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A JOURNAL OF CYCLING

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To Subscribers and Correspondents.

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

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

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

GREETING.

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

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

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

A "WHEEL" FREE.

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

A club room is incomplete without several good bicycle papers and some of the monthly magazines, to which the members can resort for amusement and instruction. We offer the *Wheelmen's Gazette* and THE WHEEL for \$1, the regular price of the *Gazette* being 50 cents per annum. It is a most excellent monthly, and is read by thousands of wheelmen. The *Cycle* and THE WHEEL will be sent for \$1.75, only twenty-five cents advance on the regular subscription price of the *Cycle*. This is a new wheel paper, conducted by Abbot Bassett, formerly editor of the *Bicycling World*. The regular price of the *Bi. World* is \$1.00, but on receipt of \$1.50 we will include one year's subscription to THE WHEEL. The *World* is one of the pioneer bicycle papers, and is ably edited by a corps of prominent wheelmen. We send *Harper's Young People* and THE WHEEL for \$2, the regular price of *Young People*. This is a well-known and widely read weekly, specially published for young people, though we know that old people will read it with pleasure. Any wheelman subscribing to THE WHEEL can, by sending an additional dollar, make happy any young people who may be around his home. The regular yearly subscription price of *Outing* is \$3, for which price we also include THE WHEEL. It would be useless for us to assert the merits of *Out-*

ing, so famous has it become. No wheelman, sportsman, or lover of out-door life should be without it. All its stories are out-of-doors, and *Outing* has a staff of writers, who picture nature in a most enjoyable fashion. After *Outing* will be found the *Century*, *Atlantic*, the *Harper's* and *Frank Leslie's* publications, *Puck*, *Popular Science Monthly* and others. All these have obtained a world-wide reputation, the circulation of some of them surpassing 100,000. The magazines come out each month, with fresh and high-class matter, and those who read them regard their monthly appearance as a treat. We are now ready to receive subscriptions, and the wheelmen and others can send for their favorite paper or magazine at once.

THE CLUB COPY.

One of the meanest forms of economy the wheelmen can practice is the weekly perusal of the "club copy." He may probably have to wait his turn an hour, and when he does get the club copy, it may be thumbed, torn, or otherwise mutilated, but these things go for naught, for is not the wheelman saving two cents. Now we believe that it is not the economic principle, that induces the larger number of wheelmen to suffer the discomforts of the "club copy," but he will not take the trouble to enclose his subscription fee. The cycling papers are run for profit, but unlike regular newspaper ventures, they publish a vast amount of free advertising, and clubs and individuals are greatly helped thereby. It is their duty to reciprocate by subscribing to the papers, which do so much for their advancement, and for the dissemination of cycling knowledge. THE WHEEL costs but one dollar per year, less than two cents per week. But we even offer a year's subscription free. Every man wants a monthly magazine, or a high class weekly in his home, and by subscribing to any of these publications through THE WHEEL, we are enabled to offer a yearly subscription to any paper free.

Chairman Bassett has expelled and declared to be professionals, Messrs. Weber, Kluge, and Whitten, for competing with the makers' amateurs at the Lynn Races. For competing in races not run according to L. A. W. rules, the following men have been suspended till June 1st: Geo. W. Porter, Lynn; F. B. Kimball, West Somerville, Mass.; C. E. Tracy, Waltham; A. E. Jacobs, Boston; C. A. Stenken, Jersey City; A. D. Grover, East Boston; F. B. Brigham, North Attleboro, and H. D. Getchell, Cambridge.

The Inter-Club Road Race will be held next Saturday, over the Irvington-Milburn course, the start being made at four o'clock. The course begins at a point on Clinton avenue, 2½ miles from Newark. Of the eleven clubs entered the Pegasus has dropped out, the Brooklyns have withdrawn, being unable to get a fourth man, and the expulsion of Kluge greatly weakens the K. C. W.'s chances. Circulars giving full information will be sent out this Saturday to all clubs.

The League Meet, like Christmas, comes but once a year, therefore we may be pardoned for devoting almost this entire number to the doings at Boston. We have a number of articles and interesting paragraphs left over, also many trite subjects to write up, but we are compelled to leave them over for next week. It simply can't be helped, but we think our readers will have no cause for complaint against this number, the League Meeting making very interesting reading.

THE LEAGUE MEET.

The great meet is over, and Boston once more settles down again to bread-and-butter existence. For five days the beany capital was invaded by a Knickerbockered army. They were a peaceful army, however, and while the provisions held out, the Bostonese had nothing to fear. From Thursday morning, when all good wheelmen flocked to see Weber climb Corey Hill, until the last act of the Lynn Races on Monday evening, the wheeling inhabitants had a sort of confectionary existence; little work, much play, big eating, and bigger drinking. For weeks they were deep in preparations and then when the critical time came, they made holiday, in order to properly entertain their guests. During this time things went on with a grand swing, and he must indeed be a grumbler from Grumblerville, who went home unsatiated. And yet there were two opinions as to the success of the meet. There certainly were not as many present as was expected. The meet might have been a Massachusetts State Meet, for outside of New York City and vicinity, the representation of other sections was conspicuous by reason of its smallness. By far a large majority of visiting riders, came from Massachusetts towns. In point of general attendance, then, the meet might be considered a failure, by those who expected at least 5,000 to come to Boston.

The central point of the meet, and that portion of Boston which the wheelmen evidently considered as home, was the Vendome, and Mechanics' Building, at which the "Cycleries" was being held. The Vendome is situated in the Back Bay, or aristocratic district, about one and a half miles from the "marts of commerce." It was rather high-priced—\$4.00 per day—for the general cyclers, and the result was they sought the cheaper hotels along Washington Street. Every morning they could be seen riding or walking towards the Mechanics' Building and the Vendome, which points were the centre of all information, and the starting points of all runs. Late at night, they again returned to the business quarter of the town. We think the wheelmen would not feel so scattered or lost, had any of the groups of hotels that are to be found on Washington Street been patronized.

The many runs that had been arranged were well patronized, and they probably furnished much of the real enjoyment of the meet.

The business meeting was a disappointment. It was not regularly called, and consequently was unofficial, and this, together with the fact that it was called an hour after the advertised time, are ample reasons why so few attended. The business meet has now become a mere farce, for there is nothing

left for the members to do. The disposal of the makers' amateur question, was about the most stupid thing we ever saw. A great issue settled by a few hundred men, without a word of real or intelligent discussion of either side.

The officers meeting disclosed considerable opposition to Secretary-Editor Aaron. It was claimed that he did not fill his office properly. It was little short of impossible to get him to settle State Division accounts, he had become personally abusive in the *Bulletin* and his accounts were so far behind, and his annual report so incomplete, that no idea of the financial condition of the League could be obtained. It was claimed that Mr. Aaron's absence was a ruse to gain sympathy, and had he been present, he would have been slid into obscurity, there to remain. It has also been decided, so we were told on good authority, that Mr. Aaron would be asked to resign in a week or two. Abbott Bassott will be nominated as his successor. There are three other candidates, among whom we understand are Burley B. Ayers and H. S. Wood. The formation of the American Cyclists' Union, and the general where-is-this-thing-going-to-end feeling, seemed to dispel the harmony that should exist at a League Meet.

The parade and banquet are fully treated below. Altogether, the meet may be regarded as a failure or a success, depending on the makeup of a man. If you enjoyed fine riding, beautiful weather, and plenty of good fellowship—and who does not appreciate all of these—the meet was undoubtedly a great success, but if you have perplexed your brain with legislative matters, hoping to see this, that, or the other thing righted, why, you have good reason to think the meet a colossal failure.

THURSDAY—FIRST DAY.

THE COREY HILL CONTEST.

This contest, which took place at eleven A. M., might properly be considered the opening event of the League Meet. Corey Hill is well known to American wheelmen as a poser, and to have conquered it, entitles the victor to a certain amount of admiration and respect for the Samsonian qualities of his calves. The hill is on Beacon street. It is 2,300 feet long, 169 feet high, has an average rise of one foot in 11.41, and at one point it has a rise of 1 foot in 7.85 feet. For a long time, Mr. H. D. Corey, from whose progenitors we believe it derives its name, held a species of mortgage on the hill, and used to make light of mounting and remounting it, without dismounting, to the admiration and astonishment of all beholders. Last October, however, a hill contest was held, and W. W. Stall gained the top in the record time of 3m. 24s. On Thursday morning a large crowd witnessed the race, some at the start, others at the finishing point, and still others accompanied the racers all or a part of the journey. At 11.05 o'clock, C. E. Kluge was given the word. Three others were sent off at short intervals, the race being a time competition. The report of the timers showed that Weber had won the contest and beaten record. He rode in a League cloth suit, with long pantaloons. This fact together with the high wind which blew across the hill, adds to the merit of the record. Weber started slowly, and husbanded his strength for the steeper part of

the hill, proving that head-work is an important item in a contest of this description. Summary:

1. G. E. Weber, Smithville, N. J., 3m. 16 3-5s.
2. Wm. Haradon, Springfield, 3m. 42s.
3. C. E. Kluge, Jersey City, 4m. 13 4-5s.
4. C. H. Crosby, Bangor, Me., fell.

A tricycle contest was also on the cards, but only one man appeared, and he rode over the course in 4m. 14 3-5s. John Williams, Dorchester, Mass., then gave an exhibition on the tricycle against time, riding over the course in 4m. 02 1-5s.

Officers—Judges: Dr. W. G. Kendall; C. S. Howard, and H. W. Hayes, Cambridge. Timers, N. Ethier, Wm. Rogers, R. E. Bellows and Gideon Haynes. Starter, E. S. Wheeler.

THE "CYCLERIES" OPENS.

The Boston Bi. Club's Cycle Show, familiarly dubbed the "Cycleries," opened at noon, the venue being Mechanic's Building. A number of ladies and gentlemen visited the show, listened to the good music furnished by the Salem Band, percolated through the avenues and groves of wheels, rode on this, examined that, and learnedly (?) discussed the other thing. The show was kept open till 10 P. M. The attractions of the evening commenced at 9.15, with a mixed exhibition on the stage, by Messrs Lester and Alden. These men are a sort of acrobatic Admirable Crichtons, since they do trick bicycle riding, ground and lofty tumbling, and contortion acts equally well. An exciting home trainer race also interested the audience. The distance was three-quarters of a mile, bell-tap at each quarter denoting the progress of the races, and keeping the public at fever heat. The competitors were: A. W. Porter, Newtown; W. L. Booth, and G. K. Wallace, East Orange, N. J. Wallace started at a terrific pace and had a long lead at the quarter. At the half both he and his fellow-townsmen slipped their pedals, and the Newtown man rushed past them, and told-tolled-off his third bell in 60 seconds; Wallace, 61 3-5s; Booth, 63 1/8s. A detailed story of the exhibits will be found on another page.

THE PROMENADE CONCERT

Was held at Music Hall in the evening. Nearly 1,000 people were present, probably 800 being uniformed wheelmen. They occupied the ground floor, and irrigated, fed, smoke, and sang snatches of popular airs to the Boston National Guard Band's accompaniment. The galleries were occupied by wheelmen and their lady friends. The programme was as follows:

PROGRAMME.

1. March - - - Wheelmen.
2. Overture - - - L'Espoire L'Alsace.
3. Oh! How Delightful! - - Medley.
4. Cornet Solo - - - Levy.

WILLIAM HILL.

5. Concert Waltz - Autumn Flowers.
6. Bric-a-Brac - - Medley-Misused.
7. Forge in the Forest - - Descriptive.
8. Mikado Selections - - Sullivan.
9. Piccolo Solo - - Selected.

H. ROACH.

10. Iolanthe Selections - - Sullivan.
11. Sleigh-ride Polka - - Descriptive.
12. Martha - - - Selected.
13. Spanish Fantasia - - Misused.
24. Grafenberger Waltz - - Gung'l.
15. Pot-pourri of Popular Airs - Damm.

THE RUNS.

The rainy weather of the afternoon greatly interfered with the success of the runs that had been projected to favorite local points. A ladies' run started from the Vendome at 10 A. M. About sixty people participated, twenty-seven being ladies. F. W. Weston, Chief Consul of the C. T. C., led the line on a Sociable, his wife accompanying him. The route led to Chestnut Hill, via Longwood, Corey Hill, Brookline, Chestnut Hill Station to the Faneuil House, where the party dined. The roads were excellent, and the ride very enjoyable.

FRIDAY—SECOND DAY.

The weather gods must have held a caucus on Thursday night. His Majesty, Sol., had apparently used an unlimited amount of Sapolio, for he rose in splendor, and put in a good record for the day. The sky was cerulean, flecked here and there with fleecy cloudlets, that only set off the blue-vaulted back-ground. The wind was tempered into an agreeable ripple, there being just enough to rustle the trees that beautify Commonwealth Avenue. This is to be a great day, for it is the business-day of the Meet, on which the officers are to be elected, and the bitter maker's amateur imbroglio decided one way or other. The throwing out of half a thousand New York and Pennsylvania ballots cast at the late election was to be thoroughly ventilated, and somebody was going to be hauled over the coals. One local paper announced that "the business meeting will probably last from 9 A. M. till late at night, so great is the amount of business to be brought up." The story given below proves how wild was this statement, yet it was only a reflex of the general opinion. Besides the business meet, the events of the day were the meetings of the Board of Officers, and the decision of the Boston Bi. Club's Tricycle road race.

A RECORD TRICYCLE RACE.

The Boston Bi. Club's "third annual" was the first event of the day. The course was from Bailey's at South Natick, to a point on Beacon Street, opposite the club-house. At six A. M., C. O. Danforth, of Cambridge, mounted on a straight steerer, and John Williams of the Massachusetts B. C., riding a Quadrant were sent on their journey. Three minutes later—the affair being a handicap, Burnham, of Newtown, started after them on a Singer straight steerer. He passed his competitors at Newtown Lower Falls, and being joined by peacemaker Crocker, rapidly pushed his way over the muddy roads, and crossed the finish line in 1h. 4m.; distance about 16½ miles. This time beat Burnham's record, made two years ago, by 6m., 40s; Danforth finished second, but was awarded first prize, Burnham being an expelled man, and not a regular competitor.

BOARD OF OFFICERS MEETING.

At 10 o'clock the Board of Officers met in the Gymnasium of the Massachusetts Club House. Immediately after the meeting was called to order by the President, the old Board was, on motion, adjourned *sine die* and the new

Board at once went into convention, with Burley B. Ayers as Chairman, and John A. Wells, of Philadelphia, as temporary Secretary, representing E. M. Aaron. After reading the list of proxies representing absent members, the election of officers was proceeded with. There had been no nominating caucus held by the old Board, curiously enough, and this somewhat retarded business. Upon calling for nominations for Presidency, John C. Gulick, of the Citizens Bi. Club, nominated N. M. Beckwith. Mr. G. C. Brown, of Newark, and A. S. Parsons, of Boston, seconded the nomination, and there being no other nominees Dr Beckwith was re-elected by a unanimous vote cast by the Secretary, upon motion of W. I. Harris, of Boston. The absence of other nominations for the great office was a surprise, as Messrs Ducker and Terry were both regarded as probable candidates. After the President had been escorted to the chair, and had thanked the members for their continued confidence and support, the nominations for Vice-President were in order, and T. J. Kirkpatrick, of Springfield, Ohio, being the only nominee he was elected unanimously. Sanford Lawton, Springfield, Mass., was elected Treasurer, and John C. Gulick, of New York, was elected as third member of the Executive Committee, both gentlemen receiving unanimous votes. This was harmony with a vengeance. Mr. Ducker thought a Secretary should be elected, but Pres. Beckwith declared the office not vacant, with which opinion Mr. Ducker did not agree. He declined to appeal from the President's decision, and the question of a new Secretary-Editor was not further pressed. On motion, the reading of officers and committee Chairman's reports, with the exception of that of the Secretary-Editor, was postponed to the general meeting.

The Secretary-Editor's report was read by J. A. Wells, a member of the Secretary-Editor's office, Mr. Aaron being on a Southern recruiting vacation. The substance of the report is as follows: Renewals for current year, 4379; new members to date, 4084; total, 8463, an increase of 64 per cent over 1885. The 8463 members were apportioned as follows, on May 22nd. New York, 1432; Massachusetts, 1344; Pennsylvania, 1218; New Jersey, 831; Ohio, 734; Connecticut, 518; Missouri, 466; Illinois, 374; Michigan, 188; Maryland, 165; New Hampshire, 138; Indiana, 129; California, 124; Rhode Island; 108; Iowa, 97; Maine, 77; Kentucky, 68; District of Columbia, 53; Tennessee, 51; Nebraska, 50; Virginia, 49; Louisiana, 45; Wyoming, 43; Colorado, 42; West Virginia, 32; Kansas, 31; Wisconsin, 22; Delaware, 20; Alabama, 12; Georgia, 11; Texas, 11. The success of the *Bulletin* was fully treated. The cost of publishing was but half of what it had been last year, and it was opined that in another year it would be self-supporting. After considerable elocutionary sounding, Mr Harris envolved the fact that the expenses of conducting the *Bulletin* during the year were \$7365.65; receipts, \$6120.13; net loss, \$245.52; which, says the report, is a *gain* of \$2500 over the previous year. Rather a negative gain we think, and the successful tone of the report received a sad set-back from the naked figures. In other words the *Bulletin* has cost the League \$4991.40. The report concluded with a eulogy on the conscientious and laborious work performed by the Secretary-Editor. On motion of Mr. Harris, who deemed the report unsatisfactory

and incomprehensive, it was laid on the table after considerable discussion.

The Treasurer's report was next called for, but that official being absent, no report was made. On motion of Mr Dean, this report was ordered to be printed in the *Bulletin*. The absence of any satisfactory statement of the present financial condition of the League, was the occasion of much acrimonious discussion. It was stated that the Secretary-Editor was expected home on that day, and that the needed and much desired report would be shortly forthcoming. It was the general opinion, that Mr. Aaron's indisposition had prevented him keeping his books well up.

The reports having been acted upon, Mr. Luscomb gave notice that he would, at the business meeting, move the following amendments to the Constitution: Article 4, section 1, referring to the voting blanks sent to members, "and each blank shall designate the number of representatives for whom the member is entitled to vote." Section 2, 5th line, after the words "entitled to," strike out "under these rules" and insert "on March 1st," also adding the additional balloting explanation, "except in Divisions of 500 members or over, where special regulations regarding the ballot have been adopted. Insert after section 2, line 5. "Each state Division comprising a membership of 500 or over, and such Divisions as may hereafter reach such limit, may make such rules and regulations, not inconsistent with the Constitution of the League, regarding the method of apportionment, casting and counting the vote for Chief Consul and Representatives, as its officers may adopt, providing only that the number of representatives so chosen shall be indicated by the membership of the Division on March 1st." This is explanatory of the amendment to section 2, and it is designed to facilitate the work of counting the annual vote, all of the votes cast having in the past been counted by the Rights and Privileges Committee, a most arduous task. After some prolonged discussion on divers things, the meeting adjourned till 2.30 p.m. on the same day.

THE GENERAL MEETING.

The colossal Mechanics Building is being decorated and fitted up for a cheap summer bazaar; a sort of permanent fair. Consequently the wheelmen on legislative thoughts intent, passed along the cool hall between rows of tall potted plants, and under yards and yards of evergreen streamers, that were wound round the pillars and the girders that support the galleries and roof. Rows of chairs were ranged in front of the platform on which the President was to sit. At ten o'clock, the published hour of commencement, scarcely a dozen wheelmen were in the hall. Later on these left and others took their places. After a while fully twenty had congregated, and these held a burlesque meeting to pass the time. A President was placed in the chair, the men fought for the floor, five at a time, or voted on makers' amateurism, threatened, appealed, and altogether had a lively time; much more so in fact, that they had at the regular meeting. In the midst of an exciting time, the tall form of Dr. Beckwith was seen approaching, and the pseudo President sheepishly retired.

It was exactly 11.30 when Dr. Beckwith called the meeting to order. There were probably 200 men present. This meeting had been anticipated for weeks. It was written

up and down, was to be as full of business as a good egg is of meat, and as lively as a disturbed hornet's nest. The good were to be rewarded, the wicked punished, and last and best the "amateur rule" that king of "chestnuts," was once more to be resurrected, dissected, and reconstructed on a liberal basis by the liberal party, or ratified in its old form by the conservatives. There are some good old proverbs, which will always bear quotation, and we could not help remarking to a League member, just previous to the meeting, that "it is always the unexpected that happens," and that when so much is promised, very little is apt to be accomplished. We suspicioned that the prophesied "liveliness," would be conspicuous by its absence, and in truth it was. The meet was as tame as a female seminary's constitutional promenade, or a mile walk between two rows of freight cars.

Dr. Beckwith opened with a reference to the meagre attendance, attributing it to the beautiful weather and superb roads, a combination dear to the wheeling heart. The Doctor briefly referred to the business transacted at the Board meeting, and announced the result of the election of officers, as given above. Mr. Parsons then took the chair, and President Beckwith commenced to read his annual report. Dr. Butler moved that the reading of the report be dispensed with, in order to save time. Motion lost, but four voting for it. President Beckwith then proceeded. After dwelling on the financial and numerical progress of the League, pointing out the large number—388—admitted May 15th, the report spoke of the success of the *Bulletin* and its value as a proselyter. The efforts of the Secretary-Editor, the work of the Racing Board, and the Transportation Committee and Touring department, all received high encomiums. The names of departmental heads were all greeted with applause. On motion of Mr Jones, the report was accepted.

The Chairman of the Racing Board then mounted the platform amid pin-drop silence, and prepared to read his annual report. He began in a sad modulated tone, as one suffering deeply and unjustly. Indeed we could easily fancy ourselves listening to an exhortation to penance, so pulpity was the elocution of the speaker. The report was a very lengthy document. It was in the nature of a defence of his recent action, although Mr. Bassett took particular care to state that the Racing Board needed no defence, and wanted none. Launching into makers' amateurism at once, the Chairman pointed out that at Buffalo the members had upheld a strict amateur rule. The maker's amateur system was fully discussed, and it was the general opinion that something should be done in order to carry out this idea, clubs had been requested to refuse the entries of men known to be in the employ of manufacturers, but in no single case was the request of the Racing Board complied with. The Chairman stated that riders were seldom consulted as to their appearance at this or that race-meet, but their makers were consulted, and the men were "billed" or not, as they saw fit, the entrance fees being paid out of the manufacturers tills. One large club in Massachusetts had filled their entry list, without personal communication with a single man. The Chairman also stated that he had in his possession an untold number of confidential communications, which gave him the inside track on every prominent racing man in the country, and yet he was

not at liberty to use a line of this evidence. After much thought, the plan of charging the men as guilty and leaving the proof of their innocence with themselves, had been decided upon and carried out as the most feasible and least expensive plan to the League. The Chairman thanked the racing men and the dealers for the courtesy which he had received from them, but he could not say the same for League clubs and the press, which had roundly abused the Racing Board. After quoting from Consul Kirkpatrick, who believes that "the amateur rule is the cornerstone of the association. Weaken that and the whole edifice will tumble about our ears," the Chairman continued and pointed out the advantages of the entire nullification of the rule, whose power and purity he had just quoted, and by so doing, commended and countenanced. He referred at length to the advantage of throwing open the League doors to all. The Chairman called on the League to indorse the action of the Board, or reinstate the expelled and suspended riders, and then concluded with an announcement of his retirement from the Racing Board. The Chairman then read a letter from Fred G. Sholes, N. H. Van Sicklen, and E. L. Miller, all members of the Board, who expressed their concurrence with his views, and approval of his action.

On motion of Mr. Dean the report and appendices were accepted. The appendices contained the year's routine work of the Board. In answer to a request whether the acceptance of the report carried an endorsement, it was stated that such was presumed to be the case. J. S. Dean could not see it in this light, and it was finally decided that the usual courteous vote of acceptance did not carry with it any endorsement. Dr. Butler, of Boston, thereupon moved the endorsement of the Racing Board's action. Motion carried without discussion.

Mr. Bassett pointed out that it would be more satisfactory to vote on the different portions of the report separately, and this suggestion was adopted.

The names of the thirty expelled men having been read, Mr. Ducker moved their reinstatement, with the exception of two, O. H. Johnson and William Brooks, both of whom were avowed professionals. Dr. Butler, of Boston; Mr. Carroll, of Indianapolis; G. R. Bidwell, of New York; W. I. Harris, of Boston; and Dr. Cooley, Plainfield, N. J., spoke briefly against this course. H. G. Ducker was the only man who spoke in favor of it. Upon putting the question, the fate of the makers' amateurs was sealed by a unanimous vote, the thunderous aye making it unnecessary for the other side to show its strength, or rather weakness.

By another unanimous vote the members endorsed the suspension till May 31st, of several men who had collided with Rule H.

The report of the Rules and Regulations Committee being in order, W. I. Harris announced that the Committee had no report to make, as the rules were considered excellent, as they now stand.

A rustle of applause waved Burley B Ayers to the platform, whither he had been called to present the Transportation Committee's report. It was very brief. All roads west of Buffalo and Pittsburgh and many roads east of these points carry wheels free. But one railroad had "held the fort" against Burley's vigorous cannonading. The Fitchburg R. R. had, on the day previous, notified the Chair-

man that in future it would carry wheels free. The Board was working on New England corporations, which were the most close-fisted of the lot, and they looked for an early success. "All we want," remarked B. B. with the utmost naivete, "is that bicyclists be considered as theatrical companies," which sentiment was received with a storm of ludicrous applause, while the blushing Burley retired.

He was not permitted to enjoy his privacy, being again called upon to "talk" for the Touring Board. He stated that the organization of the Board had been completed, marshals appointed, etc., the Chief Marshall or Tourmaster being G. R. Bidwell, of New York. He referred to the proposed trip of the Big Four Tour, and also mentioned the European trip, which was to be undertaken next year, and for which foreign agents were already making preparations. The C. T. C. has promised that it will show Americans how it can entertain, which meant a good deal, slyly remarked the Chairman.

The Report of the Book-maker, H. S. Wood—rather ambiguous title—was read by John A. Wells. It treated of the road-books and maps gotten up by the various State Divisions, and spoke hopefully of the N. Y. State Road-Book, that is to be. There being no further reports to be heard, miscellaneous business was in order. Mr. E. J. Schriver, referring to the reasons of the small attendance given by President Beckwith, stated that he thought there was another and more important reason, that had not been mentioned. It was, that there was simply nothing for the members to do at the annual meet, for the recent changes in the Constitution transferred all the business to the hands of the Board of Officers. He moved that it was the sense of the meeting, that the Board of Officers be instructed to so change the Constitution, that the President, Vice-President, and the Treasurer, be elected by the members at large at the annual meetings. The motion undoubtedly embodied the opinions and ideas of a large number, for it was carried unanimously.

Abbot Bassett then trotted out his hobby, viz., the admission of professionals to the League and the abolishment of all distinction, by moving the abolishment of the amateur rule. W. I. Harris immediately moved to lay it on the table, but on Mr. Bassett's urgent request, he withdrew this motion, that the idea might be discussed. A dead silence prevailed, but Mr. B. called upon the friends of the racing men, pointing out that by this means they could reinstate the expelled racing men. Mr. Ducker caught at it as a drowning man clutches a straw, and he rose and declared himself in favor of such a move. But when the question was put, the motion was killed by a large majority, and Mr. Bassett stored this dead issue in his mental refrigerator, whence he will withdraw it next year, to expose it to another discharge of buck-shot. It is claimed, and in the light of the facts, with very good foundation—that all Mr. Bassett's actions for the past two months, have been but stepping stones to his attempted abolishment of the amateur law, and looked at it in this light, it is something to be thankful for, that he received such a set-back.

After passing the usual congratulatory motions of thanks to the Boston Club, who had tendered them the meeting hall, and to the Racing Board and Transportation Committee, the meeting adjourned.

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

Messrs. GORMULLY & JEFFERY, City:

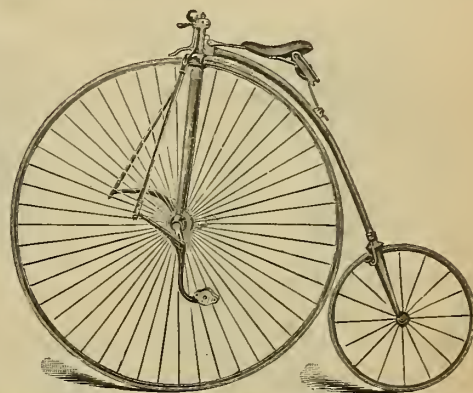
Please furnish me at your earliest opportunity one American Safety Bicycle, 42 inch. ball bearings all over. You may deliver same at my residence, 6515 Harvard street, Englewood.

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

Yours respectfully, E. C. STUART.

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

H. T. APPLEBY



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BOARD OF OFFICERS ADJOURNED MEETING.

A second meeting of the Board was called at the Massachusetts Club-House, to finish up the business left over from the morning session.

The President announced the following appointments: Chief Consul of Wisconsin, A. A. Hathaway; Representatives, New Hampshire, W. E. Stone of Concord; New York, A. B. Barkman and W. W. Share. both of Brooklyn; Indiana, W. E. Edgerton, Fort Wayne, Ind'pls.; Massachusetts, Chas. S. Howard, of Boston; Ohio, Frank S. Caselberry of Mansfield, and Frank H. Chapman of Toledo; Pennsylvania, J. A. Wells of Philadelphia; Missouri, Arthur Young of St. Louis; Nebraska, Warner M. Rogers.

Charles S. Luscomb brought up the motion passed at the general meeting, instructing the Board to change the Constitution, transferring the election of the President, Vice-President and Secretary from their hands, to the annual meet. Mr. Luscomb moved the necessary change, but on a point of order raised by Mr. Slocum, the President decided that due notice of the proposed change had not been given. Mr. Luscomb appealed from the decision of the Chair, but his appeal was lost. He then gave notice of his intention to renew his motion at the proper time. After considerable discussion, the change suggested in the general meeting was referred to the Rules and Regulation Committee, without endorsement, and there the matter will probably end. This Committee was also instructed to make rules embodying the duties of Chief Consuls, and also to define a League Club.

The announcement was made that a petition from D. H. Renton, asking for reinstatement, was in the hands of the Secretary, but the President refused to hear it read. The meeting adjourned, after a vote of thanks to the Massachusetts Club for the use of their club-room.

TOURS, RUNS, ETC.

In the afternoon over one hundred men, commanded by Captain Peck, had a run to Echo Bridge, where in the language of the guide-book, fifteen different echoes may be heard. The scenery was very enjoyable. A number of Citizens, escorted by members of the Massachusetts Bi. Club, took a run to

the Reservoir and Newtown Centre. During the day many ladies and couples were seen on the road, especially about Brookline and Cambridge, to which points runs were taken.

In the evening, the Cycleries was fairly well patronized. There was excellent music, furnished by the Salem Cadet Band, fancy riding by George Hutchinson, and a number of home-trainer contests. Dresser of Hartford turned off a mile in 1m. 38s.; Spencer of Hartford did the act in 1m. 38 4-5s. and Alexander of nowhere, for aught we could learn, followed suit in 1m. 42s. In the second trials, Spencer repeated in the same time as his first trial, and Dresser reduced his record to 1m. 35s., thus winning the first prize, a gold medal. Spencer was awarded a silver medal. But the large majority of the wheelmen attended the event of the evening,

THE MINSTREL SHOW.

Long before eight, the wheelmen and their friends filed into Music Hall, where the show was to be given, and they kept coming in long after the curtain rose. The lower part of the hall and the first balcony were completely packed, while the gallery was thickly sprinkled. The programme was extremely handsome. The affair was very funny, many of the puns being new—that is to us. The lecture on “Zoology,” which we are told was written by Mr. Stutson, was quite unique. The chorus singing was excellent, but some of the solos did not engage the entire attention of the audience. The gymnastic exhibition given by the turners, would have left a more pleasing impression had it been abbreviated. The following was the programme.

PROGRAMME.

Opening Chorus - - - The Circle.
Solo and Chorus - Magnolia of Old Tennessee.
S. G. ROLLINS, JR.
End Song - On the Levee by the River Side.
J. B. MACCABE.
Tenor Solo - Annie dear, I'm Called Away
ED. MCCLUSKY.
End Song - Sitting on the Golden Fence.
E. H. CLOSE.
Bass Solo - A Hundred Fathoms Deep.
T. FRANK MURPHY.
End Song - We'll Raise de Roof to-night.
T. E. STUTSON.
Tenor Solo - - - The Delayed Ship.
S. LAWRENCE.
End Song - Ride on dat Golden Mule.
CLARENCE P. LOVELL.
Farce - - - Sim Simpsey's Visit,
Lecture - - - Zoology.
P. T. B. STUTSON.

Parallel Bars, Gymnastic Exhibition by German Turners, of Boston.

Banjo Quartette - - - Selected.
MESSRS. LANSING, GOWER, PAINE AND CHASE.
Cornet Solo - - - Selected.

After the Minstrel Show, the Massachusetts Club gave the Citizens a reception at their club-house. The reception extended over part of the next day, and jollity was the order of the night.

SATURDAY, THIRD DAY.

The Wheelmen made their appearance on Saturday morning, all donned in their best. Their shoes glistened, their wheels glistened, and their faces glistened. Then there were scurryings to the storage wheel room, and aids hurrying hither and thither, all intent on making the most of the annual parade. The venue was the Vendome, the line forming on Commonwealth avenue. Around this point the wheelmen thronged. A large crowd gathered here to see them under way, and all along the route the sidewalks were deeply fringed with people who were bent on seeing the wheel parade. About half-past ten Dr. Beckwith darted up the avenue, followed by his aids, and the parade was fairly under way. The following was the order of the procession, the State Divisions being placed according to date of formation.

Mounted police.

Pacemakers—C. P. White, C. R. Martin.
Chief Marshal—Dr. N. Mahlon Beckwith, New York, President League of American Wheelmen.
Staff—Col. A. A. Pope, Boston; Charles G. Pratt, Boston; B. B. Ayers, Chicago; Stephen Terry, Hartford; W. I. Harris, E. G. Whitney, W. S. Slocum, Boston; H. W. Hayes, Cambridge; Dr. C. S. Butler, Buffalo.
Adjutant—George R. Bidwell, New York.
Bugler—Edwin Oliver, Chicago.

FIRST DIVISION.

Commander—Henry E. Ducker, of Springfield.
Aids—Dr. T. S. Rust, Meriden; A. V. Walburg, Dorchester; J. S. Rogers, St. Louis; Dr. W. G. Kendall, Boston.

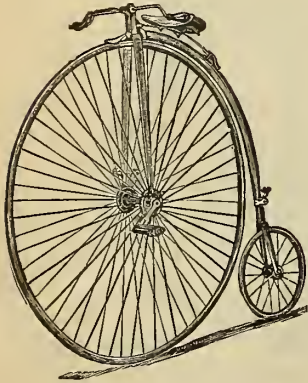
NEW HAMPSHIRE CLUBS.

Chief consul—H. M. Bennett.
Aid—C. A. Hazlet.
Rockingham Bicycle Club, Portsmouth, 25 men, Capt. G. E. Philbrick.
Manchester Bicycle Club, 20 men, Capt. Moses Sheriff.
Crescent Bicycle Club, Great Falls, nine men, Capt. G. H. Hanson.
State Capital Wheelmen, Concord, 10 men, Capt. J. C. Estes.

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MASSACHUSETTS CLUBS, 374 men.

Chief Consul—Henry E. Ducker, Springfield.
Massachusetts B. C., 150. A. D. Peck, Jr., captain.
Tricycle division, J. T. Williams, captain. Ten tricycles, four tandems. Two ladies on tricycles and three on tandems.
Springfield B. Club, 22 men. A. O. McGarrett, captain.
Holyoke B. C., 10 men, captain C. Clark.
Dorchester B. C., 25 men, captain A. V. Walburg.
Cambridge B. C., 30 men; captain C. L. Smith.
Knockabout B. C., Gardner, 8 men; captain, A. F. Knowlton.
Worcester B. C., 25 men; captain, E. F. Tolman.
Somerville Cycle Club, 25 men; captain Eugene Sanger.
Columbia B. C., North Attleboro, 10 men; captain, Fred Gordon.
Hyde Park Ramblers, 10 men; captain H. S. Pearce.
Northampton B. C., 3 men; captain H. S. Campbell.
Everett B. C., 3 men; 1st lieutenant J. H. Larkin.
Chelsea B. C., 14 men, captain, L. H. Frost.
Nonantum Cycling Club, Newton, 12 men; captain G. F. Williams.
Puritan B. C., Salem, 10 men; captain, E. N. Bassett.
Brockton City Club, 6 men; captain, D. C. Pierce.
Crescent B. C., Gloucester, 9 men; captain, D. S. McPhee.

SECOND DIVISION.

Commander—George R. Bidwell.
Aids—Gerry Jones, Binghamton, N. Y.; W. S. Bull, Buffalo, N. Y.

NEW YORK CLUBS—135 MEN.

George R. Bidwell, New York, Chief Consul.
Brooklyn B. C., 15 men, captain, L. W. Slocum.
Ixion B. C., New York, 7 men, captain M. G. Peoli.
Long Island Wheelmen, Brooklyn, 15 men, captain, C. H. Luscomb.
Kings County Wheelmen, Brooklyn, 15 men, 1st lieutenant, M. L. Bridgman, 1 tandem.
Harlem Wheelmen, New York, 15 men, 2d lieutenant, C. M. Phelps.
Mercury Wheel Club, Flushing, 4 men, captain A. P. Cobb.
Citizens B. C., New York, 51 men, 1st lieutenant, T. C. Smith. Ten tricycles.
Syracuse B. C., 6 men, 1st lieutenant, J. P. Becker.
Albany Wheelmen, 4 men, president, W. C. Hickox.
Yonkers B. C., 6 men, captain F. H. Keeler.
Troy B. C., 4 men, Raymond Coon, commanding.

NEW JERSEY CLUBS—42 MEN.

Dr. E. W. Johnson, Chief Consul, Jersey City.
Hudson County Wheelmen, Jersey City, 15 men, captain, E. W. Johnson.
Trenton B. C., 3 men, captain F. N. Robinson.
Plainfield B. C., 4 men, President, J. H. Cooley.
East Orange Wanderers, 4 men, captain, G. K. Wallace.
Morris Wanderers, 5 men, 1st lieutenant, A. B. Osmun.
Elizabeth Wheelmen, 4 men, captain, L. K. Hazard.

PENNSYLVANIA CLUBS—25 MEN.

Philadelphia B. C., 8 men, captain, J. E. Bartol.
Pennsylvania B. C., 9 men, captain, J. A. Wells.
Williamsport, B. C., 8 men, 1st lieutenant, I. A. Dayton.
Wellsboro Wheelmen, 7 men, captain, Frank A. Davis.

CONNECTICUT CLUBS—19 MEN.

Chief Consul, C. P. Huntington.
Waterbury Wheel Club, 8 men, captain, L. A. White; one lady.
Hartford Wheel Club, 22 men, captain, L. A. Tracy; two tricycles.
Connecticut B. C., Hartford, 12 men, captain, F. R. Way.
Pequonnock B. C., Bridgeport, 16 men, captain, F. A. Smith.
New London County Wheelmen, 5 men, captain, Fred Williams.
Meriden Wheel Club, 7 men, 1st lieutenant, F. Ives.
New Haven B. C., 7 men, captain, W. W. Hale.
Elm City Wheel Club, New Haven, 2 men, captain, S. C. Sperry.

RHODE ISLAND CLUBS, 24 men.

Bristol County Wheelmen, Bristol, 10 men, captain, A. C. Staples.
Providence B. C., 14 men, captain, O. M. Mitchell.

MISCELLANEOUS CLUBS.

New Orleans B. C., 4 men, captain, C. M. Fairchild.
Baltimore Cycle Club, 4 men, captain, J. F. Beetjir.

THIRD DIVISION.

Commander—Will R. Pitman, of New York.
Aids—A. B. Parker, East Bridgewater, F. O. Swallow, Westboro.
Portland Wheel Club, Portland, Me., 20 men, captain, H. S. Higgins, 1st lieutenant, W. W. Becket.
Maynard (Mass.) B. C., 6 men, captain, J. E. Denniston.
Pawtucket Wheel Club, Haverhill, 3 men, 1st lieutenant, Guptil.
East Bridgewater Wheelman, 3 men, President, A. B. Parker.
Florence B. C., 7 men, President, A. G. Hill.
Representatives of the Indianapolis, East Cambridge, Bangor, Augusta, Mt. Kilburn, Wilkesbarre, Pa., Walton, N. Y., Fort Wayne, Ind., South Farmingham, Racine, Wis., and other cities.

There were 781 riders in line. There were 16 safeties, 39 stars, 42 single tricycles and eight tandems. These were counted on the homeward run. The *Globe* published the following list of machines: Columbia, 283; Rudge, 110; Star, 53; Royal Mail, 36; Victor, 20; Single, 20; Facile, 5; miscellaneous, 70; single tricycles, 39; tandems, 11. These counts are not official, however, and are to be taken with salt. The Massachusetts club easily took the palm for both numbers and fine appearance. The Boston Club

having metaphorically jumped on outward show, did not appear. In fact hundreds of machines were ranged about the Vendome, their riders playing the part of sight-seers rather than participators. The intention to head the parade with a brass band met with such vigorous and determined opposition, that the idea was given up, and the band discoursed sweet music from the parkway opposite the Vendome.

The parade proceeded down Commonwealth avenue to Arlington street, wheeled around and came back on the other side of the avenue, giving the crowd which had collected around the starting point an opportunity to get a second and better view of the line. The route led along Commonwealth avenue to Chester Park, to Harrison avenue, to East Concord street, to James street, to East Newton street, along Commonwealth avenue to Dartmouth street, to Beacon street, to Longwood, where a photograph was taken. Returning to Chester Park via Beacon street, the men wheeled up Huntington avenue to the Mechanics' Building, where the parade was disbanded.

After the parade was over, the general opinion was, that the "day of parades was over." This opinion was based on the comparatively small number that turned out, and the very large number who stayed away. We think the beautiful weather, and the tempting roads amply sufficient to excuse the defection of these men. The parade is not as foolish as other things we have seen wheelmen do. They should remember that, if they do feel a trifle bored, they only experience the feeling common to all actors, but they should consider that to the spectators, the parade is both novel and beautiful.

THE RACES.

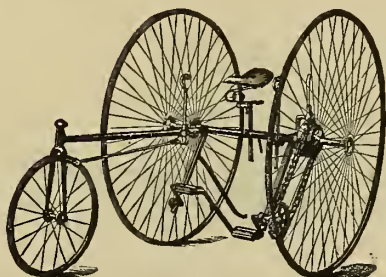
The Races were held in the afternoon, commencing promptly at three, on the Union Grounds track. It had been put in excellent condition. The crowd kept pouring in after the races commenced, and the grounds were well filled. They were run off promptly and managed pretty well, the inner circle being kept clear of all who did not belong there. A number of the expelled men had entered in the handicaps and in two invitation races, which were arranged especially for their benefit. But angered at the unsuccessful attempt to reinstate them, they refused to compete under any circumstances, thus destroying the handicaps, and leaving W. A.

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Rhodes to walk-over in the invitation events. The races were over shortly after four, and owing to the defection of the M. A.s., and the non-appearance of many of the entries, the races fell flat.

The sport opened with a one-mile novices' race. Harry L. Caldwell, Boston; Chas. A. Stenken, Hudson Co. Wheelmen, Jersey City; and M.F. Germond, of N.Y. competed. They finished in the order named, Germond being left behind from the start; Stenken was beaten by several lengths; time, 3m. 17 4-5s.

The next event was the one-mile L. A. W. bicycle championship. Taylor Boggis, of Cleveland jumped away at the start, closely followed by J. R. Rheubottom, of Weedsport, N. Y., and A. B. Rich, of New York. They kept company till the third lap, when Rich spurted into the lead and was never afterwards in trouble, winning in 3m. 26s; Boggis, 3m. 27 4-5s.; Rheubottom slowed up.

After the bicycle championship, came the mile tricycling championship. The competitors in the first heat were T. Fahy, New Britain, Conn; C. H. Potter, Cleveland; and John F. Williams, Boston. The heat was a procession for three laps. At that part of the race, Williams lost control of the steering gear of his machine, ran into the fence and upset. He remounted and engaged in a hopeless struggle to place himself. Fahy won easily in 3m. 57s.; Potter, 4m. 00 2-5s. The second heat was contested by A. B. Rich of New York, and C. O. Danforth of Cambridge. An awkward push-off sent Rich backwards over his tricycle, both he and his machine performing a semi-somersault. Danforth was called back, and the men being got under way again, Rich won after an uninteresting race, in 4m. 02 1-5s. Fahy and Rich contested the final heat, Rich winning easily; time, 4m. 6s. Fahy, 4m. 13 4-5s.

The three-miles invitation race for makers' amateurs was a walk-over for W. A. Rhodes of Dorchester; Hendee, Rowe and Knapp refusing to ride. Rhodes rode a mile in 3.17 4-5, and was then allowed to stop. For the one-mile invitation, Rhodes went in for fast time, but he only finished in 3m. 20s.

The one-mile handicap furnished the only interesting event of the day. The competitors were: Geo. E. Weber, scratch; J. R. Rheubottom, Weedsport, 30 yards; E. Valentine, N. Y., 30 yards; H. C. Getchell, Cambridge, 80 yards; Frank G. Gibbs, Cambridge, 100 yards, and Chas. A. Stenken, Jersey City, 100 yards. Getchell went into

the lead early in the race, and cut out a great pace. Weber plunged along like a lightning express, passing man after man. Getchell was riding strong, however, and he retained the lead to the finish, time, 3.01 4-5; Weber, 3.07 1-5; Rheubottom, by five lengths; Stenken, by three lengths.

The concluding event of the day was the one-mile bicycle championship of Massachusetts. H. C. Getchell, and Frank Gibbs, both of Cambridge, were the only competitors. Getchell always had the race well in hand and he finished easily in 3m. 19s.; Gibbs, 3m. 22 1-5s.

The races were over about half past four, and the crowd left with a very distinct impression that racing was a very dull thing. Kluge, who had entered in these races, and was upon the ground ready to compete, was rejected at the last moment by Chairman Bassett, who would give no reason for his action, other than he had a perfect right to reject such entries as he saw fit.

THE BANQUET.

The annual banquet was held in the Vendome in the evening, at 8 o'clock. Over one hundred wheelmen discussed the long and excellent menu which had been prepared. It was expected that a larger number would be present, but those who were present, made amends for this drawback. When the dinner was finished, President Beckwith rapped for order, and introduced Charles E. Pratt as toast-master of the evening. After a short sketch of the progress of wheeling, he announced the first toast: "The United States, a country slow to adopt, but foremost to carry on the interest of the favorite recreation." "The Commonwealth and Boston," was ably responded to by W. S. Slocum of Boston. After a fine rendition by the Cambridge Quartette, of "The Welcome Guest," President Beckwith sketched a history of the League, and eulogized the fine appearance of its members. C. K. Munroe spoke for past officers of the League, Abbott Bassett spoke for the Racing Board, and Col. Pope and Stephen Terry made facetious and happy remarks. George T. Wilson, of the Citizens Club responded to "The Ladies," quoting freely from Shakespeare and Pope. Mr. McDonald, of Cambridge, sang a Scotch ditty, and after some instrumental music by a member of the Citizens, the banquet ended, shortly before twelve o'clock.

THE SCORCHERS' RUN.

Early in the morning the "Scorchers" had a run from the hotel Vendome, to Brighton and return. The Scorchers were, F. A. Lane, and F. N. Perry, Massachusetts B. C.; W. C. Orsman, Morris Wanderers; W. T. Williams, Yantic; A. T. Lane, and A. Bennett, on a tandem tricycle; W. A. Rhodes, of the Dorchester B. C.; F. H. Keller, Richfield Springs, N. Y.; and H. S. Wolliston and C. H. Parker, Berkshire Co. Wheelmen. Rhodes arrived first in 44m. 31s.; Doane, 25 seconds later; Perry of the Massachusetts B. C., collided with a dog while speeding through Brighton. He fell heavily to the ground, dislocating his arm, which a physician, who happened to be near, set in a sling, so that he was able to cycle home.

A large crowd visited the Mechanics' Building on Saturday evening. Later on, the Boston Club held an informal reception for New York men. The feature of the reception was a large bowl of punch, built (the punch, not the bowl) a-la-Hodges. It was pronounced very good, and "more" was heard on all sides. Large sized head-gear were in active demand the next morning.

On Saturday evening, the Charleston Bicycle Club had its annual supper at the Quincy House, where an excellent menu was attacked and successfully routed.

This ended the meet proper, but a large number waited over for the delightful tours that had been planned for Sunday, and the Lynn Races on Monday.

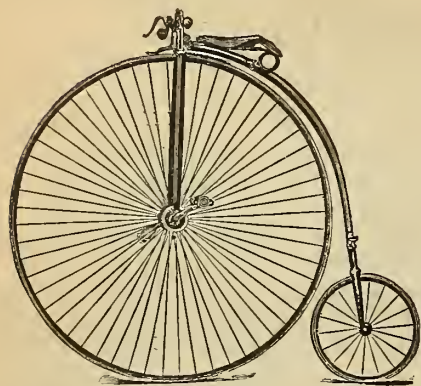
SABBATH HAPPENINGS.

Those of the wheelmen who did not go home Saturday night, and their name was legion, sauntered down to the Vendome and the Mechanics' Building about ten in the morning. They were all more or less dull, the results of the banquet, and the extreme kindness of the Boston and Massachusetts Clubs. Runs were taken to Nantasket, Lynn, and various other places, but a number preferred to lounge on the veranda of the Vendome, reading the morning papers, and lazily watching the good people of Boston, as they slowly filed past on their way to church. The remainder of the day was devoted to informal touring.

The Cleveland B. C. will hold a meet race on June 12th, at Athletic Park.

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

THE AMERICAN CHAMPION.



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

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

NOTE THIS TESTIMONIAL FROM ONE OF ITS FIRST RIDERS :

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.

CHICAGO, March 22, 1886.

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

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

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

THE BOSTON CLUB'S CYCLE SHOW.

Never before have we had in this country, anything worthy the name of cycle show, and the Boston Club is to be congratulated on its effort to fill a long felt want. These shows have been popular on the other side, the annual shows of the Stanley and Speedwell Club attracting tens of thousands. At these yearly fixtures all the novelties of the year are exhibited, and every one flocks to the shows to see them. At the Boston Club's show there were but few novelties, owing, of course, to the embryo state of machine building and experimenting in this country, but all the established makers and importers had very creditable exhibitions of their productions. The Mechanics' building is about a half mile from the Vendome. It is situated in the centre of the fashionable dwelling quarter of the city, with the result that the attendance was not what it would have been, had the show been held in the business or amusement quarter of the town. As it was, the attendance was very good, especially in the afternoons and evenings. The exhibit hall was an immense apartment at one end of the Mechanics' Building. The stands were arranged down the centre and along the sides. The hall was very cool and inviting, and every wheelman in town spent more or less of his time there. A large crowd of outside ladies and gentlemen visited the hall and examined the exhibits with the keenest interest. Very often a lady and gentleman rode around the outer edge of the smooth board floor. They all looked as if they meant business, and the show undoubtedly benefitted the exhibitors. All the arrangements for the show were made by J. S. Dean, and he has reason to feel proud.

Gormully and Jeffery, Chicago, Ills.—One Am. Challenge, 2 Champions, four 52 in. Challenges, 3 Am. Safeties, 10 Ideals, ranging from 30 to 54 inches, and Schock's record machine. The stronghold of this firm is the Champion, an elegant 50 pound roadster, price, \$102.50. The Challenge is a well made wheel, selling at \$90. The feature of the Safety is the driving gear, which is a series of connecting rods. Price, \$76. This firm was so short of machines, on account of the great business they are doing, that they decided not to spare any for the show. Mr. Edwin Oliver, who came on to represent the firm at the meet, picked up wheels enough to make quite a creditable exhibition.

Weston Supply Co., Cambridge, Mass.—

The feature of this stand was an American Meteor Sociable tricycle. This is a three-wheel central driver with an endless chain, driven by cranks having a rotary motion. It is full nickled, and has foot-rests attached to the forks. A full nickled Victor Excelsior bicycle completes this stand.

McCoy & Williams, Newark, N. J., exhibit a Sparkbrook tandem, and a Wonder saddle.

Geo. D. Gideon, No. 6 So. Broad St., Philadelphia.—The agent for the "Invincible," shows a 39 pound racing tricycle and a 19 pound racing bicycle, both handsome machines. Mr. Gideon's principal machine is the Invincible front-steering semi-roadster tandem, a machine weighing only 86 pounds, somewhat lighter than many singles. It has ball bearings, a good distance, 24 inches, between the riders, plenty of luggage space, and is steered by the rear rider, by a rack and pinion.

Julius C. Wilcox, No. 33 Murray St., New York has three 46 in. Faciles, for which machine he is agent. This is one of the few real "safeties." It is a high grade, highly finished and popular wheel. The improvements for this season are new patent ball bearings to front wheel, hollow forks, better shaped brake spoon and larger lever, and reduced width of the driving wheel. The wheel is driven by a connecting series of rods, with an up and down pedal motion. The machines are made from 40 to 48 inches, costing from \$127 to \$134. They are the only machine in this country using the genuine Harrington's cradle spring.

The New American tricycle, No. 40 Vesey St., New York.—This machine is indeed a novelty. It has 44 inch driving wheels, with an 18 inch steering wheel; it has a clutch or Star motion, operated by flexible chain connections, driven by a direct downward motion. The pedals can be operated separately or together, or the rider may keep his feet upon the pedals, which are at rest except when power is applied. By a simple contrivance, the machine may be geared up or down, thus giving power or speed, as the rider desires. The tricycle has been manufactured of the best material. It is enameled, with nickle trimming. The principle of the machine is very good, and we expect it to be a favorite.

C. M. Clarke, Pittsburgh, Pa., shows his Keystone three ounce bicycle saddle. It is universally adjustable, is firmly screwed by a single clamp, and the slack can be taken in

by an improved strap arrangement. Price, \$5.00.

Hoyt's Pedal Cyclometer, invented and sold by G. P. B. Hoyt, P. O. Box 199, Jamaica, N. Y.—This cyclometer has been fully described and illustrated in THE WHEEL. It is attached to the pedal, its weight always keeping it on the under side; records 1,000 miles, when it can be set over again. It is a positive recorder, the motive power being derived from the crank pin, to which it is attached by a Geneva movement. Price, \$8.50.

The Yankee Tricycle, exhibited by its inventor, E. P. Howe, of Northboro, Mass. It is somewhat on the same plan as the American tricycle. It is propelled by a leather band, driven by an up and down pedal motion. Another band is so arranged as to bring up one pedal on the down stroke of the opposite one. It has also a speed and power gear, which can be changed while riding, by the mere manipulation of a crank. This machine has not yet been placed on the market. The type exhibited was cumbersome, weighing 95 pounds. This will be reduced when the machine is given to the manufacturers.

Foote's anti-header, a simple contrivance sold by the Overman Wheel Co., designed to prevent ordinary headers. It is two stout wires attached to the head of the bicycle, and curving downward, end in two small rubber cylinders. These rubbers catch between the fork and the rim of the wheel, and prevent the wheel from going backward, or *vice versa*, the forks from swinging forward. When the wheel strikes an obstacle, the forks, in ordinary cases, swing forward, lifting the rear wheel from the ground and causing a header. The anti-header prevents the forks from this forward plunge, and allows the wheel to run over the obstacle. Of course in extraordinary cases, the entire machine will go over, but even in that case the revolving point is transferred to the ground, from the hub, lightening the fall, and giving the rider more time to save himself. A large crowd was always to be found around the anti-header stand, and it may come into general use. Price, \$5.00.

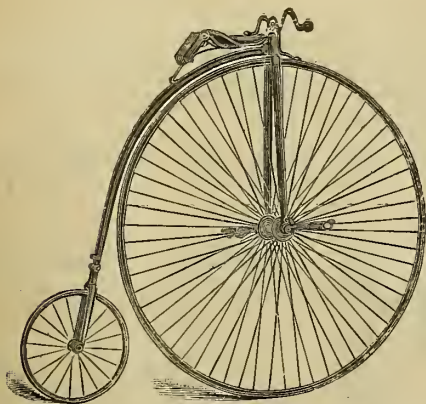
Greghill Manufacturing Co., Meriden Conn.—A pocket drinking cup was the pride of this firm. It is made of a series of German silver links, which fold within each other, telescope like, enabling the cup to be enclosed in a case about the size of a watch.

Charles H. Walker, No. 160 Tremont St., Boston, had some maps of Boston and

Send for handsomely Illustrated Catalog containing a detailed description of

"THE AMERICAN CHALLENGE,"

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



NEW ORLEANS, Feb. 10th, 1886.

Messrs. GORMULLY & JEFFERY, CHICAGO, ILLS:

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

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

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

Manufactured by GORMULLY & JEFFERY, CHICAGO, Ills.

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

"FRISCO LINE."
St. Louis & San Francisco Railway Co.
CARL JUNCT., Mo., April 13, 1886.

GORMULLY & JEFFERY, CHICAGO:

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

Yours truly, H. H. WEBB.

Massachusetts, which gave cycling and driving roads.

The next stand, occupied by John M. Browning, a Boston publisher, who has on sale a novel entitled "Wheels and Whims," a copy of which was given us to review, which we shall be happy to do when we have found time to read it.

Strickland & Pierce, 156 Summer Street, Boston.—This firm exhibited samples of its famous bicycle shoes, which have been commended by prominent wheelmen. The firm also make all sorts of athletic shoes.

The Niantic Hosiery Co.—Kingston Knitting Co., 27 Kingston St., Boston, had a case of attractive knit goods on exhibition. It included Jerseys, hose caps, and Jersey cloth. The goods appeared to be woven of first-class material, and had a wear-well look about them.

Pope Mfg. Co., Boston, New York and Chicago—On a large centre table, the pioneer firm exhibited the various parts of a bicycle, with some of the dies used in their construction. A glass case held luggage carriers, lanterns, oil cans, and other sundries. There were thirty bicycles, a two-track Columbia tricycle, and two safeties. A ladies tricycle just placed on the market is worthy of special notice. It had true tangent spokes, hollow rims, 3-4 tires, and a new steering gear called the lever link screw ball and socket. Its special feature is that the steering wheel stays where it is placed; thus if it be necessary to remove the hand from the steering handle, the wheel will not return to its original position. The machine weighs but 68 pounds. A 55 in. 22¼ lb. racer built for Rowe, and a 45lb. racing tricycle for Hendee, an automatic bicycle steerer, attracted much attention. The machine recently ridden from New Orleans to Boston by M. Hill, and Karl Kron's famous "X M. Miles" machine were also shown. A racing safety for Hendee, and Rowe's twenty miles record machine completed this exhibit, with one notable exception—the Springfield roadster. This machine was invented and exhibited last fall on the Springfield track by Messrs Yost and McCune, being at that time called the Cyclone. It was taken by the Pope Mfg. Co. who manufacture it on their "expert" lines, paying the inventors a royalty. It is one of the handsomest machines we have ever seen. It is driven by a patent ratchet gear, very much on the principle of the Star machine. The ratchet is enclosed in a nickled metal box just

at the hub; it is small and very neat. The cranks have a fourteen-inch throw. The forks have a six inch rake. The forks and saddle cannot dip over the front wheel, thus preventing ordinary headers. One of the inventors, who explained the action of the machine to us, said that the slightest power applied to the pedals sent the machine along at a great pace. Altogether, we think the Springfield roadster, the most promising novelty of the show, and the fact that the Pope Co. have taken hold of it, does much to confirm our opinion.

Coventry Machinists' Co., 239 Columbus Ave., Boston—The stand of this eminent English firm was under the care of Mr. Gaskell. He exhibited six club bicycles, two safeties, one front and one rear-steering tricycle, a Ranelagh Club tricycle, a Sandingham Club, a club tandem, and a Marlboro' Tandem. This last is a new machine. It is on the same lines as the famous Marlboro' single, with a rear rod, supporting the seat, ending in a small safety wheel. It weighs but 111 lbs. and sells for \$245. The Springfield cup, won by Gaskell was also on exhibition, and this great pile of silver, with potted plants scattered over the red-baze covered stand, made it one of the most attractive of the show.

Overman Wheel Co., 182 Columbus Ave., had an array of fifteen "Victor" bicycles stretched across the centre of the hall, ranging from 48 to 60 inches in size, finished in enamel and nickel. The Victor is a high grade wheel, combining the best patents.

This firm controls Foote's anti-header and Downs' cyclometer. It is a positive motion cyclometer, is attached to the hub, and records from ½ to 10,000 miles. An outer dial, independent of the total mileage dial, may be set at the commencement of each side. On it the length of the tour is recorded, as well as on the main dial. This is a great advantage in a cyclometer. It sells at \$8.00 A new lamp, with a deep reflector, and combining the best features of all lamps, is sold at \$6.00, nickel, and \$4.50 in black. A raw or primitive wheel was kept at this stand, on which visitors were allowed to jump gratis. Seven men made a simultaneous onslaught on it, but it neither bucked nor broke. A new feature is a hollow tire; this does away with any dead rubber, and more spring is the result. A glass case of sundries completes this exhibition.

(Several Notices left over for next week.)

Boosey's Bicycle Bugles, Boosey's Band Instruments

MUSICAL INSTRUMENTS OF ALL KINDS.

Catalogues by mail on application

WM. A. POND & CO.,

SOLE AGENTS FOR U. S. 25 UNION SQUARE, N. Y.

BARGAINS!!

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

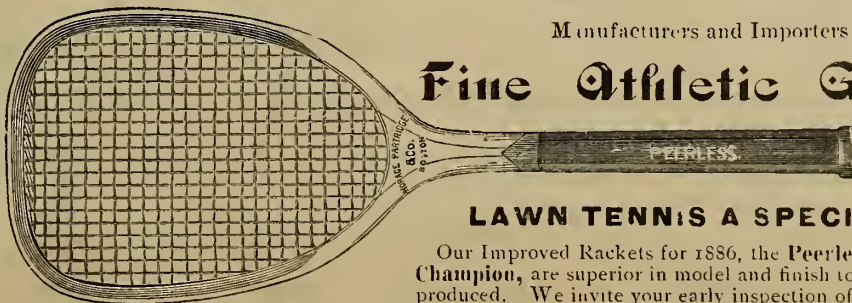
WANTED TO EXCHANGE. Imported full dress coat and vest for bicycle suit and lamp. Address, J. L. B., care THE WHEEL.

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.

HORACE PARTRIDGE & CO., BOSTON.

Manufacturers and Importers of

Fine Athletic Goods.



LAWN TENNIS A SPECIALTY.

Our Improved Rackets for 1886, the Peerless, Climax, and Champion, are superior in model and finish to any others yet produced. We invite your early inspection of our line. Send

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

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

MISCELLANEOUS.

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

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

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

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

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

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

McCOY & WILLIAMS,

SOLE AGENTS FOR THE

SPARKBROOK

TANDEMS.

(HUMBER TYPE.)

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

373 Main St., Orange.

McCOY & WILLIAMS,

Largest American Manufacturers of 'Cycle Saddles and Tool Bags.

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



"Home Exerciser"

For brain-workers and sedentary people.

Gentlemen, Ladies and Youths; the

Athlete or Invalid. A complete gym-

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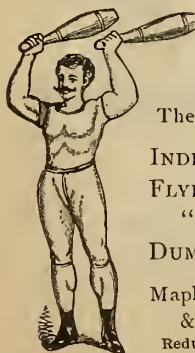
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durable, comprehensive, cheap. Send for circular.

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King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

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DUMB BELLS, any weight, 5c. pr lb

Maple Wood Dumb Bells, Wands,

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Reduction made to Schools & Gymnasiums.

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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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CLUB * BADGES.

Jens. F. Pedersen,
MANUF'G JEWELER.

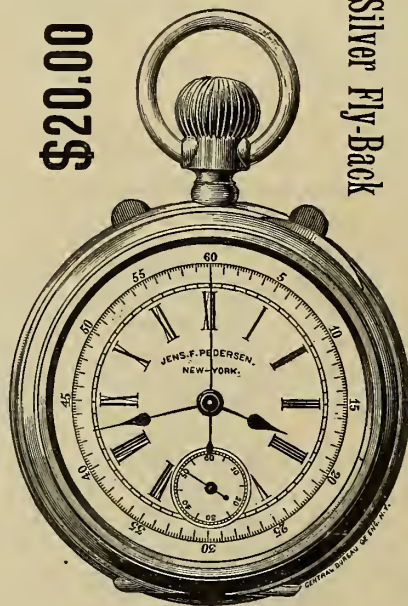
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\$20.00



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TWENTY DOLLARS!

For the latest, lowest priced
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CHRONOGRAPH
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Silver, Open Face Stem
Winder and Stem Setter.

START, STOP and FLY-BACK.

Accurate and Guaranteed by

JENS. * F. * PEDERSEN,

Importer of Watches.

1 1/2 MAIDEN LANE,
NEW YORK.

WHEELMEN
ATTENTION!

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

\$7.50 per Suit.

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

Ira Perego

128 & 130 Fulton St.,

AND
87 Nassau St., N. Y.

THE LYNN RACES.

For some weeks past we have been promised a Springfield day by the Lynn Cycle Club, and it was with pleasant anticipations of the fulfillment of this promise that we glided toward Lynn last Monday noon. Lynn is twelve miles from Boston, and we were soon deposited in the station. A walk up a long street brought us to the Boscobel. The hotel simply swarmed with cyclers, all in search of dinner. In an upper parlor the Boston club held high carnival, and enjoyed a good dinner, ordered some days before. A long line of hungry wheelmen stood waiting their turn at the dining-room door, but we escaped the agony of this, being piloted in by a back way by the obliging captain of the Charlestown Club. After an excellent repast had been interviewed we started for the track. A macadam road nearly two miles in length, overhung by trees, and leading through the residence portion of the town, brought us to the grounds. A glimpse of the road was enough to delight the cycling soul. The wheelmen swept by singly and by the dozen; individuals and whole clubs glided along, screened from the sun by the over-hanging trees. It certainly reminded us of that poeticism: "A weary world away on wheels."

The scene at the track was one of confusion. Crowds were hurrying back and forth, vendors were crying their wares, and the programme boy, with the copper-lined bellows and brassy throat, was rampant. We quickly made our way to the top story of the grand stand, and having secured a press seat—which was, by the way, very well situated—we surveyed the scene before us.

The track is situated in a "sequestered vale" called Glenmere. It is three laps to the mile, oval in shape, and twenty feet wide, except on the 160 yards home-stretch, where it is thirty feet across. The corners are easily negotiated, being raised an inch to the foot. The path itself is made of finely screened blue gravel, put on in layers and rolled hard. It was in perfect condition, hard and smooth, and was very fast, especially for a new track. It was said to be perfectly level, but this we did not believe. The track is protected by a slight rail fence. The grand stand, which we were given to understand was only temporary, was badly arranged and appeared to have been thrown together, being deficient of paint or any finishing touches. The judge's stand was of the same style as its larger neighbor. These will be reconstructed, however, now that the club has some capital, and defects like these are easily excusable at an initial meet. The grand stand was filled, and on one entire side of the enclosure, a semi-circle of humanity three hundred yards long and ten feet deep crowded against the rails. Along the edges of this human belt, horsemen and horsewomen drew up their beasts, and watched the race from their points of vantage. The inside edge of the track was also well patronized, and hundreds crowded along the rails in the vicinity of the judge's stand. A smaller number lined the rails in front of the competitors' tents, which were pitched near the fence on the opposite side of the field. Outside the grounds the trees were filled with fruit; rather early in the year for fruit, you would say, but this was human fruit, of the small-boy variety, a hardy perennial. Imagine a clear blue sky, out of which the sun beamed down on this zone of expectant

humanity, and you have a fair idea of the scene. We must pay tribute to the band. We know they were on the band-stand, because the programme said so, and because we caught a note now and then, that would have made a week-old chicken blush to the tip of his bill for very shame.

And now for the racing. The races were announced to be run under the A. C. U. rules, but later on it was decided to run those races in which the M. A.'s competed under A. C. U. rules, and the other events under L. A. W. rules. A very easy transition, but somewhat smacking of farce, we think. There was once in vogue an institution of punishment called the ducking stool. It is a matter of regret that it has fallen into innocuous desuetude, for it would have served admirably at Lynn last Monday. Why, will be discovered from the report of the races, which we give below.

ONE MILE BICYCLE, SCRATCH, under A. C. U. rules—W. A. Rowe, 3.18 2-5; Chas. E. Kluge, 3.18 4-5; E. P. Burnham, third; Geo. E. Weber, o. At the pistol-fire the men started off at a leisurely pace, instead of the dash that had been expected by the crowd. Weber and Kluge led on the first and second laps, Burnham and Rowe remaining in the rear. Going down the back stretch Rowe let out, and rushed through the men as if they were tied.

THREE MILES L. E. C. W., 9.45 CLASS.—But two men out of five appeared for this race, which was run under L. A. W. rules. George W. Porter and Charles E. Whitten, both of Lynn. Porter was allowed to cut out the pace till half a mile from home, when Whitten spurted away and won easily by twenty yards; time, 7.45.

TWO MILES TRICYCLE RACE OPEN.—G. M. Hendee and E. P. Burnham competed in this race. They strolled along, the hoots and hisses of the crowd failing to accelerate their pace, Hendee simply turning a smiling face toward them. The only explanation that will fit these waiting tactics, is that each man was afraid to force the other, but depended on the final spurt for victory. Well enough for the racing men perhaps, but extremely tiresome to the on-lookers. Running along the back stretch, Hendee whooped her up, and he and Burnham fairly flew away and around the turn for home. Just at this critical point the steering gear of Hendee's tricycle gave out, and the machine made a dive for the outward edge of the track and somersaulted, depositing Hendee in a ditch. He did not wait to draw interest, however, but ran along the path to the finish, thus assuring himself of second prize. Burnham won in 7.42.

ONE MILE, 3.20 CLASS.—Charles E. Whitten, Lynn, 2.51 4-5; H. C. Getchell, Cambridge, 2.52 1-2; Charles A. Stenken, Jersey City; Charles E. Tracy, Waltham, Mass.; F. B. Kimball, West Somerville, Mass.; A. D. Grover, East Boston, Mass.; F. B. Bingham, North Attleboro, Mass.; F. G. Gibbs, Cambridge, Mass.

THREE MILES LAP RACE.—Weber and Knapp were the only competitors in this race. It furnished a series of tremendous spurts, the men sauntered around two-thirds of the track, sometimes with their hands off the handle-bars, but about 250 yards from home they whooped her along, and worked down the home stretch like piston rods. It was more severe on the men than all the other races of the day put together. Weber took five laps; Knapp, four.

FIVE MILES SCRATCH RACE.—Hendee and Kluge here took a five mile excursion, which was, with a peculiar perversion of truth, called a race. The men coasted down the home stretch, and let the wind carry them along the back stretch. The crowd informed them that they weren't "earning salt," and gave them other pleasing information about themselves. But it all availed nothing. The first mile occupied 3m. 15s. On the second Hendee could no longer hold himself in, and the mile slipped by in 3.04. On the last lap Hendee gives the crowd an exhibition of fast pedaling, dashes away from the Star man, and wins in 18m. 37 2-6s.; Kluge, 18.39 3-5. The failure of the buglers to toot at the commencement of the last lap, causes the men to ride a lap over, but they need exercise badly, and we are glad when the error is discovered.

FIVE MILE PROFESSIONAL match race between: John S. Prince and Robert A. Neilson, for the championship of America.—This race had been heralded as a great event, and the audience said to itself, "Now we shall have some racing." When the signal was given, the men sat erect, smiled, pushed their pedals as if they had forgotten they were there to race, and started at a snail's pace to a jeering accompaniment from the now thoroughly disgusted spectators. The first lap was ridden in the remarkable time of 2m. 3s., a 6.12 pace: the mile was ridden in 4.11; two miles, 8.57; three miles, 12.02; four miles, 16.03; and the full distance in 19.26 4-5.

THREE MILES HANDICAP.—A contemporary rightfully calls this event "a disastrous failure." Of fifteen entries five appeared on the path: Rowe, Kluge, Burnham and Knapp at scratch, with Whitten at 450 yards. The four cracks started after the long start man at a rattling pace, doing the mile in 2.47. Entering the home stretch on the fourth lap, Rowe ran up into Kluge's rear wheel, upsetting Kluge and himself, and bringing to grief Knapp and Burnham, who were just behind. Burnham remounted and pursued Whitten, who had now a lap start. Rowe arose from the debris and walked down the track; Kluge limped to his tent, and mounting another machine, rode for third prize, and Knapp was carried across the field, followed by a number of the omnipresent small boy. None of the men were seriously hurt. Whitten won in 9.40 2-5; Burnham, 10.37. 1-5. After the race, the cracks declared that if they had not collapsed they would have tried for the record, as they were all feeling splendidly.

Thus ended the Lynn races, for which hundreds had remained over at Boston two days longer than they otherwise would have done. The club worked hard to make the affair a success, and none of the discredit attaches to them. We would suggest that no one be allowed outside the rails, and that prominent cyclists be excluded from the judge's stand, which was disgracefully crowded. The crowd was estimated at 7,000, and judging from the sack of shekels which a stalwart Lynnite carried away after the races, we think they will find a considerable balance on the right side.

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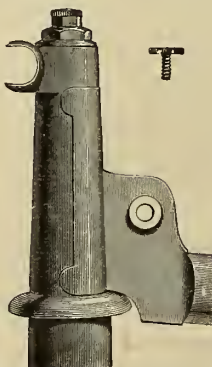
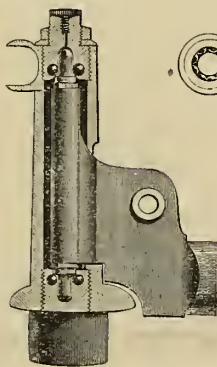
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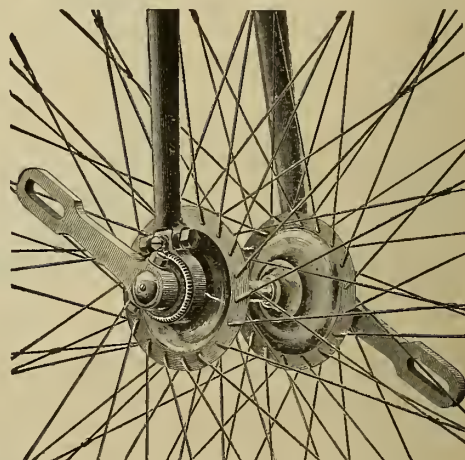
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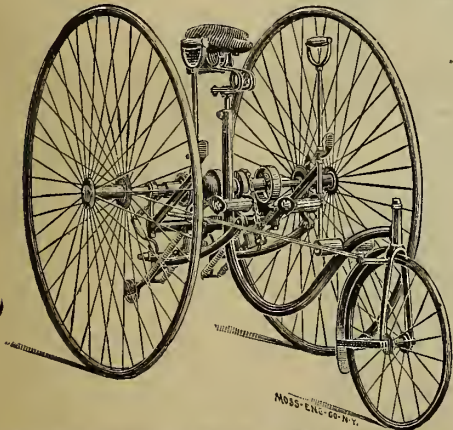
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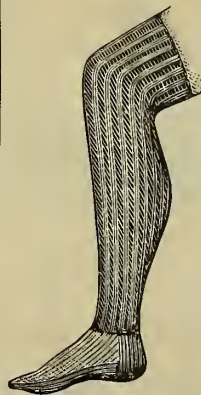


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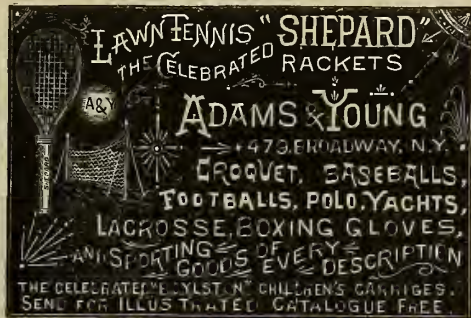
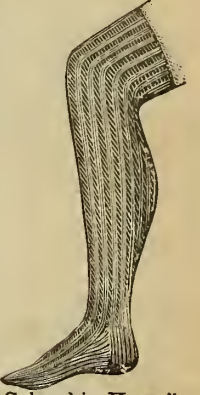
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