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The enormous and rapidly growing trade on the Kangaroo, especially in country places, where rough and hilly roads predominate, and where only the most expert riders would be able to go on an ordinary crank wheel, attest its value as a safety wheel, and all the hundreds of testimonials say: "We should have to go back to the horse and buggy if it wasn't for the 'Kangaroo.' Bless the 'Kangaroo,' say we."



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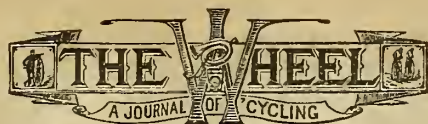
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After considerable trouble we are enabled to publish a plan by which our readers can obtain a year's subscription to THE WHEEL without cost. At the head of this page, the reader will note a "combination list," containing eighteen of the most popular 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 *Outing*, so famous has it become. No wheelman, sportsman, or lover of out-door life should be without it. All its stories are out-of-doors, and *Outing* has a staff of writers, who picture nature in a most enjoyable fashion. After *Outing* will be found the *Century*, *Atlantic*, the *Harper's* and *Frank Leslie's* publications, *Puck*, *Popular Science Monthly* and others. All these have obtained a world-wide reputation, the circulation of some of them surpassing 100,000. The magazines come out each month, with fresh and high-class matter, and those who read them, regard their monthly appearance as a treat. We are now ready to receive subscriptions, and wheelmen and others can send for their favorite paper or magazine at once.

THE AMERICAN CYCLISTS' UNION.

'Tis said that the history of an event is best written a generation after it has occurred. Acting on this principle, we have waited some weeks before commenting on the birth of the A. C. U., the only important outcome of the League Meet.

Unsuccessful in their amateurish attempt to reinstate the suspended and expelled men, their friends immediately talked of a new association, and in one day it was announced that an attempt would be made to abolish Rule H; meanwhile the A. C. U. was formed as a temporary organization, pending the result of the mail vote. Within a week, a Constitution and By-Laws were perfected, and later on, H. E. Ducker issued a circular-letter, stating that the organization was to be permanent, and not temporary. Although the new association professes friendliness for the League, no one attempts to deny that it is in direct opposition to the parent organization, and the question is: Where is the war going to end?

The back-bone of the association is founded on the abolishment of Rule H, thus permitting and upholding genuine maker's amateurism. There have been two race-meets held, at which some races were run under A. C. U., and others under L. A. W. rules, thus making two classes, of which the latter are, and will be regarded as the "purest" and most elevated, a distinction that the A. C. U. should have guarded against. Since these meetings have been held, the Racing Board has decided not to allow mixed meetings. We have had professional events at amateur meetings, and why the Racing Board should disqualify a man for riding at a mixed meeting, we fail to understand.

The success of the new association, depends, in a great measure, on the action of the Racing Board. The League has always claimed that its stronghold is touring, and its bulwark, tourists, many of whom would gladly give up supervision of racing. On the other hand the Racing Board may not take this view of the matter, but may have determined to control racing, at all hazards. It is a pretty difficult matter to tell what the A. C. U.'s constituency really consists of, but a few clubs and some twenty or thirty men will probably cover its entire membership. On the other hand, the League has hundreds of men from which to draw racing material. True, the A. C. U. has taken five of the fastest men in the country under its wing, but five men, brilliant though they be, do not make a race meeting. These men have ridden together so often, that they know each other's weak points, and slow racing, hardly compensated for by a fast last lap, is the result.

A race meet that depends upon the men of a season or two ago for its interest, is bound to fall very flat. Your crack man wants to compete in too many events, and he is not going to tire himself by riding from start to finish, but will tail behind till the bell lap, depending on his speed for a place. The real racing is done by new men, who are just coming out. Look at the history of the tournaments of last Fall, and you will find that several fast men were developed, among them, Kluge, Rowe, Powell, Rich, Crist, Renton, Knapp, and others that we cannot now recall. It is fair to presume that a like number of fast men will be developed this season; indeed, from the few meetings already held, we have noticed several novices, who, if placed on a Springfield path, would record creditable times. As far as quantity goes, the League is much better off than the A. C. U., and we confidently believe the quality will come later.

Another thing that will hurt the A. C. U.'s interest, is the distinct step forward taken by makers' amateurism at the Lynn races. Three men, specially trained and cared for, at the expense of a firm, rode

according to orders in the most open manner. Two others, "owned" by another firm, also rode to order, one competing in one event, the other in the next. Of course, any man who is not fortunate enough to have a maker interested in his welfare, cannot live with these men. Herein lies the trouble the A. C. U. will have to encounter.

The Racing Board can put a strong plank in its platform, by allowing clubs holding race meets to pay the travelling expenses of such men as would add to the interest of their meetings. We have found a strong sentiment in favor of this move. We know two of the fastest genuine amateurs who will retire at the end of the year, because they, or their fathers, will not stand the expense of journeying around the country. If clubs were allowed to pay expenses, we are certain that the expense system would not be abused. We know of several prominent League men who have acted as officials at race meets, distant from their homes, and have had their railroad and hotel bills paid. A club recognizes their ability to time, judge, or otherwise engineer a race meet successfully, but it would be the height of injustice to ask them to travel hundreds of miles at their own expense. We have obtained the views of many League members, many of them extreme "purists," and they concur with us, that no harm, but on the contrary, much benefit, would result from this system.

THE INTER-CLUB ROAD RACE.

THE KINGS COUNTY WHEELMEN WIN.

The first race under the auspices of the N. Y. and N. J. I-C. B. R. R. A. came off last Saturday afternoon, and it was an unqualified success. The early afternoon trains of the N. J. Central R. R. carried hundreds of wheelmen to the Broad Street station. A ride of a mile and a quarter in the horse cars, and a journey of a like distance along the suburban Clinton avenue, brought us to the start. It was marked by a white stone on the roadside. The road was overhung by trees, which screened the officials, contestants and spectators from the warm sun of the early afternoon. The country about the start was most beautiful, and one could not easily imagine that he was but two miles from the bee hive of Newark, and but nine miles from Pandemonium.

The race was announced to start at three, but at that time only a corporal's guard had assembled, and they lay quietly under the trees. One man attempted to tell mosquito stories, but he was promptly squelched. Shortly after three, some licensed vender wagons drove up, and soon displayed an array of sandwiches and various quench-thirsting-liquids. The next interruption was the arrival of a wagon load of chairs and benches, which were arranged opposite the starting point and quickly occupied by the weary waiters. It was nearly five before the word was given. The delay was caused by the non-arrival of some of the important officials. By this time fully two hundred people had assembled, among them were some of the prominent men of New York, Brooklyn and the Jersey towns, as well as many ladies, some afoot, others awheel, and and still others in buggies and carriages, of which there were perhaps a dozen.

The course was as follows: Start on Clinton avenue; $1\frac{1}{4}$ miles of fairly level road,

dotted with small stones, smooth in the centre, and very rutty at the sides, to Irvington, where a sharp turn was made to the left; a down grade of about 600 yards to the foot of Hilton Hill; a hill 3-4 mile long, but not very steep; up over Hilton Hill and a gradual descent to the foot of another hill 3-4 mile beyond Hilton; along this hill to Milburn or Long Hill, a coast of 3-4 of a mile (this part is very steep and was the test point on the return journey); another short hill beyond the Long hill, and a 3-4 mile level stretch into Milburn completed the course. At the Irvington Hotel, and at the turn at Milburn, hundreds of people had collected who remained until the men had passed for the last time. Along the course, the clubs had men stationed with water, lemons, sponges, etc. The starters were:

KINGS COUNTY WHEELMEN.
5. L. P. Weber, 7. E. M. Valentine.
6. Ed. Pettus, 8. M. L. Bridgman.

ILDERAN BICYCLE CLUB.
9. W. Richardson, 11. H. Greenman,
10. H. H. Far, 12. W. J. Savoy.

ELIZABETH WHEELMEN
13. A. S. Bellinger, 15. L. B. Bonnett,
14. A. S. Roorbach, 16. H. Caldwell.

HARLEM WHEELMEN.
21. G. Pierce, 23. M. F. Germond,
22. E. J. Halsted, 24. A. T. Steiner.

RUTHERFORD WHEELMEN.
25. E. W. Dean, Jr., 27. A. P. Jackson,
26. F. T. Doolittle, 28. H. R. Jackson.

HUDSON COUNTY WHEELMEN.
29. C. A. Stenken, 31. C. L. Allen,
30. Ed. P. Baggott 32. C. L. Meyers.

The men were arranged in lines four abreast, in six rows, twenty-five feet between each row. The numbers were so divided that no club was put in one line, one member being in the first and another probably in the last. At 4.43 the bugle tooted, and the twenty-four flew down the road, followed by a small army on wheels, and in carriages. C. L. Meyers immediately took the lead, closely followed by Stenken. Meyers led by 100 yards through Irvington, but succumbed to Stenken up Hilton hill, Pierce riding third, Richardson fourth. They rounded the first turning point in this order, but coming back up the Long hill, Valentine rode into second place, with Halsted third. The first man to appear over Hilton hill, on the way back was Stenken. He could be seen from Irvington, almost a mile away, and the way he pumped down the hill on his Star was surprising. Passing the Irvington Hotel, he led Valentine by 100 yards, but so fast did the latter ride along the level $2\frac{1}{2}$ miles to the starting point and return, that when they passed the Irvington Hotel on the second part of the journey, the K. C. W. man was two minutes ahead. Despite Stenken's splendid efforts, Valentine held the lead to the finish and won easily, slowing up at least four minutes toward the finish. The changes among the other riders were kaleidoscopic, and it would be almost impossible to note them individually, further than that the Elizabeth riders made up on the last quarter of the journey, and that Ed. Pettus, who was entirely without training, and who was, on this account, regarded as the weak plank of the K. C. W.'s team, worked his way from sixteenth to fifth.

Below we give a tabular arrangement of the order of the men at different points. For obvious reasons we use numbers instead of names, being certain that those who are interested enough to study the different phases of the race, will take the trouble to

refer to the full list of entries given above:

Top of Hilton Hill, $2\frac{1}{4}$ miles—29, 32, 21, 9, 22.

FIRST TURN, MILBURN, $6\frac{1}{4}$ MILES.

29—24m. 42s.	9—27m. 13s.	13—28m. 37s.
22—25m. 28s.	25—27m. 15s.	14—29m. 03s.
7—25m. 32s.	27—27m. 21s.	23—29m. 08s.
16—26m. 22s.	26—27m. 27s.	10—29m. 12s.
8—26m. 27s.	36—27m. 42s.	30—29m. 25s.
32—26m. 42s.	12—27m. 55s.	31—29m. 27s.
5—26m. 57s.	24—28m. 01s.	28—29m. 32s.
21—27m. 04s.	15—28m. 13s.	11—30m. 32s.

Top of Hilton Hill, $10\frac{1}{4}$ miles—29, 7, 22, 16, 8, 5, 21, 12, 27, 25, 26, 6, 24, 9, 13, 15, 14, 23, 30, 11, 32, 28, 31.

ONE-HALF DISTANCE, $12\frac{1}{2}$ MILES.

29—48m. 25s.	25—54m. 15s.	14—56m. 45s.
7—48m. 27s.	6—54m. 17s.	30—57m. 10s.
22—50m. 00s.	27—54m. 20s.	23—57m. 10s.
16—50m. 20s.	26—56m. 00s.	31—61m. 50s.
8—52m. 00s.	24—56m. 03s.	28—61m. 55s.
5—52m. 35s.	15—56m. 05s.	21—62m. 58s.
21—52m. 45s.	13—56m. 15s.	10—Out.
12—53m. 00s.	9—56m. 30s.	32—Fell.

Top of Hilton Hill, $14\frac{3}{4}$ miles—7, 9, 22, 16, 8, 21, 5, 12, 6, 15, 13, 25, 27, 23, 24, 9, 14, 23, 11.

Foot of Valley street, $16\frac{3}{4}$ miles—7, 29, 16, 22, 8, 5, 21, 12, 6, 15, 13, 25, 14, 9, 26, 24, 23, 11.

Foot of Valley street, $20\frac{3}{4}$ miles—8, 6, 5, 21, 15, 12, 22, 13, 14, 23, 9, 24.

Top of Hilton Hill, $22\frac{3}{4}$ miles—7, 29, 16, 8, 15, 6, 5, 21, 14.

FINISH, $25\frac{1}{4}$ MILES.

Order.	Name.	Club.	Time.
1	Valentine,	K. C. W.	1.41.05
2	Stenken,	H. C. W.	1.42.40
3	Caldwell,	E. W.	1.48.14
4	Bridgman,	K. C. W.	1.50.24
5	Pettus,	K. C. W.	1.50.45
6	Bonnett,	E. W.	1.52.32
7	Weber,	K. C. W.	1.52.45
8	Pierce,	H. W.	1.56.03
9	Roorbach,	E. W.	1.56.17
10	Germond,	H. W.	1.56.40
11	Bellinger,	E. W.	1.56.41
12	Steiner,	H. W.	1.58.40
13	Savoy,	I. B. C.	1.59.35
14	Greenman,	I. B. C.	2.00.15
15	Richardson,	I. B. C.	2.01.18
16	Halstead,	H. W.	2.02.20

SCORE AT DIFFERENT POINTS.

Miles.	K. C. W.	E. W.	H. W.
$10\frac{1}{4}$	75	48	59
$12\frac{1}{2}$	77	50	58
$14\frac{3}{4}$	78	58	62
$16\frac{3}{4}$	79	63	56
$20\frac{3}{4}$	84	66	55
$22\frac{3}{4}$	82	73	—
$25\frac{1}{4}$	83	71	54
Ilderan Bi. Club			33

* * * *

The machines used by the two leading teams were: Valentine, Columbia; Weber and Bridgman, Rudge; Pettus, Royal Mail; Caldwell, 51-in. Expert; Bonnett, 53-in. Columbia L. R.; Roorbach, 45-in. Star; Bellinger, 54-in. Standard, weighing 52 lbs.; Stenken, the second man, also rode a Star.

Just before the break-up, the K. C. W. gave three rousing cheers for the E. W., which the latter returned with interest.

Everybody was tired and happy, and all agreed that the race was a success.

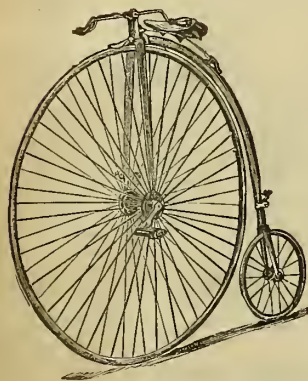
Caldwell is but fifteen years old, and it is certain, that, with age and experience, he will keep our best road riders on the move.

The timers were: F. H. Douglass, K. C. W., W. H. DeGraaf, H. W., and W. H. H. Warner. Fred. Jenkins was billed as a timer, but he started from Newark on a Crippler, was lost in the wilds of the Oranges, and turned up about 5 o'clock at the Irvington Hotel. E. K. Austin, K. C. W. acted as scorer; Elliot Mason, C. B. C., started; and T. C. Crichton, K. C. W. was an ennetic and acceptable Clerk of Course.

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It is needless to dilate on the qualities of this, the youths' perfect bicycle, as it has been for years regarded the standard machine of its class. Every respectable dealer finds it necessary to keep the Ideal in stock. Everywhere that boys ride bicycles the Ideal predominates. It has all the improvements of the larger machines, is perfect in its mechanical construction and very graceful in its lines.

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GORMULLY & JEFFERY,

CHICAGO, ILLS.

N. B.—We also manufacture a complete line of Sundries, including Lamp and Bells. See pages 7, 9, 10 and 11.

THE YALE CLUB'S RACES.

The annual tournament of the Yale B. C. was held last Friday and Saturday at Hamilton Park, New Haven.

Fair weather favored the meet on both days, but the attendance was poor, only 1,000 on Friday, and but 600 on Saturday—and it is doubtful if the club cleared anything over expenses. The races, with the exception of the Pope cup event, were run under A. C. U. rules. Fair time was made considering the track.

FRIDAY, JUNE 11TH.

One mile open—W. A. Rowe, 3m. 0 4-5s.; George Weber, Smithville, by 4-5 seconds.

One mile tandem tricycle—A. W. Ives and W. F. Knapp, won easily; time, 3m. 51 2-5s.

One mile handicap—F. G. Warner, Hartford (10 yards), 2.56 1-5; L. A. Miller, Meriden (scratch), 3 m.; A. W. Ives, New Haven (scratch), took a bad header and fell across the tape.

Three miles record race—George M. Hendee, New Haven, 2m. 46s.; 5m 52s., and 8m. 52s.; George Weber, Smithville, distanced; C. P. Adams, Springfield, stopped at one mile. Hendee went away at the start and was never headed.

Two miles novice race—F. G. Warner, Hartford, won easily in 6m. 43 2-5s.; C. B. Buxton, Meriden, second.

Two miles handicap—W. F. Knapp, Denver (scratch), 6m. 29s.; C. P. Adams, Springfield, and C. E. Whitten, Lynn, took headers, caused by an official getting in their course.

Ten miles Pope Cup—A. B. Rich, New York, 1h. 10m. 50 3-5 s.; John Illston, Hartford, second by a yard; F. G. Warner, third, by over a mile. This race was a tiresome procession till the last lap, when Illston vainly tried to outpace Rich to the tape.

SATURDAY, JUNE 12TH.

One mile, 3.30 class—E. A. De Blois, Wethersfield, Conn., 2m. 58 2-5s.; E. S. Horton, East Hartford, by forty yards; H. H. Stockden, Meriden, O.; F. G. Warner stopped on the first lap, his machine being out of order.

Five miles record race—Geo. M. Hendee, 15m. 17s.; George E. Weber, second; John Illston, by a long way. Hendee outpaced Weber at the end of each lap.

One-half mile, boy's race—F. A. Clark, Plantsville, Conn., 1m. 35s.; F. Graham,

Meriden, second; W. Randall, Seymour, Conn., finished first, but was disqualified for foul riding.

Three miles scratch—W. A. Rowe, 8m. 48 2-5s.; W. F. Knapp, second, by two lengths; George E. Weber, third, by a short distance. Knapp led for two miles, when Rowe passed him and held the lead to the finish.

One mile Club race—S. Carlton, 3m. 25s.; W. T. Rainey, close up; J. S. Kulp, o.

Three mile handicap—E. A. DeBlois (2 seconds) 8m. 54s.; J. S. Kulp (2 seconds) by 30 yards; L. A. Miller (scratch), o.

THE RACING PATH.

Missouri Amateur Athletic Club's games, held at St. Louis, May 31—Two miles handicap—S. G. Whittaker, scratch, 5.57; A. A. Hart, 170 yards, second; H. Morris, 260 yards, third.

The *Lynn Bee* kindly mentions our story of the Lynn races in favorable terms, refers to the slating we gave the band—preserve us—explains that the two really excellent bands which Lynn possesses were on G. A. R. duty, and invites us to call again. We hope to be able to at some future time, oh! busy *Bee*.

A three mile handicap was decided at the New York games last Saturday afternoon. W. S. Gilson, Pegasus B. C. won from the 90 yard mark, time 10m. 18 4-5s. Gilson rode the first mile in 3m. 11 1-5s., and the two mile in 6m. 44 2-5s. Thayer, Ixion B. C. 100 yds., second by a half lap; C. M. Phelps, Harlem Wheelmen, 100 yards, o; P. M. Harris, Ixion B. C., scratch, o.

The Albion Athletic Club and Bay City Wheelmen held a joint meeting at San Francisco, May 31st. Summary: One mile novices—R. W. Turner, B. C. W., 3.29; A. S. Ireland, Highland Park W., second. Half mile race—F. D. Elwell, B. C. W., 1.33; H. G. Kennedy, Denver, Col.; second. One mile State Championship—W. G. Davis, San Francisco B. C., 3.10 1-2; F. D. Elwell, second. The latter broke a handle bar during the race. Two miles handicap—F. D. Elwell, B. C. W., scratch, 6.56 1-4 s. H. S. Kennedy, Denver, Col., scratch, second. Five miles handicap—H. S. Kennedy, scratch, 19m. 4 1-4 s.; H. J. Blood, 150 yards, second.

A three days' meet will be held at Columbus, Ga., on July 15th, 16th, and 17th.

A racing man who travels in style—State Consul C. H. Potter, the millionaire tricycle rider, of the firm of C. N. Potter & Son, bankers, of Cleveland, Ohio, has arrived in Lynn and taken a suite of rooms at the Boscobel.—*Lynn Bee*.

The records made at the London International tournament are as follows: Tricycle— $\frac{1}{4}$ mile, H. C. Sharp, 41 1-5s.; $\frac{1}{2}$ mile, J. M. Inglis, 1.27 3-5; $\frac{3}{4}$ mile, A. E. Langley, 2.55 1-5; 2 miles, E. Kidderlen, 6.15 4-5. Bicycle—1-2 mile, W. A. Illston, 1m. 16 1-5s. The $\frac{1}{4}$ mile tricycle is a world's record.

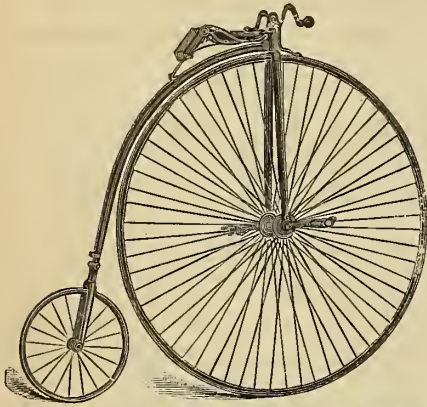
The Millville, N. J. Bi Club will hold the following events on its four lap track, July 5th, commencing at 2.30 P. M. One and five miles handicaps, quarter mile, one mile and three miles record races, ail open; one mile boys under 16, one mile hands off, two miles district championship, and one mile consolation. Entries close July 2d with H. Mulford, Millville, N. J. Entry fee, 1.00. Prizes, gold medals. Parade at 1.30 P. M.

At the Staten Island A. C. games held on their new grounds at West New Brighton, S. I., Saturday week, two bicycle events were on the programme. One mile scratch, best two in three heats: A. B. Rich won in two straight heats in about 3.42, the racing being done on the last lap; E. Valentine second in both heats; E. W. Parker, third. Three miles handicap—F. Ray, Ixion B. C. (75 yards) 10.42; E. M. Valentine, K. C. W. (75 yards) second. Ray won easily, taking the lead at a mile and a half. He rode away from Rich, the scratch man.

Mr. C. H. Potter, the tricyclist of Cleveland, Ohio, has instructed his legal adviser to bring suit against the Lynn Cycle Track Association, to receive his expenses of coming on to compete in their opening races. The races were advertised to be run under League rules, and after the entries had been accepted, and the programme published, they were announced to be run under A. C. U. rules. As Mr. Potter would have lost his amateur status by competing with the expelled men, he was compelled to stay out. Sheriff C. M. Merritt attached the box office receipts on Monday May 31, and carried off \$500 as security. The association will contest the case.

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."

"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.

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.

WHEEL GOSSIP.

Pittsburg will have a half-mile bicycle cinder path this season.

The Springfield Bi. Club will hold a handicap road race on July 5th.

The C. T. C. having reached 20,000 has now set the figure at 25,000.

Messrs Bayliss & Thomas have just perfected a dress-guard of *papier mache*, which will lighten their machines, and will doubtless be used in the future by all manufacturers.

The Morris and Essex Division has just issued circulars to its baggage-masters, instructing them to carry wheels free. This will allow a man to go the "Oranges" without the usual half-dollar tax.

We learn with regret that the press stand at a St. Louis race meet broke down. It was caused by the weighty intellects of the reporters. It is sarcastically hinted that there were no cycling editors present.

The idea that the A. C. U. was but a temporary organization has been dispelled by the publication of a circular letter from H. E. Ducker, wherein he declares that the Association is a permanent thing.

Book Master H. S. Wood, having removed to Youngstown, Ohio, has resigned as Consul for Philadelphia, Chairman of Road Book Committee and of the State Touring Board. Mr. Wood's defection makes a gap that it will be difficult to fill.

"Race committees are still advertising record races. There is no such race down in the rules."—*Cycle*. This corroborates our statement, that League men and racing authorities (?) of high degree are unfamiliar with the much tinkered Racing Rules.

The mileage of the Elizabeth Wheelmen for May, 42 men reporting, totals 8,926 3-4 miles. J. C. Currie leads with 516; A. S. Roorbach rode 609 1-2; D. B. Bonnett, 462; S. R. Bowman, 440; Caldwell 436 1-8; G. J. Martin, 428. The club's mileage to June 1st is 20,783 miles.

The young lady in charge of the *Bi. World's* booth, at the Boston show, "fell on our neck and wept," when, after a half hour's exposition of the merits of her paper—a twenty-four page paper for \$1.00 per year, advertising pages gratis—she learned that we received the *World* every week.

At the Nassau A. C. Games, to be held at Washington Park, Brooklyn, July 5th at 2.30 P. M., a three-mile handicap will be decided.

The Yale Bi. C. threatens Abbott Bassett with a suit, claiming that his embargo against the races interfered with their success. This is a virtual admission that a meet run under A.C.U. rules only can not be a success.

The Inter-Club contest between teams of eight, representing the Elizabeth Wheelmen and the Kings County Wheelmen, will take place on Saturday, July 3rd. The men will start at Milburn and riding over the course five times, will finish at Irvington.

Weber can no longer be rated with Rowe and Hendee. He has been beaten right and left lately, as a consequence of a long season of hard riding. If he would regain his lost laurels at Springfield and Hartford, he should seek the solitude of Smithville, and there sequester himself until about August 1st.

Our statement that the League Constitution has been changed so often that no one knows anything about it, is corroborated by the fact that at the Board of Officers' meeting, a motion was made instructing the Rules and Regulations committee to define the duties of a Chief Consul. In the last issue of the *Bulletin*, it appears that there are three sections in Article I., clearly defining the duties of that official.

Stop Thief! We borrow the war cry of Karl Kron to apply it to the *Cycling Times*, of London, England. Under the head-line "American Notes," that paper publishes the entire page of "Wheel Gossip" which appeared in THE WHEEL of May 21st. Many of the items possess not a particle of interest for English readers, and why they were used for "filling" we fail to understand. We would respectfully ask the *Times* to head its American column, "From THE WHEEL."

The A.C.U. nominates officers—A meeting of the A. C. U. was held at the Commonwealth Hotel, at Boston, last Sunday, at which the following officers were nominated; President, H. E. Ducker, Springfield; Vice President, J. H. Lewis, Newtonville; Secretary, A. O. McGarrett, Springfield; Treasurer, George T. Barnard, Lynn. An executive committee was appointed consisting of the president, vice-president, secretary, and Messrs. Wentworth, of Newton, and Carroll, of Lynn.

For some time past the paragraphists have given up their favorite pastime of putting the "great of earth" on wheels. They successfully mounted Dom Pedro, King Kalakua, the good Queen, "Vic.", Mrs. Langtry, Oscar Wilde—very—J. Longboy Sullivan, the King of the Cannibal Islands, and many others. They now have an opportunity to get in some fine work on Mr. and Mrs. Grover Cleveland. We give the following pointer gratis: Dash & Go have just sent one of their elegant tandems to the President and his lady. Hereafter they will do their billing and cooing on wheels.

AN IMPORTANT PRECEDENT.—The famous Lancaster pike, leading out of Philadelphia, has for years maintained a toll-gate about one mile beyond the improved surface. Wheelmen have paid toll over this vile stretch, and also to Paoli (two miles further west), in the vain hope that the improvement would be extended. Patience having ceased to be a virtue, the Pennsylvania Club have determined to pay the unjust extra toll no longer, and the Turnpike Company will be called upon to state their case. As the aggregate toll collected from wheelmen on clear Sundays and holidays, exceeds the gross receipts from all other traffic combined on the same days, the wheelmen have a powerful lever wherewith to move the management, especially as a parallel road is about to be similarly improved, and, apparently, without the exaction of a cent a mile from the suffering cyclist.—*Bulletin*.

"The machine is, from an English point of view, heavy, having been built for the American roads, but despite this fact and the great amount of rake put upon the front forks, for the same reason, we found it in every way an excellent roadster, stiff, and rigid, and very steady at speed, the square rubber pedals not ill replaced our accustomed rat-traps, but in spite of this drawback, we were able to negotiate the slope of Meriden with ease. The tyres and general fittings are excellent, though the brake might be made a trifle more effective, and the general finish of the machine does the Overman Company a great deal of credit. A semi-racer, on American lines, would, doubtless, prove a successful roadster in England, and looking at the general excellence and conscientious care exhibited in the construction of the machine under notice, we feel sure they would find many friends. Downhill the "Victor" ran freely and fast, whilst the rigidity of the forks made it equally good uphill.—*Bicycling News*.

THE WHEEL.

MISCELLANEOUS.

[Advertisements inserted in this department; not over our 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 Chash 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.

CUT PRICES

ON ALL BICYCLE SUNDRIES.

CUT OTHER DEALERS FEELINGS BUT STILL WE SELL

Cow-Horn Handle Bars

Complete with Brake, Lever and Bracket. Fit any machine. Any drop desired: Handsome and best in the market. Heavily nickled. Only \$4.00, sent C. O. D. O. W. Co.'s Duplex Whistle, 25c.; formerly 75c. 1-inch Rubber Tires, 50-inch wheel, \$6.30; 54-inch, \$6.80; 24-inch tire fore 52-inch, \$4.90; 3/4-inch for 18 inch wheel, \$1.38. All sizes 15 per cent less than other dealers. Quality guaranteed. \$2.00 Nash's Pat. Rubber Handles \$1.35 per pair. Spade handles, list \$6.00, only \$3.75. Bicycle and Lawn Tennis Shoes, 80c., rubber soles; and \$3.50 shoes for for \$2.80; hose \$1.10 to \$1.40 per pair, Yale Locks with chain, other dealers \$1.25 on y 80c. Perfection Brassed Locks, 2 keys only 59c; nickel polish only 15c. Repairing, Nickel Plating and Painting lowest prices, Skilful mechanics. Machines bought, exchanged for new wheels and sold on commission for only 7 1/2 per cent. Fine Stock. Write what you want. All new at bottom figures. Send stamp for price list Rifles, Guns and Revolvers 20 per cent below list.

CYCLISTS' SUPPLY CO.,

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



"Home Exerciser"

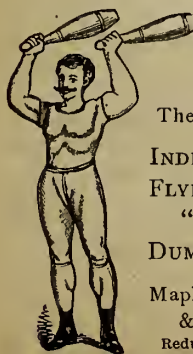
For brain-workers and sedentary people. Gentlemen, Ladies and Youtbs; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City.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

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Ten subscribers at \$3,000 each, or one at \$30,000, wanted to join advertiser in pushing Bicycle and Tricycle manufacturing business. New Factory and Plant owned free of charge.

Address, MANUFACTURER,
Care of THE WHEEL.



BORNSTEIN,

King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair

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.

FOR SALE, EXCHANGE, WANTS.

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

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

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

FOR SALE. 50-inch Enameled American Rudge, Lillibridge Saddle and King of the Road lamp. Condition, good. Price \$75.00. W. C. MONTANYE, 68 Barclay St., City.

BICYCLE MEDALS.

ATHLETIC MEDALS.

LAWN TENNIS. MEDALS.

CLUB * BADGES.

Jens. F. Pedersen,
MANUF'G JEWELER.

1 1/2 MAIDEN LANE,

— N. Y. —

MAKER OF THE L. A. W.

Championship Medals.



TWENTY DOLLARS!

For the latest, lowest priced and one of the best

CHRONOGRAPH * WATCHES. *

IN THE MARKET.

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.,

87 Nassau St., N. Y.

THE E. W.'S. DECORATION DAY RUN.

Five fortunates had gone to Boston. The hearts of the unlucky stay-at-homes were sad. Something must be done to raise the veil of gloom that enveloped the couldn't-go-to-the-meet's, and Captain Martin prepared to do it, and when darkness had settled down over the flower-decked graves of fallen heroes, the sunshine of gladness had brightened the gloomy Elizabethan cycling firmament. For the parade, the run to Morristown, the dinner, and the wheel home planned by the popular captain, had been carried out to the letter of the programme, and without a mishap to mar their success.

At 8.30 A. M. seventeen Elizabeth wheelmen, and five Roselle Ramblers assembled at the E. W.'s headquarters for parade and a run to Morristown. Eighteen members of the New Brunswick Bicycle Club, en route for Orange, arrived just before the start, and accepted an invitation to join in the preliminary parade through Broad street. The procession was also graced toward the end by five of the members of the E. W.'s ladies' division. The parade completed, the N. B. B. C. were escorted a short distance on their way. Then the local wheelmen returned to wait for the start of the big run. This was made at 9.20, at which hour thirteen Elizabethans and five Roselle Ramblers mounted their wheels, and followed Captain Martin to the Boulevard, en route for Morristown, twenty-five miles away.

The pace was easy, for the captain had promised that it should be slow enough to suit the laziest and the weakest, and he kept his word all the way up, e'en though the grumblers grumbled. Before the party was on its way ten minutes, a heavy wind from the east sprang up, and brought with it rain. No one, however, turned back, and to the delight of all, when Newark was reached, the storm cleared away, and for the rest of the day the weather was perfect. Up the hill to Irvington, and along the road race course to Milburn, the party wheeled. Two miles out of Irvington the only mishap of the day occurred. Five of the boys tried to ride too close; a "Star" man put on his brake suddenly, there was a heap of bicycles, and on examination, it was found that a little wheel was buckled. A vexatious delay of half an hour was required to repair this. At Milburn a halt was called as per programme. Here the party was joined by three members, Dr. and Mrs. Oliver on a tandem, and Paul Oliver on a single tricycle. They were riding to Morristown, and prom-

ised to join the party at dinner. Milburn left behind, the long climb through the sand, and up the stony hill to Summit began. Here the wheelmen halted to enjoy the grand view. Then wheeling through the pretty town, they coasted down the hills into the Morris Valley, and took the broad side-path at Chatham. Here they met five of the K. C. W., who had come from Greenwood Lake. They were given a warm welcome and a cordial invitation to join in the run and dinner; all accepted the first part of the invitation and declined the latter. Another halt at Madison, and Lieut. Bonnell, the whipper-in, brought up the stragglers. The broad road of five miles to Morristown, lined without a break with magnificent residences, lay before them. Two of the novices began to show some signs of fatigue. But Capt. Martin was bound that no one should be left, and was very patient with their infirmities, halting when they wished, and going as slowly as they desired. At 1.15 the entire party dismounted in front of Day's restaurant. A few minutes later the Oliver tricycle party came in, the lady showing not the slightest signs of fatigue. There was a further addition to the ranks by the arrival on the train of two more members.

Seventeen E. W.'s, five R. R.'s and three K. C. W.'s, sat down to the fine dinner spread in an open pavillion attached to the restaurant. After an hour's discussion of the repast, the wheelmen arose from the table, for a loaf about town until 3.30 o'clock, the hour set down for the return. At this time the party separated. Three bicycles, two single tricycles, and the two tandems, one of which held Dr. and Mrs. Oliver, started with Captain Martin to return home the long way (32 miles), by way of Littleton, Parsippany, Pine Brook, and Caldwell over the country roads.

The rest returned by the way they came, under Lieut. Bonnell. A few miles out of Morristown, Capt. Martin's party left the tricycles to take things easily, on the lady's account and went on ahead at regulation club gait. Notwithstanding that they had seven miles further to go, and nearly half the way over rough country roads, they caught the short way party at Waverly, having gained seven miles on them. The lady stood the work well, notwithstanding the fifteen miles of hard work over country roads, and with much less fatigue than could have been expected from a rider of but a year's experience, scored fifty-seven miles for the day.

JONAH.

FOURTH

Annual Races

— OF THE —

BINGHAMTON BICYCLE CLUB.

MONDAY, JULY 5th.

One Mile Novice,
Two Mile Dash,
Three Mile, 9:45 class,
One Mile, N. Y. State Cham.,
One Mile Ride and Run.
Three Mile Handicap,
One Mile B. Bi. Club,
One Mile Team Race, 3 men to club,
One Mile Consolation,
L. A. W. rules to govern. Entrance fee 50 cents for each event, closing July 1st, should be sent to C. E. TITCHENER, Binghamton, N. Y.

FOURTH ANNUAL MEET

OF THE

KINGS COUNTY WHEELMEN,

AT THE

BROOKLYN

ATHLETIC ASSOCIATION GROUNDS,

SATURDAY, JUNE 19,

AT 3.30 P. M.

Handsome and Valuable Gold and Silver Medals.

— EVENTS: —

- 1 Mile Novice (Club.)
- 1 " " Open to all amateurs.
- 1 " Tricycle Scratch
- 2 " Handicap Open to all amateurs.
- 3 " " " " "
- 5 " N. Y. State Championship.
- 1 " Scratch B'klyn Bi. Club. (Cham.)
- 2 " " " " " "
- 2 " " Bedford Cy. " " "

Entrance fee to each event 50 cents. Entries close June 12th with Chas. Schwalbach, 124 Penn Street, Brooklyn.

COWHORN HANDLE BARS

Handsomest, Strongest and Best Bars in the Market.

Complete with Brake Lever and Bracket, all nickeled,

ONLY \$4.50

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

ORDERS FILLED PROMPTLY. SATISFACTION GUARANTEED.

O. W. CO'S. **DUPLEX WHISTLES** by mail 35cts.

All Bicycle Sundries Cheap.

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NOW IS YOUR CHANCE.—A CLEARANCE.

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

T. HUNT STERRY,

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435 Flatbush Ave., Brooklyn, N. Y.

Send stamp for handsomely Illustrated Catalog containing a detailed description of

“THE AMERICAN SAFETY.”

The easiest running, the best hill climber, the best appearing and invariably pronounced by experts to be the most practical Safety on the market. Its action is not perceptibly different to that of the ordinary crank machine. The following correspondence will prove interesting:

Office of 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 Homoeopathic Pharmacy, and Ex-President of the Buffalo B. C., may be of interest to you.

Yours respectfully, E. C. STUART.

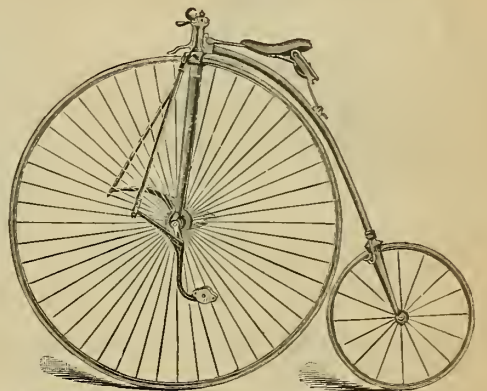
By permission of Mr. Stuart we quote from the letter (private) referred to:—“I did not know much about Gormully & Jeffery's 'Safety' but having a friend who has ridden one for a year, I went to see him. The result is that I conclude that G. & J. have the best 'Safety' in the market. This machine was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

H. T. APPLEBY.

PRICE, 42-inch STANDARD FINISH, - \$76.00.

Manufactured by **GORMULLY & JEFFERY, CHICAGO, ILL.**

N. B.—We also Manufacture a complete line of Sundries, including Lamps and Bells. See Pages 8, 9, 10 and 11.



SPOKES.

St. Louis is not so anxious to have the League Meet as she was before the Boston fixture came off.

At the Thespian Cycle Club sports (English), open to members of the theatrical profession only, Mrs. Langtry will present the prizes to the winners.

Eighteen tourists have already been booked for the coming Clerical Tour. Others intending to participate should send their names at once to Rev. Sylvanus Stall, Lancaster, Pa.

The Mountain Wheel Club, Phillipsburg, Pa., started for Niagara Falls on June 14th. They expect to reach the Falls on Saturday, June 26th, when the tour will end, the tourists going home by train.

The Ixion Bi. Club proposes to hold a road race to Yonkers and return, open to club members only. No definite course will be laid down, the object of the race being to find out the fastest road to Yonkers. Medals will be given to the first three men.

I. C. Doane, of Richmond, Ind., writes, “I have just returned from a trip to a neighboring town, thirty miles from here, on my new Rudge Light Roadster. I am perfectly delighted with the wheel in every way. It is the easiest hill climber I ever rode.”—*Adv.*

The Treasurer's report, published in the L. A. W. *Bulletin*, shows that the League had on hand May 27th, \$961.15. A further balance of \$4,650 is to be accounted for by the Secretary-Editor. Of this amount \$2,416.50 is due the Treasurer, which gives a grand total on hand of \$3,377.65.

The entries of the three mile championship of America, to be held under the auspices of the N. A. A. A., at the Staten A. C. grounds, on June 27th, close tomorrow, Saturday. Fee, \$2.00. Address, F. W. Jansen, P. O. box 3478, N. Y. City. Games commence at 2 P. M.

The Binghampton Bi. Club will hold its annual race meet on July 5th. The events are: 1 mile novice, 3 miles open, 3 miles 3.45 class, 1 mile New York State championship, 1 mile ride and run, 3 miles handicap, 1 mile Binghampton B. C., 1 mile team race, three from each club, 1 mile consolation, L. A. W. rules. Entrance fee, 50 cents for each event. Close July 1st with C. E. Titchener, Binghampton, N. Y.

Now that we have seen all the League Meet reports, we can justly claim that ours was the most complete and had the best arrangement of any, the events following one another as they occurred. Our report of the “Cycleries” surpassed in accuracy and detail anything we have seen. We rarely crow, and never without reason.

A contest was recently held at Muswell Hill, the Corey Hill of England. It is seven hundred and thirty-three yards long; grade not stated. Forty-eight men started, of whom forty-two finished. From this, we should judge it is not so difficult to mount as Corey Hill, which but one man out of a thousand can subdue. The following amusing adjectives are used by the *Cyclist*, descriptive of the men's efforts to top the hill: Labored, steady, strong, even, shaky, wobbly, weakly, slowly, erratic, corkscrew, etc.

The St. Louis Ramblers have issued an elaborate list of club runs for this year. They are 26 in number, commencing May 2d and ending October 31st. A century run to Clarksville is set down for June 27th. On July 2d the club will leave for Chicago, attending the races on the 3d, touring to Waukesha on the 4th and 5th, and returning on Tuesday morning. September 4th and 5th will be spent on a two days' tour from Arcadia, to De Soto and De Soto to St. Louis. On October 17th, a century run to De Soto and return will be taken. The card is very unique, and other clubs would benefit by issuing a card of runs.

Our e. c., the *Bi. World*, credits F. F. Ives with a daring feat. Ives was riding between the rails, and rushing up to a train, he caught hold of the rear car, and was towed some miles at a terrific pace, without accident. The *World* thinks this a wonderful story, and sadly tempts professional perverters (liars is too broad) by inviting them to match it. We think this story could be improved upon. Ives could have easily ridden up to the rear car of the train, attached it to the backbone of his wheel, turned about, and ridden away with the train. This would be novel and worth relating. Again, Mr. Ives might ride up to the train, fasten his machine to it, with Merrill's missing link, get his rear wheel caught in a frog, and stop the train, while the locomotive puffed away abortively. This would advertise the missing link and the strong constitution of the machine he happened to ride, and might pay better than maker's amateurism. No charge for these suggestions, Mr. Ives.

Of genuine makers' amateurs, the *American Wheelman* says: “Think of a stable of fast horses, fed and paddocked on the best in the land, let loose among a lot of cart horses, placed here and there by their masters, making genuine racing impossible. When we see a man like Hendee stoop to this inwardly cry, ‘for shame!’ And undoubtedly Hendee feels his position, judging by his looks and actions. No! The genuine kept amateur should be relegated to obscurity, for he is not near so honest as the genuine pro.”

The Hotel Boscobel of Lynn, Mass., may be regarded as the cycling inn of this country. Last Sunday wheelmen from the following named clubs made it their headquarters, and appeared in much larger numbers than ever before: Pennsylvania, Tufts' college, Haverhill, Long Island Wheelmen, Pentucket, East Hartford, Massachusetts, Smithville, N. J., Lynn Cycle, Elmira N. Y., Ridley Park, Pa., South Framingham, North Adams, Waronah of Richfield Springs, N. Y., Maverick, Westchester, Everett, Somerville, Roxbury, Boston, Salem, Charlestown, Lowell, Meriden, Ct., West Somerville and Philadelphia.

There is a limited class of English pressmen who sneer at everything American, and who are always on the alert to catch us napping. We feel that we can afford to laugh at our critics, when we read of the doings at the International tournament. The light-fingered fraternity were abroad in force, one man reporting the loss of a gold watch. Welshers abounded, and one of these vultures was hunted all over the field to the intense amusement of the spectators, and finally sent adrift, “Athing of shreds and patches, minus a hat and a trouser leg. Bad as we are, little as we know, we have no such doings on this side.

The recent horse race bicycle race at Madison Square Garden, in this city, was such a palpable fizzle that we took no pains to report it. We learn that it was a gigantic financial failure, utterly ruining its projector, Stanley Francis. It is further stated that Mr. Francis has disappeared, abandoning his wife and two babes. We sincerely hope this is not true. Mr. Francis is a Londoner, but has resided in this city for some few years. He called on us several times, and we feel convinced that if he has disappeared, he acted unwisely under the stress of the moment, and that he will certainly return to his family and to his creditors, when his judgment and better feeling gets the mastery of his excitement.

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.

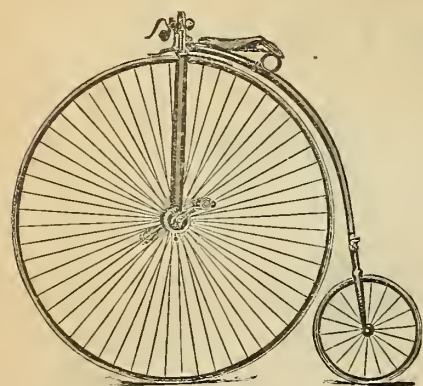
This is the first testimonial I have ever written.

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 PHENOMENAL ILLSTON FAMILY.

The Illston family are at it again. This time it is Tom Illston, a boy between thirteen and fourteen years of age, who rides 11 1-2 miles on the road in 39m. 30s. It happened thusly: On May 27th a "Kangaroo" hunt, or handicap scorch, was held at Birmingham. The two hares, Robert Cripps and A. Jones, rode a "Humber" tandem. Twenty minutes after the hares were slipped, 26 hounds, with handicaps ranging from nothing to 6 1-2 minutes, were sent after them. Tom Illston had five minutes allowance on W. Terry, a crack racing man. The hares laid four false trails, and got home without being caught, riding 11 1-2 miles in 41 minutes. The first hound home was the boy Illston, his net time being 39m. 30s. The scratch man, Terry, came next, occupying 44m. 11s.

Young Illston is the youngest of the racing family of that ilk, who has appeared in public. How many more "good ones" pere Illston has in training in the nursery, we know not. He takes great pride in his sons' abilities, and when they race, he takes the centre of the field and watches their every motion. We now have George H., recently returned to England, we believe, suffering from an attack of malaria; Wm. A., who is now making the fastest men on the other side sit up; John, now at Hartford, Conn., where he competes in local races, and shows promising form; and lastly "Tom," whose first public performance we have recorded above. Mr. Illston should write a book on training.

IT IS SAID

That W. W. Stall writes cock-robin poetry.

That "Owl" Egan is busy killing time at Bayside, L. I.

That the Vendome Hotel was called the Vondum, *a la* English.

That the Citizens' Bi. Club was the grain of salt in the Boston baking.

That Poultney Bigelow, editor of *Outing*, lives abroad—Bungalow Villa, N. J.

That his wife presented him with a daughter some weeks ago, which none of the papers noticed, and which we mention at this late day as a matter of record.

That the Elizabeth riders sit up when Mrs. Dr. Oliver and her husband tandem by them.

That E. K. Austin, the strawberry blonde, of Brooklyn, has joined the Auburn Bi. Club.

That the Boston Club will run a Red Nose Tour in opposition to Frank Elwell's Blue Nose fixture.

That Francis Murphy, the temperance advocate, has joined the Coldwater Bi Club, of Coldwater, Mich.

That Rev. Sylvanus Stall is a prolific publisher, employing a stenographer, at whom he talks his matter.

That his Reverence is a unique sample of a hustling dominie, and that his countenance has a sort of busy-mildness expression.

That the "young lady" of the *Bi. World* is willing to accept a tricycle, and thus become the first maker's amateuress.

That Gormully and Jeffery are making a line of ladies' trikes, with extra sized pedals, for the Chicago trade.

That G. D. Baird, ex-editor of the *Cyclist and Athlete*, will shortly publish a "poetical romance" in book form.

That Stall's advertising clown was the most horriole, cheekiest, and "biggest" man at the League meet.

That the Bostonians suffer from the ravages of "screamers," "squawkers," and other unmusical animals.

That Hendee and Rowe rode a mile in 2.37 2-5, and that Hendee rode five miles in 14.27; both on the Lynn track.

That the motto of the A. C. U. is "*Jamais arriere*," which is Springfield French for, "What will you have for yourn?"

That Dr. Kendall lost a "five" at the Lynn races without having a run for his money, Hendee tumbling into a ditch.

That "Only a mucilage bottle—Only a pair of shears" is the favorite lay of a certain Boston editor, who shall be nameless.

That the M. A.'s are penitent for their exhibition at the Lynn races, and that, under the castigation of the press, they cry out that they "will do so no more."

That visitors at Boston made anxious search for "Daisy," of *The Cycle*; but they always looked among the ladies for her, and therefore never got within speaking distance.

NEW ORLEANS CHATTER.

The wheelmen down this way, now that the agony is over, quietly submit to the inevitable, and those who held an opinion different from that of the Racing Board, very becomingly bury their sorrows within themselves, and look upon the Maker's Amateur as a thing of the past.

Messrs. Hill and Fairchild, two of the three New Orleans to Boston tourists, have arrived home. They report having a splendid time. Their brother wheelmen will shortly give a banquet in their honor, and are also having handsome medals prepared to be presented to the plucky riders, in commemoration of their long jaunt. Fairfax, the third one of the party, is still doing New York city.

The latest from Van Meerbeke, who left here on May 18th, after a two weeks' rest, is contained in the following special dispatch to the New Orleans *Daily Picayune*:

SAN ANTONIO, TEX., June 6.—Fred Van Meerbeke, the bicyclist, who, under a wager, is riding from New York to San Francisco, reached here at a late hour, a cake of mud from head to foot, his wheels clogged and dead tired. It is his sixty-eighth day out, and he has eighty-two left, the time allowed for the trip being one hundred and fifty days. He has been riding through heavy rains and country roads well nigh impassable. His actual riding time from Houston to San Antonio, two hundred and seventeen miles, including all stops and delays, was ninety hours and ten minutes. He is in good spirits and good condition. He says he is three days ahead of time. From a short distance west of here, he will be compelled to carry his own water over a vast stretch of arid country.

This promises to be a lively season, so far as racing is concerned. Next month a three days' race meet for Southern wheelmen is to be held at Columbus, Ga. They have a splendid track, goods roads, and all reports agree that it will be the grandest meet yet held in the South. Vicksburg, Miss., has also on foot another meet, to be held in October. The arrangements, however, are as yet in a rather crude shape. Locally, there are the annual club races, a fifty mile race for a medal offered by Mr. A. M. Hill, of the New Orleans Club, and two or three other minor events, all to occur within the next two months; so you see we will have our hands full, if we take them all in.

NEW ORLEANS. June 8, 1886.

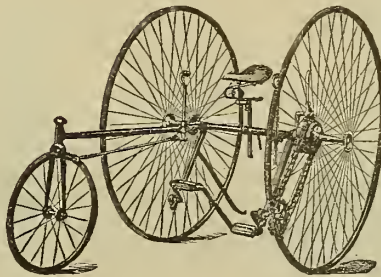
GOETZE'S BICYCLING HOSE.—There are no better bicycle hose than the "Club" and "Columbia" made by Theo. Goetze & Co., 256 Grand St. They are not "English you know," but they "get there all the same." *Ad.*

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

AMERICAN IDEAL TWO TRACK TRICYCLE.

For Youths and Misses. This tricycle is manufactured at the earnest demand of the trade generally, and is after the same general lines and finish that has made its companion the American Ideal Bicycle, a household word.

PRICE, 30-inch, - \$40.00



Every care has been maintained in its construction and none but the best of selected material is used and we do not hesitate to guarantee that it will sustain the previous reputation of its name.

PRICE, 34-inch, - \$45.00.

Manufactured by *GORMULLY & JEFFERY*, CHICAGO, ILL.

N. B.—We also manufacture a complete line of Sundries, including Lamps and Bells. See pages 7, 8, 10 and 11.

WHEEL ETHICS.

From The Cycle.

"Tell me, oh, Wheelman, ere you ride away,"
I asked, "Where have you been this Sabbath day?"

Then the cyclist replied, from his lofty perch,
With gracious mien, "I have been to church;
I have been to church, though strange to tell,
I have heard neither parson nor tolling bell.

"'Twas a volunteer choir, and the rapturous notes
That fell on my ear, as the tiny throats
Seemed bursting with praise of the Maker's name,
Thrilled with such joy I was glad that I came.

"And the air was so pure, so fresh and sweet,
Though I sat on a softly cushioned seat,
That I never once thought of going to sleep;
Nor was the sermon too dull or deep.

"I remember the text, too, 'God is love.'
'Twas everywhere written, around me, above,
On the stately columns that rose at my side,
To the vaulted arch so blue and wide.

"Upbreaching to the very throne of Grace,
'Twas a grandly solemn, sacred place,
And I almost forgot how cold and drear
Is the earth, sometimes, heaven seemed so near."

Thus I hold that pure worship has no part
In the time or the place, but springs from the heart.

CHARLES RICHARDS DODGE.

"The Racing Board has recalled its order of suspension against the men who competed in the Lynn races, so far as H. C. Getchell, Charles A. Stenken, A. D. Grover and F. B. Brigham are concerned. Said parties have shown to the Board that it was clearly understood by them that the races were under League rules, and the officials certify to this effect. The position taken by the Board is this: It was publicly announced that the races were to be run under A. C. U. rules, and no change was made in the determination until it was found, at the last moment, that the men would run under none but League rules."

We are glad to learn that these men have been spared the injustice of suspension, but it is with mingled feelings that we peruse the Racing Board's reasons for its retraction. The Chairman of the Racing Board attended the Lynn Races, and sat in the press stand, not two yards from the writer. He is supposed to know whether a race is being run under League rules or not, and he had every opportunity to inform himself of the facts. Furthermore, we distinctly remember that an official stepped upon the track, just in front of the grand stand, and called out for the benefit of the audience and the press, that such a race, naming it, would be run under L. A. W. rules. In fact, the distinction between amateurs and makers' amateurs was rigidly maintained throughout the day, each class racing separately.

Now is the time to secure anything in the cycle sundry line which you may need. Call or send to Stoddard, Lovering & Co., 152-158 Congress Street, Boston.—*Adv.*

The agents of the Buffer Saddle have been taxed to their utmost to meet the demand, but are now pleased to say that their stock is complete. Stoddard, Lovering & Co., 152-158 Congress Street, Boston.—*Adv.*

"King of the Road" lamps of all sizes, prices furnished, and patterns kept constantly in stock by Stoddard, Lovering & Co., 152-158 Congress Street, Boston.—*Adv.*

When M. V. J. Webber left for England last September, he left his 59-inch Rudge Humber racer with Mr. H. D. Corey. This is the machine on which he rode during the famous race of 20 miles within the hour and was only used at Springfield. Mr. Corey offers the same for sale and invites correspondence. Address, 152 Congress Street, Boston, Mass.—*Adv.*

Messrs. Stoddard Lovering & Co. have just received a supply of light crippers, for the use of light weight gentlemen or ladies. These are the latest pattern and a very suitable machine for both sexes.—*Adv.*

Burley B. Ayers of Chicago, one of the most popular and best known wheelmen in the United States, writes:—"My Rudge Light Roadster arrived to-day and is the acme of grace and elegance. It is the best hill-climber that I have ever ridden.—*Adv.*

With grief we say it, but so evident is the fact, that the dread words must be spoken—Amateurism is sinking day by day from its former high estate, and we opine that it must almost have touched bottom, when a so-called amateur, competing at a late meeting, gazes on the prizes set out in gorgeous array, "I shall only try for the second prize, there's too much glass about the first." He was beaten by a length for first honors. And now we sigh for the days of the Amateur Athletic Club, with all its restrictions and its faults, and yearn for the reinstatement of the laborer and artisan clause, or something like it.—*Cyclist.*

Among the largest and best repairers of cycles, is the firm of H. D. Hedger & Co., of Boston. All the work is supervised by Mr. Hedger himself, who was for a number of years with both English and American manufacturers. He makes a specialty of making machines or parts to order.

KINGS COUNTY WHEELMEN'S RACE MEET.

This event will be held to-morrow on the B. A. A. grounds, DeKalb and Classon avenue, Brooklyn. The grounds may be reached via Bridge "L" road to DeKalb avenue station, which is but two blocks from the grounds. The DeKalb avenue horse cars, starting from Fulton Ferry or the Bridge, pass the door. Parties from upper New York City should take 23d Street Ferry to Broadway, Brooklyn, and Franklin avenue cars.

Over ninety entries have been received, including all the fast men in this vicinity. Among them are: Rich, Valentine, Gilson, Powers, Harris, Hall, Renton, Bridgman, Kulp, of New Haven; Wilhelm, Reading, Pa.; Kavanaugh, Cohoes; Roberts, Poughkeepsie; Collins and Hodgson, Troy; Stenken, Phelps, Baird and Taylor. Races commence promptly at 3.30 P. M. Music by Regimental Band.

FIXTURES.

JUNE 19.—King's County Wheelmen; annual Spring meeting at Brooklyn, N. Y.
JUNE 24.—Detroit B. C. Club's Race Meet.
JUNE 26.—Capital B. C. Club Spring Race meet at Washington, D. C.
JULY 3.—Kings Co.—Elizabeth Wheelmen, team road race.
JULY 1.—Canadian Wheelmen's Association, annual meet in Montreal.
July 3.—Suffolk Wheel Club's three days tour along North Shore.
JULY 5.—Binghampton B. C., annual race meet at Binghampton, N. Y.
July 5-16.—L. A. W. tour from Rochester to Harper's Ferry, Va.
JULY 3.—Illinois State Division meet at Chicago.
JULY 23.—Trojan B. C. Race Meet at Rensselaer Park, Troy, N. Y.
JULY 5.—Caledonia Club's races at Hampden Park, Springfield, Mass.
JULY 3.—Races at Lynn.
JULY 5.—Races at Boston Common.
JULY 5.—Millville, N. J., Race meet at Woodland Park.

The New American Tricycle Co., 40 Vesey St., N. Y., whose machine we so highly commended in our report of the "Cycleries" report that it has created a furore, the driving gear being an entirely new thing in tricycles.

Messrs. Horace Partridge & Co. are among the largest dealers in athletic goods in the country, having, besides their Boston house, branch stores in New York and Chicago. These stores are headquarters for all kinds of athletic and bicycle goods.

We would call the attention of bicycle club secretaries to the advertisement of the Dreka Stationary and Engraving House. This firm turns out all styles of fine stationary and engraving, and clubs wanting anything handsome and unique should write them.

Messrs. Wm. A. Pond & Co., the famous musical instrument makers, are handling a bicycle bugle, made by Boosey, manufacturer of the Boosey Band Instruments.

1886 Model.

ROYAL MAIL BICYCLE.

Won the Prize for Best Road Record of 1885.

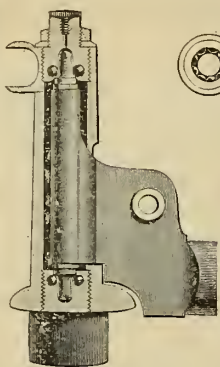
Six Improvements.

The Wheel of the Year

5056 Miles on one Wheel



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



A Great Success!!

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

Common Sense Improvements.

A Superb Wheel. Book your order
in time.

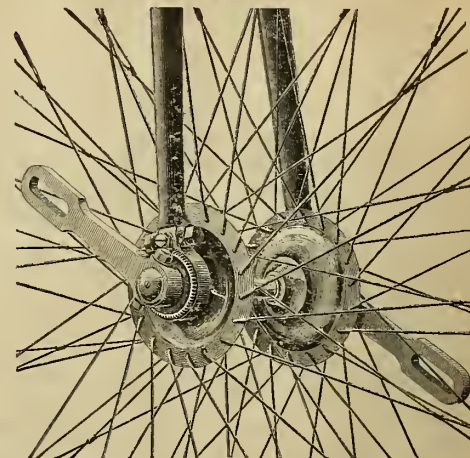
BALL BEARING HEAD.

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

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

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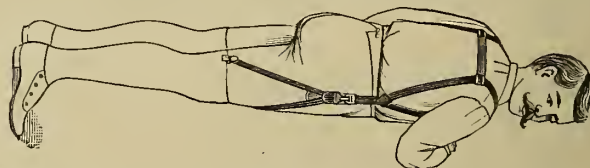
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Every wheelman should have them in his wardrobe or on his back. They
are unquestionably the best yet produced. It is made so as to be worn beneath
the flannel shirt, passes over the shoulders and down each leg. It has a slid-
ing buckle which allows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

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and the work has been a marked feature of their success.

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Three insertions	-	-	75 cents.
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for a pair of **Punnett's** celebrated Jersey cloth
knee breeches. Durable, comfortable, and neat
fitting. Try a pair; you will use no other. Send
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H. B. HART, 811 Arch St., Philadelphia,
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DIFFICULT REPAIRING A SPECIALTY.



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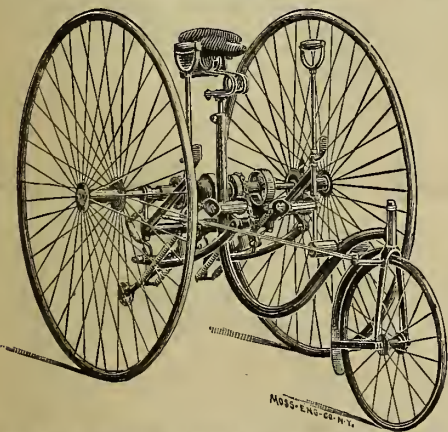
WEDDING INVITATIONS
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IN THE BEST MANNER AND NEWEST STYLES.

FINE STATIONERY IN NEW STYLES, WITH
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THE NEW AMERICAN TRICYCLE.



Special Advantages Claimed for "The New American."

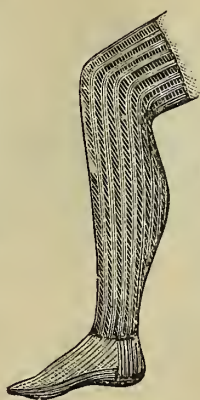
1. It is the only tricycle that can be used equally well by a gentleman or lady, a grown person or a child, without changing any of the parts. 2. The movement is simple and powerful. 3. The pedals are independent of each other and start and stop at any point of the stroke, so that a long or short stroke may be taken. 4. They are equally and fully effective at any point, and there are no dead centres. 5. They may be used independently or together; do not move unless the rider moves them, and may be used as foot rests when descending hills. 6. The lever movement is graceful and for obvious reasons is the only one adapted to the use of ladies. 7. It can be instantly changed from speed to power and is a superior hill climber. Send for catalogue to

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40 VESEY STREET, NEW YORK.



They're NOT English, you know,



"Club Hose."

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

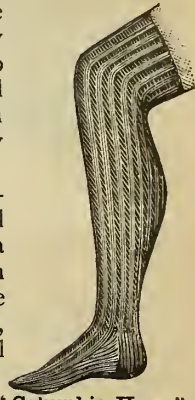
we make to order for clubs and individuals to match any shade of cloth.

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

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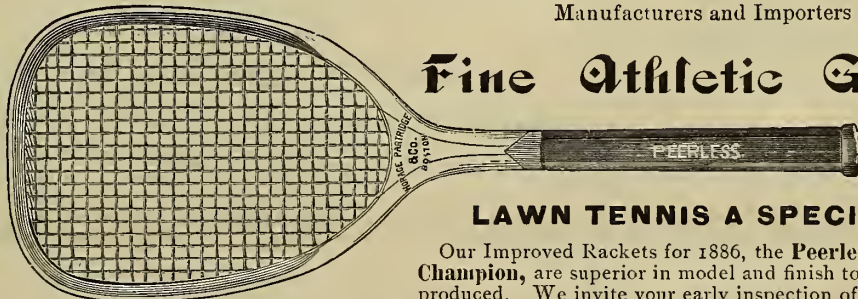


"Columbia Hose."

HORACE PARTRIDGE & CO., BOSTON.

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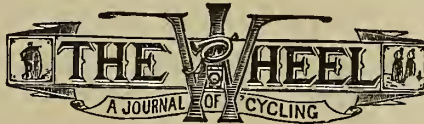
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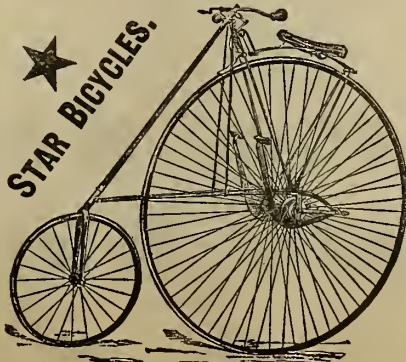


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