling World*. The first number contains sixteen pages, of the same size and width of columns as THE WHEEL. As DAISIE aptly says: "There is no greater comfort, no greater joy than one drinks in under the shadow of his own vine and fig-tree," and we heartily wish Mr. Bassett the same success as proprietor-editor, that attended his efforts when he occupied the latter position only.

The American Wheelman's road race, which will be contested on the 26th, promises to be a national event. Besides a number of Western riders, with whose abilities we are unacquainted, both Kluge and Weber will compete. "When Greek meets Greek," etc. The following men have already entered: Griff Glover, Harry Gordon, N. H. Van. Sicklen, Henry Oellien, C. E. Kluge, A. R. Stewart, Louis Lueders, Will. Lueders, R. E. Lee, Geo. E. Weber, C. F. A. Beckers, H. E. Belcour, L. J. Berger, H. H. Morris, C. C. Hildebrand, L. D. Munger, A. Lewis, Lindell Gordon, E. A. Clifford, E. C. Klipstein, Hal. Greenwood, S. G. Whittaker and Percy Stone. Of course, from among such a number, it is quite probable that a new man may develop, but we fancy either Munger, Weber or Kluge in the order named.

HUB HAPPENINGS.

THE RACING BOARD'S NEW LIST OF SUSPECTS—ANXIETY AMONG BOSTON WHEELMEN—MANY CLUBS REORGANIZING—POINTS AND GOSSIP.

There seems little news to write about this week, but it is probably only the calm before the storm; for next Thursday is Fast Day, the formal opening of the riding season, after which there will, no doubt, be plenty of news. If the weather is favorable on Fast Day the roads will probably be crowded with wheelmen, for all the clubs have called runs of greater or less duration, and of course, there will be an unlimited number of unattached wheelmen wobbling over the roads. But you cannot place the slightest dependence upon the weather of this town. The most perfect day that we have had this Spring was last Thursday, but the next morning snow was falling heavily, turning the roads into a mass of slush and mud, seemingly putting an end to cycling for at least a week. But to-day the roads are as dry and smooth as one could wish.

The only excitement we have is the maker's amateur suspension business. That may now perhaps be a little old, but it is far from being a chestnut. It is just as interesting now as it ever was. The scare has been heightened during the past week by the announcement that the Racing Board has in preparation another list containing the names of many more prominent wheelmen. From the great anxiety manifested by many of the Boston wheelmen, and the melancholy faces seen on every hand, there must be a good many guilty consciences about town. What names are on that list no one but the members of the Racing Board know, and I do not believe that there is a racing man in town who has not done more or less trembling during the past few days. No little comment has been caused by the statements of Mr. Ducker as to his feeling regarding the action of the Racing Board. He seems to be dead against it, but Mr. Bassett has stated that the suspension act received the sanction of all the members of the Racing Board, and that he could furnish documentary evidence to prove the same.

Another cause for howling is the report that certain of the suspects, against whom most everybody thought the charges were well founded, have succeeded in overthrowing them by producing signed certificates from different dealers testifying that they have never paid the specified men any money for racing. The other accused men feel very badly about this, for they honestly believe that the other men are as guilty as themselves, and think it rather rough that these should go free, while they have to suffer. Mr. Bassett said to-day that the only additional men who have forwarded their certificates of innocence were Powell and Kluge, both of whom showed a clean bill. Mr. Bassett refused to say whether or not the certificates would be accepted, but said that the matter would be laid before the Racing Board for consideration. He did not see, however, how there could be any question about accepting them, for the Board has announced that it would accept all such certificates, without the formality of having them sworn to. He also refused to state what explanation the Smith Machine Company offered, to explain away the suspicions which had heretofore existed against Powell and the other man.

After spending a couple of weeks in Boston, speeding over the smooth suburban roads, and relating wonderful tales to his friends, Jack Prince left last week for the West. He goes direct to Minneapolis, where he is to begin training for his great race with Neilson. Eck is to be his trainer, and while in Minneapolis he will endeavor to rake in a few shekles by a series of long distance races with Woodside. Some time this month he will try to smash the 25-mile record. About a week before his race with Neilson he will return to Boston and train upon the track where the race is to be run. Minneapolis seems to be a likely place for professional wheelmen, and Prince expects to be a man of wealth before he returns to Boston.

Chelsea is to have a new club, and it is to be sincerely hoped that it will be a club with some life in it. There are hundreds of wheelmen about Chelsea, and there is no reason why a first class club should not be organized there. There was a time when the old Chelsea Club had nearly a hundred members, and club quarters which, for that early day, were considered elegant; but the members seemed to lose all interest in the organization, and for the last year or two it has existed only in name. Last week a number of wheelmen interested in the project of forming a new club, met at the house of L. H. Frost. A good deal of enthusiasm was manifested over the matter, and some twenty men agreed to meet next Friday night and organize. It is probable that Abbott Bassett will be elected President.

The officers of the Massachusetts Club are satisfied that there is no truth in the rumor that there is to be a split in the membership of the club, and that a new society is to be formed, with quarters on Beacon Hill. They say that the whole matter is gotten up by a few disgruntled spirits, and that it cannot hurt the club in the least. At the next meeting sixteen new members will be admitted, and, as yet, there has been but one resignation sent in. They expect to lose a few members by the increase of dues, but are confident that the extra money will more than balance the loss.

Matters in relation to the coming meet have been rather quiet for some time past, but a meeting of the various committees will be held next Saturday evening, when it is likely that things will be started up again. The maker's amateur scare seems to have forced everything else to a standstill. The chief trouble seems to be with the finance committee, but I understand that it has now been formally organized by the choice of Mr. S. A. Merrill as chairman, and that the various members of the committee are scurrying about town in search of the needful.

The *Cycle* and the reorganized *Bicycling World*, both made their first appearance last Friday, and each made a successful debut. It will, no doubt, be a hot fight between the two papers, for it hardly seems as though there is room for two cycle papers in Boston, so it will be a struggle to see which shall live and which shall go to the wall. The first issue is full of compliments from each to the other, but I don't believe that such a taffy-giving policy will long continue.

The Massachusetts Club has had placed in its billiard room a cabinet, where ginger toddys and soda lemonades are dispensed to wheelmen at reasonable prices. Positively nothing stronger will be on sale. The club

is in need of increased revenue, and hope that this cabinet will prove as successful as that of the Boston Club, without which it has often been said that the club could not live. A big business was done last Saturday evening, during the athletic entertainment, which was held at the club house, and many a wish in smothered tones was heard, that something more satisfying could be obtained. One of the club's celebrated exhibitions of the manly art was given on that evening, and great care was taken to exclude reporters. The Massachusetts Club men admire blood, but they do not want the world to know it.

The East Cambridge Cycling Club was organized last Friday evening. The meeting was a large one, and the enthusiasm manifested promise a successful club for this season. Balloting for officers resulted as follows: President, H. A. Liedhard; Captain, C. H. Singleton; First Lieutenant, F. E. Lunt. A committee was appointed to draw up a Constitution and By-Laws, and was instructed to report as early as possible. Arrangements were also made for the initial club run, to take place on Fast Day.

POINTS.

Neilson will train at Springfield for his race with Prince.

The Maverick Wheel Club will shortly have a several day's run to Amesbury.

Atkin's new road book will be out shortly. It will be more valuable than ever.

The Massachusetts Club has been enjoying a series of free Saturday night lunches at the club house.

The Boston and Albany Railroad will make special arrangements for wheelmen attending the League Meet.

W. B. Everett & Co., have opened a department for the sale of second hand machines. Mr. J. J. Gilligan, of the Massachusetts Club, is at its head, and under his able management an extensive trade is being built up.

Fancy rider Hutchinson has returned to his old position as instructor of the Pope Manufacturing Company's riding school.

C. S. H.

BOSTON, APRIL 6, 1886.

Correspondents in wild Western towns speak of their local champion as "our terror."

The *American Wheelman* of St. Louis, devotes almost the entire part of the first page of the April number to New York news.

H. O. Duncan starts this week on a "Rudge Bicycle" to ride from Montpellier to Calais, via Paris. He will ride from 6 a. m. to 6 p. m., and will attempt to establish a record. The distance is 700 miles.

Mr. D. H. Renton, who last season proved himself one of the fastest riders in the vicinity of the Metropolis, was married on March 24th, to Miss. Mamie Chase of Port Richmond, Staten Island.

The Richmond County Wheelmen disbanded some weeks ago. The members will have a theatrical party on the surplus on hand at the time of the wind-up. D. H. Renton who was a member of the club, will join some New York City organization, probably the Harlem Wheelmen.

THE WHEEL.

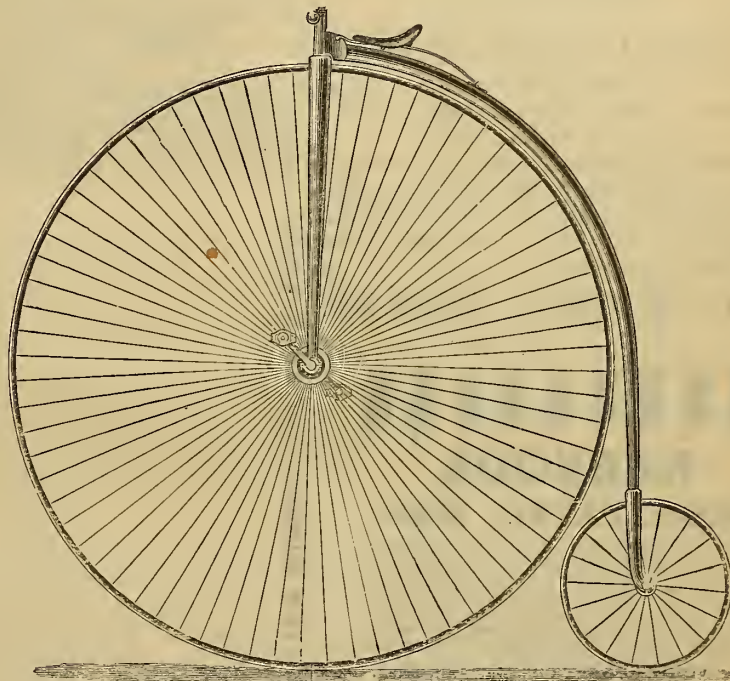
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FOR 1886.

IDEAL BICYCLE,

FOR 1886.

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

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

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

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

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Bicycles, Tricycles, Sociables

At Second-hand Prices.

Harvards, Yales and Cornells, \$85 to \$100, according to Size and Finish.

Tricycles and Sociables, from \$125 to \$175.

These are all first-class English machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs.

Send 2-cent stamp for list to

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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

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"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,

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THE "PARADOX" OILER

A BOON

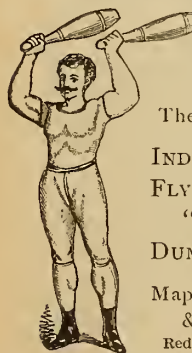
To Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (und detachable-tachable) cannot get mislaid or lost. Sent Postpaid on receipt of price.

Nickel-plated, 25 c. Gilt, 30 c.

H. B. HART,

No 811 ARCH STREET, PHILADELPHIA.

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INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair

DUMB BELLS, any weight, 5c. pr lb

Maple Wood Dumb Bells, Wands.

&c. for Calisthenic Exercises.

Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York.

MISCELLANEOUS.

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

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

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

FOR SALE—"RUDGE LIGHT ROADSTER," 52-inch, good as new, warranted, balls over all. A bargain. Price \$110, Address Box 5319, Boston, Mass.

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

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

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♣ BUFFALO HOME TRAINER.

RECORD RACE.

Time extended to May 1st. Scores will be published in The L. A. W. Bulletin. For particulars apply to MR. JOHN A. WELLS, Referee, 321 Chestnut St., Philadelphia, or to the Editor The L. A. W. Bulletin, Box 916, Phila., Pa.

BULL & BOWEN, 578 & 589 Main Street, Buffalo, N. Y.

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

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

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

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

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



No. 150.
\$13.50 per doz.



No. 151.
\$1.25 each.



No. 152.
\$12 pr doz. \$1.13 each.



No. 153.
\$15 pr doz. \$75 pr 100

Beautifully enamelled SILVER BOUTONNIERES, just the proper thing to wear in BUSINESS, in SOCIETY, and at SOCIAL ENTERTAINMENTS.

JENS. F. PEDERSEN,

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Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from

\$5.00 to \$3.50 per Pair.

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

Novelties in Bicycle Shoes.



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

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

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

\$4.00 Black Leather Shoe, plain leather sole, laced all the way to the toe. Very flexible and light.

\$4.00 Russet Leather, with conical rubber sole. A good low-priced article.

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The first "AMERICAN CHAMPION" shipped took the
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CLEVELAND B. C. CARNIVAL.

Two thousand people crowded into the Le Grand Rink on Wednesday evening, March 31, to enjoy the Carnival given by the Cleveland Bicycle Club. At 8.20 P. M. a bugle blast announced the opening number of the entertainment. The electric lights were turned out and a masquerade on all manner of machines wheeled out before the astonished eyes of the audience. Among the notable figures in the procession were: George Collister and J. T. Huntington, gotten up as clowns, the former riding a venerable bone-shaker, and the latter a diminutive wheel; H. Wagner also clowning it on an old-fashioned velocipede; Fred. Burton created an impression as "Father Time", as with scythe and long whitened locks he wheeled a huge machine, covered with linen on which was painted a clock face; Taylor Boggis followed on a racer accoutred as "Mephistopheles;" Fred Palmer burlesqued a "racing wheelman;" he displayed a placard on his back on which was painted the mile record; W. P. Sargent essayed the roll of a "Prince" and B. T. Wade and J. H. Collister, arrayed in Gilbertian apparel, glided around on a tandem; they were "two little maids from school" and they drew after them a small wagon on which sat Milton James, as a "baby;" other riders counterfeited various heroic and classical characters, such as Buffalo Bill, Falstaff Chinese Warrior, Chinaman, etc., etc. This grotesque exhibition was voted a success.

Clowns Collister and Huntington gave a burlesque of a green-horn taking a bicycle lesson. A mile race on "Safeties" for club men only, was won by A. E. Sprackling: in 3m 20s.; George T. Snyder second by a yard; W. S. Upson fell on the home spurt.

This event was followed by a drill by the Cleveland Club in which twenty-seven men acquitted themselves gracefully.

The monotony of the wheel events was pleasantly relieved by music from the Glee Club. They gave Franz Abts "The Wanderer's Return, and as an encore "The Artillerist's Oath," both being received with hearty applause.

Taylor Boggis, a member of the club, then surprised his friends by an excellent fancy riding exhibition. He executed difficult movements, balancing his wheel on the floor and on office stools; riding on one wheel with and without hands, and with and without handle-bar and backbone, and bringing down the house with a trip on a bare wagon wheel. Under the leadership of Captain Fred P. Root, the club eight gave an exhibition of graceful and difficult evolutions which was

received with such a storm of applause that they repeated it later in the evening.

A half-mile bicycle ride was contested by A. E. Sprackling and W. S. Upson, the latter winning by two yards in 1m. 38s.

The closing number was a song by the Glee Club, "The Knight's Farewell."

The club netted about \$300 profit besides giving their friends an opportunity to enjoy a well arranged and varied programme.

TRADE NOTES.

President Bates of the Detroit B. C. says in an autobiographical sketch: "My present 50 inch Columbia has carried me over 11000 miles, at a cost of only 56 cents for repairs caused by breakages, and \$2 for a new tire to rear wheel." Isn't this about record?

A visit to Spalding Bros. capacious store at 241 Broadway, revealed a healthy activity in the bicycling department on the second floor. Here may be found several makes of bicycles and tricycles and all the different styles of "Safeties." This week the firm will receive a large consignment of "Star" machines, the agency for which machine has been secured for New York, Brooklyn and vicinity. In connection with Mr. Frank White, Mr. C. E. Kluge will assist in this department, having especial charge of the fortunes of the "Star." Kluge will ride a thirty-six pound racing "Cripper" trike this season. He has it at Spaulding's, and after examining it, we were compelled to resort to the horticultural vocabulary to sufficiently express our admiration. It was a veritable "daisy"

Messrs. Chas. Renton & Co., 229 Broadway, agents for the "Club" and "Royal Mail" machines for New York, express themselves as well pleased with the promise of an unusually brisk season. Both the "Club" and "Royal Mail" are among the foremost machines of the year. The former is extremely graceful in appearance and is built in first class style by the Coventry Machinist's Company; the improvements in the "Mail" have but to be examined to commend themselves.

Messrs. Zacharias and Smith are in the throes of moving into their palatial stores.

It is seldom that a machine jumps into favor so quickly as has the "New Champion." Messrs. Gormully and Jeffrey are surprised at the very large number of orders received, and the local papers predict that all Minneapolis will mount Champions this season. Several other novelties by this firm are to be announced later in the season.

The "Missing Link" has at last been discovered, the lucky finders being Anson P. Merrill & Co., of Fall River, Mass. It will not affect the "evolution" theory, however, being a matter pertaining to the more practical things of life. In another column will be found a description of a new bicycle lock which claims more than the ordinary share of attention by reason of its utility and cheapness. See the advertising columns.

We would call the attention of advertisers to the fact that we have a large and rapidly increasing clientage in New York, Brooklyn and vicinity. THE WHEEL may also be found on all the prominent news stands, which is also a great advantage to the trade.

THE RACING RULES FOR 1886.

THE racing Board has been revising its rules for the season of 1886. The Board has added to the rules the spirit of the votes passed a few weeks since, which provides that no records on board tracks or against time shall be accepted, and those which place restrictions on the championships by providing that no prize at the meeting shall exceed \$50 in value, and all entries shall be revised by the board. It is provided that the curb shall be *fixed* as well as "continuous and well defined." The fifteen and twenty-five mile bicycle championships have been given up, and a twenty mile bicycle and two and five mile tricycle championships have been established. It is provided that if two of the three watches mark the same time, that shall be the official time. If all mark different time, the intermediate time shall be taken. The start and finish will hereafter be taken by the *front* wheel instead of the driver. Two rules have been added. One defines a class race, and it reads as follows:

A class race is open only to those who, up to date of the closing of entries, have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances according to the appended table.

One mile.	Two mile.	Three mile.	Four mile
2.45	5.40	8.30	14.30
2.50	5.50	8.45	15.00
3.00	6.10	9.15	16.00
3.10	6.30	9.45	17.00
3.20	6.50	10.30	18.30

—The Cycle.

THE AMERICAN CHAMPION IS A ROADSTER

but it holds the World's long distance record, won by Albert Schock at Minneapolis, Woodside, in a racer nearly 100 miles behind.

WHEEL GOSSIP.

J. S. Prince says he will drive a thirty-six pound tricycle this season.

C. A. Hazlet, of Portsmouth, N. H., has ridden 21,015 miles in six years, 1879 to 1885 inclusive, and this after business hours.

That part of the Pacific slope in the vicinity of San Francisco, is in uproar over the suspension of their pet scorcher, Fred Russ Cook.

Munger has been at it again in the South. At New Orleans last Friday he rode 50 miles in 3 h. 2 m. 34 s., which is a World's record.

Henry Irving the great English Actor, will present the London C. C., of which club he is President, with a tricycle, to be raced for at their first meeting.

The Boston Bicycle Club will hold a "monster" show of two and three-wheelers and accessories in connection with the League Meet. Application for space should be made at once to J. S. Dean, 28 State St., Boston.

A. P. Engleheart, who is "suspected" by the N. C. U., has replied rather tartly to the letter sent him by the executive. He characterizes their attempt to pry into his private affairs as a piece of impertinence.

The *Vermont Bicycle* says that Lewis B. Hamilton has been riding a Star, since his recovery from his unfortunate accident last Fall. He is said to get a surprisingly fast pace out of it; even faster than on his ordinary, which is saying a great deal.

At the annual meeting of the Star Wheel Club of Cleveland, Ohio, the following officers were elected: President, H. E. Chubb; Sec.-Treas., W. Woodruff; Captain, Walter Collins; First Lieut., R. Buck; Second Lieut., J. Hatch; Executive Committee, R. W. Wright and L. S. Copper.

It has been proposed to erect a mural tablet to the late H. L. Cortis, in Ripley Church. The Ripley Road is a favorite highway for London cyclists, and during the height of the season, a short service for cyclists is held at the church on Sunday afternoons. The idea is a good one.

At a meeting of the Lynn 'Cycle club, last Friday evening, the following officers were elected: President, S. S. Merrill; vice-president, John Kimball; secretary, J. H. Shurman; financial secretary, E. M. Bailey; treasurer, W. A. Rowe; club committee, Fred. S. Hitchcock and Edward Story.

"Kaufman's latest at the Royal Aquarium is a marvelous performance wherein he places his machine on two pedestals, raised on tubes five feet from the floor. Upon this none too tempting platform the daring Nick playfully disports himself to the tune of waves of applause." Nick is evidently improving over his American form.

We have received a copy of the 1886 Rudge catalogue issued by Messrs. Stoddard, Lovering & Co., of Boston, Mass. Probably no lines of wheels are more popular in this country than the Rudge, and to those who contemplate purchasing a new mount for 1886 we should recommend them sending to the above firm for a copy.

The Terre Haute Club met last week and elected officers as follows: President, F. Probst; Vice President, Ben. McKeen; Secretary, A. Hulman; Treasurer, F. Fisbeck; Captain, C. Bauer; Lieutenant, E. Hudson; Bugler, H. Hulman. The members are planning for the annual road race for the championship of the club.

The *Bicycling World* appears last week under a new regime. Mr. C. W. Fourdrinier is the business manager, and this gentleman together with J. S. Dean and F. W. Weston, are the editors. The paper outlines a new policy of fearlessness in the utterance of opinion, and in the denunciation of all "unhallowed things."

Messrs. Kaufman and McAnney who use the "Star" machine in their fancy riding exhibitions have made the machine quite familiar to Englishmen. *Wheeling* says of it: "It is one of the best all-round bicycles alike for speed and safety ever invented." We wonder whether the "Star" could not be introduced in England and boomed into popularity.

The Elizabeth Wheelmen held a special meeting last Friday evening to discuss the road race to be given by the Inter. Club Association on Decoration day. A Committee of three was appointed to select a team of four to represent the club on the great occasion. The same Committee will also select a team of eight to contest with a like number from the Kings County Wheelmen.

Mr. T. J. Kirkpatrick of Springfield, Ohio has been nominated for President of the L. A. W. The *American Wheelman* publishes a good cut of Mr. Kirkpatrick and in a sketch of his League work, abilities, etc., it announces that he has changed his one-time stringent views in regard to the present amateur definition, and is now in favor of a simple and liberal ruling.

The *Springfield Wheelman's Gazette* for March, has a full page group of portraits of the prominent cycle manufacturers and agents of this country. The names of the gentlemen held up to public view are: Col. A. A. Pope, H. D. Corey, representing Stoddard, Lovering and Co., A. H. Overman, Will. S. Atwell, Wm. Read & Sons; W. B. Everett, H. W. Gaskell, R. P. Gormully, S. T. Clark, and A. G. Spalding.

A large and fashionable audience thronged the Seventh Regiment Armory last Saturday evening, to witness the Ninth annual games given by the Regimental Athletic Association. The two wheel events on the programme were especially interesting. The one mile fell to A. B. Rich who started from scratch and won by ten yards in 3.13; E. Valentine (30 yards) second. Rich showed in front at the half mile and then nursed himself to the finish. In the three miles handicap Valentine turned the tables winning from the 55 yard mark in 10.15. Valentine gained on Rich from the pistol fire, at one time almost lapping him. On the last lap Rich spurted away but Valentine won by at least 100 yards.

The Long Island Wheelmen have issued an admirable "Year Book" for 1886. It contains the officers and committees for the year, the By-Laws, Rules and Regulations, Rules and Regulations governing Prospect Park, List of runs for the season and general information for members. The book is quite a model in its way. The club has 53 members. Runs have been called for the following dates: May 27, 28, 29, League meet; May 31, Staten Island; July 4, Long Branch; Nov. 2nd, Election day, Roslyn, L. I. Moonlight runs on May 17, June 15, July 14, Aug. 13, Sept. 13, and Oct. 12, afternoon runs every Saturday from May 1 to November 1st at 3 p. m. Morning runs from May 1 to October 1 at 6 a. m.

Among the many new books just published by Messrs. T. B. Peterson & Brothers of Philadelphia, two are worthy of especial mention; Little Heartsease and a Bohemian Tragedy. Little Heartsease is a pleasing story of life in the outskirts of a New England city. The characters are well drawn and the interest is sustained from cover to cover. The Bohemian Tragedy is a powerful and original novel by Miss. Lily Curry, a prominent journalist of New York. A number of prominent Bohemians are brought on the tapis, and their peculiarities are exhibited in an amusing fashion. The plot of the book is a love story, thrilling and dramatic.

A CHICAGO BOY ON A CHICAGO WHEEL.

Albert Schock on the first "AMERICAN CHAMPION" shipped, defeated William Woodside on a racing machine, by nearly one hundred miles, and won the World's long distance record at Minneapolis.

New York and Brooklyn riders are reminded that THE WHEEL may be purchased at any of the downtown stands in New York, and at the Bridge entrance, and foot of Broadway, Brooklyn, early Friday morning.

NOTES FROM BROOKLYN.

THE WHEEL is booming among the Brooklynites.

Little Harry Farr contemplates entering all the handicap races this season.

Progressive euchre parties have been the favorite pastime during the past season with a few clubs.

Mr. H. J. Hall, Jr., has become a resident of Albany, N. Y., but still remains a member of his old club.

Mr. H. C. Mettler has more different wheels than any rider in Brooklyn. "Nobody but the wealthy" etc.

The Brooklyn Bi club is rapidly increasing in membership. It now numbers about 50 members, which is the highest mark ever reached.

The K. C. W. team will give an Exhibition drill at the 23d Reg't Armory, April 15th, and give the soldiers an idea of what kind of a drill can be given on wheels.

Mr. I. S. Bowdish, late of the Bedfords, and now a member of the K. C. W. has been taken very sick at Chicago. His fellow members hope for his speedy recovery.

The Mercury wheel club of Flushing, will apply for membership in the N. Y. & N. J. Road Racing Association. They have some strong Road riders and will make an excellent showing.

My remarks regarding the inter-club race, have met the approval of all the wheelmen, and loud are the praises, that at last some club has had courage enough to meet the Elizabeth team.

The recently elected Lieutenants of the K. C. W., Messrs. Bridgeman and Miller, will make their first appearance in public in an official capacity, April 15th, at the 23d Regiment entertainment.

The K. C. W. has appointed their Race Committee, and as they are all old hands, a great programme of different events can be expected. The date of the race-meet will probably be about June 19th.

The K. C. W's are at last to have a Home Trainer. Their ever active Treasurer has "put his shoulder to the wheel," and is now circulating a subscription paper with that object in view. Messrs. Bull and Bowen, look out for records!

The K. C. W. will close their Social Season in the early part of May, by a Sociable and Dramatic Entertainment. Their May entertainments have always met with success, financially and otherwise, and this one is expected to eclipse anything ever given before.

Mr. Pedersen's Brooklyn friends are all pleased to learn that he has secured the contract to make the L. A. W. medals. But I think the Chairman should go further and change the dies; select a handsome design that will meet with the approval of the race-meet managers.

Lawn Tennis has sprung up among some of the clubs. Courts have been secured at the Park, and all the arrangements are made. The bicycling uniform is appropriate for this sport, and mounting his wheel the tennis fiend can soon speed his way to the Park and to the Courts.

The Home Trainer has arrived. The speed that has been shown on it has inspired new life into the Brooklyn's, so that they have concluded to have a race meeting this summer, perhaps on the Nassau Club's new track, which is expected to be the fastest cinder track in the country.

What's the matter with Rich and Valentine? They scooped everything in the two bi Races at the 7th Reg't games. I understand that Rich is riding faster and spurring better than ever, and Valentine has improved so much that he will make a fast and strong rider for the K. C. W's quartette.

The Annex Club Rooms of this club will surely be established about May 1st. A great many unattached riders as well as club men in that section, are delighted with the project, and of course it cannot but be a success. I have heard mutterings from several small clubs about monopoly, cheek, etc. Others praise the scheme, as the K. C. W. will undoubtedly display the same energy as they have done in the Eastern District. The sentiment in the club is strongly in favor of this Branch Room.

I understand that there is some talk of the New York and New Jersey Road Racing Association holding their first race in Boston or vicinity. I am very glad to hear this subject broached and think it a first-class

idea. From the Constitution of the Association, I learn that the race must take place on Decoration Day, and as many of the contestants will attend the League Meet and have made arrangements to return to New York Monday night, it seems to me that if the race takes place in New York or vicinity, it will tend to lessen the entries, or keep many of the New York State contingency from displaying their loyalty to the League, who would otherwise be found in Boston on May 29-31. Of course the Association does not wish to do anything that would interfere in the least, with the success of the Meet, but I feel confident that if it is finally decided to run the race as suggested, "Ducker & Co." will give all the aid in their power, and help the officers of the Association in perfecting arrangements and carrying out their plans on a much grander and more appropriate scale, than could possibly be expected if the race were run in New York or vicinity.

WHAT I WOULD LIKE TO SEE.

Barkman a Representative.

The State Racing Board appointed.

Joshua Reynolds a Representative.

Seibert ride a bicycle.

The Wayside's consolidate with some club.

The new Park Badges.

Bedford Avenue repaired.

A Brooklyn club win the Challenge Cup.

An acceptance of Mr. Bridgeman's challenge,

Or Mr. Wetmore keep quiet.

Downey never to take a Header.

The Annex club a success.

The Brooklyn Bi Club on good terms with the L. A. W.

Shure and Jones shake hands.

Fisk come around the Rooms.

F. Loucks the custodian of Maps, Books, etc.

All Brooklynites vote for Barkman, Reynolds, and DeGraff for additional Representatives.

THE WHEEL read by all wheelmen.

The Jonah and Tattler at war.

The Tattler keep quiet.

TATTLER

Remember that Stoddard, Lovering & Co. No. 152 Congress St., Boston, carry the largest stock of Cycle Sundries to be found in the U. S.—Adv.

THE AMERICAN CHAMPION AT MINNEAPOLIS

1009 miles and 3 laps in six days of 12 hours each, the World's long distance record, won by Albert Schock on the first American Champion shipped, Woodside on a racer nearly 100 miles behind.

THE E. W. TO THE K. C. W.

Elizabeth, N. J., April 5th, 1886.

Editor of THE WHEEL.

Dear Sir:—I notice in the "Notes from Brooklyn" by the *Tattler*, that the K. C. W's eight will contest with the E. W's team. As his remarks might mislead some, I shall ask the favor of setting your readers straight on the position of our club.

In the first place, Mr. Wetmore has made no boast of the E. W's racing abilities; in fact, he distinctly stated in his article in the *Cyclist and Athlete* that the E. W. did not have any racers. Our only claim has been of good road riders. When we went into the "Team R. R. A.," it was with the idea that the races were to be of such a character as to test the road-riding abilities of the clubs, not of two or three racers in the different clubs; we find we were mistaken, as the sentiment seems to be in favor of as few men on the teams as possible. We do not claim to be able to put four men or perhaps even eight men in the field, to do much against the K. C. W's team, as we do not claim to have any long distance champions, celebrated "stayers, scorers, reliables, teasers, unknowns of remarkable speed, etc. etc.;" but we are still here, and will put out our team of club riders, to stand up or be knocked down, as the case may be; but we propose to take our defeat on the road, if it has to come, and not on paper.

But whether we are successful or not, we will still have accomplished our leading point, that of inaugurating large teams and long distances as the test of the reliable road-riding abilities of clubs, and at the same time promoting a feeling of good fellowship, and honorable rivalry between clubs, and thus tending to the advancement of our mutual sport.

Respectfully,

G. CARLETON BROWN,
Pres. E. W.

NASHVILLE B. C. ENTERTAINMENT.

The Nashville B. C. gave an enjoyable reception and entertainment at their club rooms, 23 North Summer St., on Tuesday evening, March 30. The entertainment was opened with a half-mile race on "home trainers." E. D. Fisher won in 1 m. 7 s.; Bowman Duncan, 1 m. 11 s.; D. Talbot, 1 m. 13 3-4 s.; K. Vanderford 1 m. 15 1-4 s.

A skillful exhibition of Indian clubs by George H. Hammersley, Jr., followed. After a song and encore by Miss Emma Johnson, an exciting three-eighths mile "home trainer" race was contested, E. D. Fisher

winning in 49 seconds; D. Talbot, 50 1-2; B. Duncan, 51 1-2 and R. Vanderford, 53 1-2. After a piccolo solo, recitation and reading by E. D. Fisher, a quarter-mile "home trainer" race was ridden with the following result: B. Duncan, 30 1-2; D. Talbot, 41 1-2; R. Vanderford, 32 1-2.

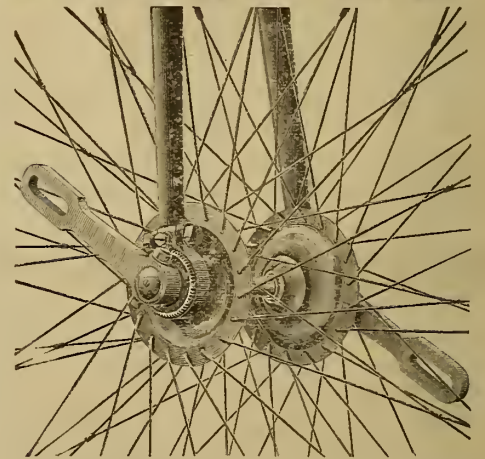
THE SPRINGFIELD ROADSTER.

Many of our readers will remember the reports of a bicycle which was exhibited on the Springfield track last Fall. It was called the "Cyclone" and its inventors claimed for it the combined excellencies of the "Star" and ordinary machines. Various rumors about the machine were published during the winter, but the first authoritative story appears in the *S. W. Gazette* for March.

The new safety wheel is attracting a great deal of attention among experts and road riders as a safety wheel and hill climber. What the inventors of this wheel, Messrs. Yost and McCune, claim for it is speed, power, and comfortable riding, as there is no danger from "headers"; ease of movement, owing to the use of the walking levers. Yet preserving the beauty of the crank wheel, by applying the levers to the large wheel, its general appearance differs very little from the Columbia or any of the crank wheels, except as to their improvements. The rear wheel is very large, thus insuring less jar in running over obstructions; also shortens and strengthens the backbone and fork. The levers are fastened by a forward projection on the fork and then extended backward underneath the large wheel shaft on each side until they reach directly underneath the saddle, or on a vertical line with the weight of the rider, which becomes quite a factor in applying the power and propelling the wheel, as the rider can by standing erect throw his whole weight upon the levers, thus combining weight and strength. Beside, the levers can be worked at any portion or angle of the stroke, and at the full stroke together or alternately, as the rider may choose. The clutch mechanism for propelling is so arranged that the speed may be increased or diminished to suit the capacity of the rider. The clutch mechanism also prevents the fork from tipping forward, thus preventing "headers," as it locks itself to the forward or large wheel shaft as the rear one may show a tendency to leave the ground, propelling it at even greater speed, which increased velocity, or rotary movement of the forward large wheel, prevents the rider from reaching a position forward of its center, and from where "headers" are taken. The position of the lever fulcrum can also be changed, so as to enable a tall rider, if he so chooses, to begin on a small wheel with full stroke and without being in a cramped position. The Pope Manufacturing Company have completed arrangements with the inventors to build this wheel, under royalty, in a high grade wheel, Messrs. Yost and McCune reserving the right to manufacture a plain finish wheel, not to exceed \$50 retail, with the full benefit and use of the Pope Company's patents under license from them, for any part they may choose to add to their wheel for convenience and perfectness to meet the trade demands or opinion of the riders. They propose to build and market a good, substantial, strong, and durable wheel, which will meet the de-

mands of the riding public and be within the reach of all who may like to ride either for business or pleasure. The inventors are both practical men, and have been in the manufacturing business for years,—who learned to ride the different makes of wheels for the purpose of improvement and to learn fully the wants of the wheelmen before taking any steps in that direction.

ROYAL MAIL BICYCLE.



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

NOTE THIS TYING.

A Great Success!! We are having a greater demand for Royal Mails than ever before.

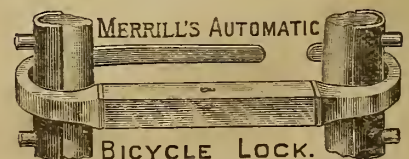
Common Sense Improvements. A Superb Wheel. Book your orders in time.

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SOLE AMERICAN AGENTS.

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CHAS. SCHWALBACH, 124 Penn St., Brooklyn.

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

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Fall River, Mass., U. S. A.

THE WHEEL.



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.

SEND BY FREIGHT

and save money.

Now is the time for all those who wish to have their 'CYCLES OVERHAULED, ALTERED or REPAIRED.

Every machine should have its bearings cleaned, adjusted, and thoroughly overhauled, during the winter months.

Do not put it off until the last moment, when "pressure of business" means delay and disappointment.

Special appliances for repairing every make of 'Cycles. Repaired machines stored free.

ZACHARIAS & SMITH,
NEWARK, N. J.

MATCHLESS METAL POLISH.

A clean, pure creamy white paste, warranted free from acid, poison or grit. Its SUPERIOR merits over the Red Pastes are apparent to all who have used both. Mailed free on receipt of 25 cents. Send for sample box and you will use no other.
Address **T. HUNT STERRY,**
435 Flatbush Ave., Brooklyn, N. Y.

Schools for Dancing and Deportment

No. 578 FIFTH AVENUE

(Opposite Windsor Hotel.)

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

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

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

For further particulars send postage for circular to

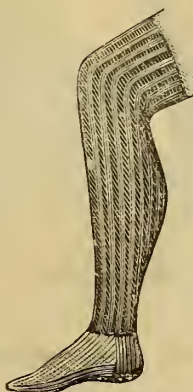
P. HARVARD REILLY Prin'l,

Reilly's School for Dancing and Deportment,
No. 578 Fifth Avenue, New York City

MATCHLESS METAL POLISH.

A clean, pure creamy white paste, warranted free from acid, poison or grit. Its SUPERIOR merits over the Red Pastes are apparent to all who have used both. Mailed free on receipt of 25 cents. Send for sample box and you will use no other.
Address **T. HUNT STERRY,**
435 Flatbush Ave., Brooklyn, N. Y.

They're NOT English, you know,



"Club Hose."

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

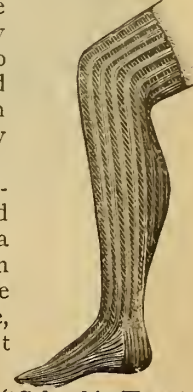


THE attention of the trade is respectfully called to our "Club Hose," a standard and reliable article, which

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. A liberal discount is made to the trade, and correspondence is invited.

THEODORE GOETZE & CO.,
256 GRAND STREET, NEW YORK.



"Columbia Hose."

YOU CAN BUY A NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

For Less than the price of a good second hand, low class wheel.

This is an opportunity to get a wheel for little money. Do not loose it. Only a limited number for sale and they are

BARGAINS EXTRAORDINARY

Send for descriptive price list and mention this paper.

S. T. CLARK & CO. - BALTIMORE, MD.

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LESS THAN TWO CENTS
PER WEEK.



\$1. a Year.

LESS THAN TWO CENTS
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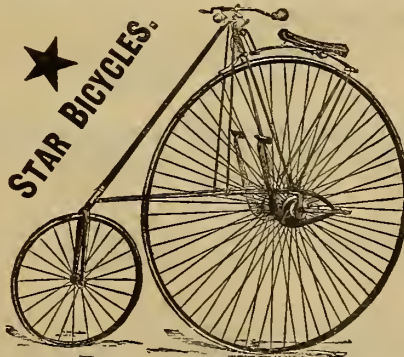
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