

The Cycle.

VOL. I, No. 11.

BOSTON, MASS., 11 JUNE, 1886.

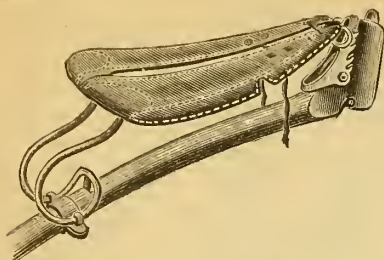
FIVE CENTS.

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

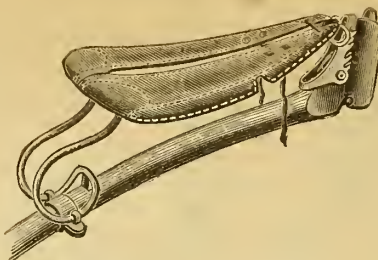


**THE MARLBORO' CLUB—Automatic Steerer.
ADMIRABLY ADAPTED FOR LADIES.**

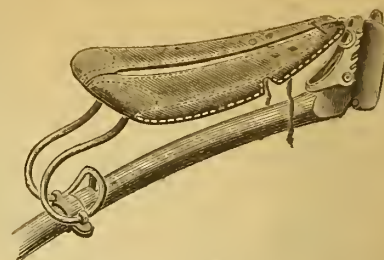
SEND FOR CATALOGUE TO 239 COLUMBUS AVENUE, BOSTON.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, \$5.00. Price of Coiled Spring, with Straps, etc., for Old Saddles, 75 Cts.

FREEMAN LILLIBRIDGE, Rockford, Ill.

THE BOSTON BICYCLE SHOE.

The Perfect Shoe for Cycling.

Hand-sewed, hand-made, first-quality stock and warranted in every respect. Every pair of our No. 1 Boston Sporting Shoes is marked inside, "Boston: Strickland & Pierce, Hand-Sewed," and is stamped "Patent" on the bottom. None others are Genuine. Bicycle, Base Ball Sprint Running, Pedestrian, Gymnasium, La Crosse and other shoes. Prices and rules for self-measurement sent on application.

STRICKLAND & PIERCE,
156 and 156½ Summer Street,
BOSTON.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

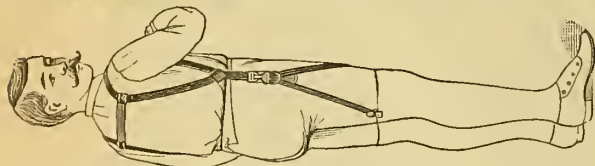
H. B. SMITH MACHINE CO.
Smithville, Bur. Co., N. J.

THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

The above Machines have been awarded First Prize at the New Orleans Exposition, and the Champion holds the World's Long Distance Record. They Run Easy; Sell Easy; Repair Easy; and the Prices are Easy. They are the best. These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for Catalogue and Prices. We also have a large stock of Children's Machines at very low prices. First-class Repairing and parts for repairing. All kinds of Machines constantly on hand; also Sundries. Discount to the Trade. Call or write to the New England Headquarters.

MURRAY'S - - - 100 Sudbury Street - - - BOSTON, MASS.

THE Z. & S. STOCKING SUPPORTER.



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 sliding buckle, which allows for tension, and which can be unfastened by a spring in an instant without inconvenience.

Price Per Pair, 65 Cents.

Send stamp for new Illustrated Catalogue, now ready, of our Cycling Goods.

HOWARD A. SMITH & CO., successors to **ZACHARIAS & SMITH,** Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
A. W. GUMP,
DAYTON, OHIO,

For large Illustrated Price List of New and Second-hand Machines.

Second-hand Bicycles taken in exchange. Bicycles repaired and nickel-plated. Cash paid for Second-hand Bicycles. Largest stock of second-hand Wheels in America.

BARGAINS THIS WEEK:

52-inch PREMIER, new tires, ball bearings	\$50 00
54-inch ENGLISH, new tires, ball bearings	55 00
SOCIABLE TRICYCLE, for two riders	80 00
VICTOR TRICYCLE, late pattern, just like new	100 00
VICTOR TRICYCLE, good running order	75 00
50-inch EXPERT, No. 1 order	75 00

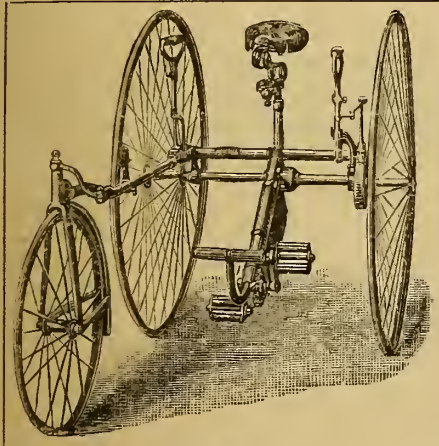
Mention THE CYCLE when you write.

ROYAL MAIL NEW TRICYCLES,

The Handsomest and Best Yet.

ROYAL MAIL BICYCLE

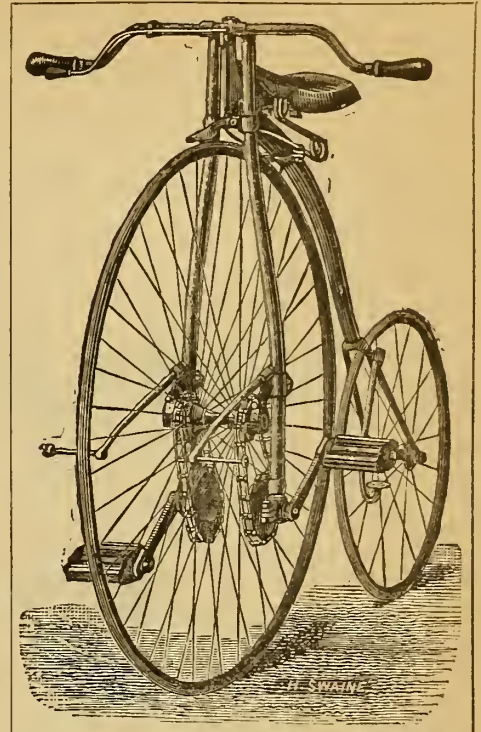
STILL IN GREAT DEMAND.



Only Wheel with Trigwell's Ball Head and Crip Fast Rim.

Just received, a lot of the Royal Mail Latest Tricycles with their New Patent Ratchet Brake. No straining pressure of the hand required in coasting. Splendid improvement. Also small rear and large front wheels. See this new Tricycle.

SAFETY KANGAROO still in great demand. Any one can ride it. Headers impossible. A safe wheel for night riding, for business or pleasure. More sold than any other Safety. 100 miles in 6 hours 39 minutes. Address.



WM. READ & SONS, 107 Washington Street, BOSTON.

RECORDS FOR THE APOLLO.

John S. Prince at Minneapolis, May 7, 1886, made World's Records from 35 to 50 Miles.

50 MILES IN 2 h. 38 m. 53 $\frac{1}{2}$ s.

In the 72-Hour Race, PRINCE v. SCHOCK, May 10 to 15, inclusive,

PRINCE MADE 1,042 MILES, 220 YARDS,

Beating the Former Champion, SCHOCK, by 14 Miles, and making World's Records from 100 to 1,042 Miles.

ALL THESE RECORDS WERE MADE ON AN

APOLLO SEMI-RACER, WEIGHING 32 $\frac{1}{2}$ LBS.

WITH DOUBLE BALL BEARINGS AND BALL HEAD.

W. B. EVERETT & CO., 6 and 8 Berkeley St., Boston, Mass.

SOLE UNITED STATES AGENTS,

The First Hollow-Forked, Ball-Bearing Bicycles manufactured in this country were made in 1878, by Thos. B. Jeffery, who superintends the mechanical department of the firm of

GORMULLY & JEFFERY,

CHICAGO, ILL.,

MAKERS OF THE

AMERICAN CYCLES

Mr. Jeffery also made the first tricycle at about the same period, and has been making Cycles ever since. If experience is the best teacher, surely the American Cycles, which to-day combine his long experience and many inventions, are the best.

PRETTIEST CATALOG IN THE TRADE FREE.

THE CYCLE

PUBLISHED EVERY FRIDAY BY ABBOT BASSETT, 22 SCHOOL ST., ROOM 19.

VOL. I.

BOSTON, MASS., 11 JUNE, 1886.

No. 11.

TERMS OF SUBSCRIPTION.

One Year, by mail, post-paid.....	\$1.50
Three Copies in one order.....	3.00
Club Subscriptions.....	1.00
Six Months.....	.90
Single Copies.....	.05

Specimen Copies free.

Every bicycle dealer is agent for the CYCLE and authorized to receive subscriptions at regular rates. The paper can be found on sale at the following places:—

Boston, CUPPLES, UPHAM & Co., cor. Washington and School Streets. Tremont House news stand. At every cycle warehouse.

New York, ELLIOTT MASON, 12 Warren Street.

Philadelphia, H. B. HART, 811 Arch Street. GEORGE D. GIDEON, 6 South Broad Street.

Baltimore, S. T. CLARK & Co., 4 Hanover Street.

Chicago, W. M. DURELL, 115 Wabash Avenue. JOHN WILKINSON & Co., 77 State Street.

Washington, H. S. OWEN, Capital Cycle Co.

St. Louis, ST. LOUIS WHEEL Co., 1121 Olive Street.

ABBOT BASSETT EDITOR

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All communications should be sent in not later than Tuesday, to ensure insertion the same week.

Entered at the Post-office as second-class mail matter.

THE A. C. U.

HENRY E. DUCKER, of Springfield, has forwarded the following communication for publication, addressed to the wheelmen of America:—

Whereas, the arbitrary action of the Racing Board, L. A. W., in expelling certain wheelmen from League membership has been deemed as unjust and unwise, a new organization was formed at Boston, on Saturday, 29 May, called "The American Cyclists' Union," whose object is to promote the sport of cycling, and to secure for wheelmen the rights of the path, to protect and defend our racing men from impositions, and, for the public, to add new charms for what is to-day the leading sport of the world.

The A. C. U. appeals to wheelmen, clubs, track associations, manufacturers and all others interested in cycling to support us in a laudable endeavor to encourage and foster the true spirit of amateur races, viz., the desire to win; and, furthermore, to keep our noble sport free from the abuses of gambling and jockeying which have ruined many a sport that has preceded cycling. Our rules are just, our motto, "Jamais Arriere," with a friendly feeling for all.

CAUTION.—The underhanded methods now being pursued by the chairman of the Racing Board, L. A. W., should not be countenanced by any fair-minded wheelman. The attempts to stab the A. C. U. out of existence before it has fairly begun life is fully characteristic of the proceedings of the L. A. W. chairman, but we feel our cause is a just one, and we are proud of the hearty support now accorded us. To the racing men: We offer a protection such as is not within the province of the League to offer you. We have declared no war on the L. A. W., but shall protect our rights and those of our number against their arbitrary actions; and if necessary shall buckle on the armor and fight to the bitter end. "We court peace and the good-will of all." At the same time we shall maintain our rights at all hazards.

Remember, the A. C. U. is not an organization of to-day, but one for all time. Copies of our rules and regulations may be obtained of A. O. McGarrett, secretary, Springfield, Mass. Clubs and associations are cordially invited to hold their meetings under our rules, and to avail themselves of the protection afforded by the prince of cycling organizations, the American Cyclists' Union.

Respectfully yours,

HENRY E. DUCKER,

President A. C. U.

We are glad to see something official from the new League, even if it is glittering with

assumptions and false ideas. The Union has been formed simply because the League insists that professionals shall not race as amateurs. Mr. Ducker says the Union is formed to defend our racing men from impositions. At every meeting held under A. C. U. rules, both amateurs and professionals alike have been admitted to amateur races, and the League has had to step in and warn wheelmen against these impositions.

The Yale Club managers announced certain races for amateurs, and amateurs entered them in good faith. After the entries were closed, it was found that professionals had been admitted to these races, and those amateurs who had entered were forced to stay out or lose their status, and their entrance fees were forfeited. This is defending our racing men from impositions with a vengeance.

Mr. Ducker says his League desires to encourage and foster the true spirit of amateur races. Mr. Ducker has very strange ideas in view of the amateur rule adopted by the Union and the public acts of its members. When Mr. Ducker talks about "underhanded acts," we recognize it as one of his peculiar methods of conducting a campaign; for personal abuse was a marked feature of his campaign against the Racing Board, and it resulted in the unanimous indorsement of the board, and a vote of thanks to them for what they had done. The A. C. U. is formed in order to allow Messrs. Rowe, Hendee and Knapp to enter amateur races. This is the thing in a nutshell.

THE Racing Board has recalled its order of suspension against the men who competed in the Lynn races, so far as H. C. Getchell, Chas. 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 positions 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. Many riders kept away from the tournament when they found that the A. C. U. rules would be used, and in justice to them the League cannot countenance the

action of the Lynn officials. This is the first case, however, and the Racing Board is disposed to deal leniently with all who are loyal to the League. It should be clearly understood, however, that mixed meetings will not be countenanced. The A. C. U. advertises amateur races and admits professionals to them. It imperils the status of every amateur rider who enters its races, and in the interest of the amateurs, the League must step in. The League hopes to have the support of all members who have any regard for the amateur rule, and loyalty to the institution will forbid them to serve in any capacity at race meetings held under any rules but those of the L. A. W.

THE League Meet at Boston was not the success that it should have been. We do not doubt the boys had a good time, and measured in this way, it was an unqualified success; but the business meeting was not a success, and it did much to injure the institution. We had a right to expect a larger attendance and more enthusiasm. Failing to get it, the world will say that wheelmen take little interest in League affairs, and they may well predict a rapid decay for the association. We do not consider the parade a success. We had a right to expect twice as many wheelmen in line. The races were not a success. But then we do not remember a more successful meeting at any League Meet.

We do not regard the general apathy that prevailed in Boston towards everything of a formal character to be in any way an index to the feeling of League members towards that body, but we are obliged to confess that the effect of the Meet upon the outside world was not such as we would liked to have seen.

MR. STEPHEN TERRY of Hartford has made a suggestion to the Racing Board that will in all probability be adopted. He proposes that the League furnish a medal or badge of small intrinsic value to each member who in any race under L. A. W. rules and sanction shall run a mile in three minutes or less from scratch, with a bar giving the year it was done, and an additional bar each year he repeats it. This is like the plan for marksmen's badges in the National Guard; and one or two entries made for this special purpose in any race will be apt to make the fast men go. All

over the country will be found fast riders who would like to win such a badge, and that will add interest to races; in fact many riders would value the badge above the regular race prize.

SPEAKING of the new association, the A. C. U., Mr. Ducker says the rules are modelled after the N. C. U. We are glad to know this, because the N. C. U. has a much stricter amateur rule than the L. A. W. has. Under the N. C. U. rules a man who accepts his expenses from a cycle dealer becomes a professional; under the L. A. W. rules he is suspended from the track for a short time. Under the N. C. U. rules any bicycle agent who teaches a man to ride as part of the agreement in the sale of a machine, becomes a professional; under the L. A. W. rules this is allowed without affecting a man's status. The N. C. U. never reinstates a professional. The L. A. W. does not regard professionalism as an unpardonable sin.

MR. DUCKER says that the new organization is formed in order to get the League to change Rule H. There is not a man in the country whose standing is affected by this rule. Strike out the rule and there would be no change in the condition of the men in whose interest the new association is formed. The new association is formed in order to break down the amateur rule. Nothing more, nothing less. It is a shield which the organizers are putting up to allow professionals to hide their true status and appear to be amateurs.

It is very pleasant to have one's motives impugned, and the following from our Tremont street contemporary makes us sit up and cry "shame!"

"Then a long discussion ensued as to the question whether or not there was a vacancy in the office of secretary-editor. Mr. Bassett, who was said to be anxious to obtain the position of secretary-editor, vainly tried to have a vacancy declared; but the board would have none of it, and voted that it was the sense of the meeting that no such vacancy existed."

Mr. Bassett had refused to be considered a candidate for the office, and he made no attempt whatever to have the office declared vacant. The whole statement is as false as it is ungenerous.

THE *Bicycling News* cuts things very fine. It tries to show that when a race committee returns entry fees to starters who finish the race, it makes them ride for money. Speaking of the Pope cup race, in which the entry fee is returned, it says:—

"To suppose an instance which will put the matter clearly. If a man, after riding

nineteen miles, found himself entirely out-paced and made a show of when racing began, he would probably retire were the rule in question non-existent. But as the case stands he would very possibly keep on his machine and literally ride the last mile for \$5. The line must be drawn somewhere, and if men who ride a certain distance are to be paid back a certain entrance fee, what is to prevent a number of men making a race for sweepstakes of entry fees for the man who stops on his machine longest, or rides a given distance in the shortest time, and still remaining amateurs? It is indeed only necessary to imagine a man in the particular race now referred to, thoroughly pumped out at fifteen miles, retiring, and subsequently, when laps behind, getting on to ride the remaining distance at a dollar a mile, to appreciate properly the amateurism of the men who ride in a race under such conditions."

We can imagine no such condition of things. The referee has the right to call a man off the track at any time, and when he is thus called off he loses none of his rights. It is the same as though he had finished the race. This is one of the unwritten laws, and it is often used to good effect to spare the auditors. It does look as though the *News* was splitting hairs.

THE INTERNATIONAL TOURNAMENT.

THE great international tournament, projected and carried out by Mr. Cathcart, came off as per announcement at the Alexandra Palace, on the evenings of Thursday and Friday 20 and 21 May, and the afternoon and evening of Saturday, 22 May. All the fliers were on hand and a number of records went by the board. W. A. Illston won the half-mile handicap from scratch, making the distance in 1.16. and beating the English record of 1.19 $\frac{3}{4}$, though it is behind Rowe's, 1.12 $\frac{1}{2}$. Illston reduced the record twice in this event, for in the second round he made 1.16 $\frac{1}{2}$.

In the five-mile tandem tricycle race Mr. E. Kiderlen and E. de Benkelaer of Holland were too much for the Englishmen, and won in 16.5 $\frac{3}{4}$. This beats the American record of 16.49 $\frac{3}{4}$, but is behind the English record, 14.22 $\frac{3}{4}$. The final in the one-mile tricycle handicap was won by F. S. Buckingham from the 75-yards mark, in 3.0 $\frac{1}{2}$. The English record was 2.58 $\frac{1}{2}$. In the heats R. J. Mecredy of Dublin, the Irish champion, covered the mile in 2.58 from scratch, and A. E. Langley lowered the record another peg by scoring 2.55 $\frac{1}{2}$.

In the three-mile scratch our old friend Furnivall came in ahead, with Illston and Speechly close behind. The time was 9.25. Furnivall did the last lap in 49 $\frac{1}{2}$.

The two-mile tricycle race was taken by J. Lee in 6.54 $\frac{3}{4}$. In the first heat Kiderlen, of Holland, was pitted against Mecredy the Irish champion, and defeated the man from Dublin in 6.15 $\frac{1}{2}$, beating the English record of 6.17. The American record is 6.03 $\frac{3}{4}$.

The one-mile handicap was taken by Illston in 2.45 $\frac{1}{2}$. Illston tried for some records in this, but failed to secure them.

The great event of all was the five-mile international bicycle race for the Challenge Shield, valued at fifty guineas. One of the

conditions of this race was that each country should have not more than four representatives. There was an English, Scotch, Irish and Dutch team; and Belgium was represented by E. de Benkelaer, the amateur champion. The first heat was won by Furnivall in 16.11 $\frac{1}{2}$; the second by D. W. Laing, of Scotland, in 16.52 $\frac{3}{4}$; the third by H. A. Speechly, who had a walk-over; and the final by Furnivall in 16.1 $\frac{1}{2}$.

The tournament resulted in new records as follows:—

TRICYCLE.

$\frac{1}{4}$ mile, 41 $\frac{1}{2}$.	H. C. Sharp.
$\frac{1}{2}$ mile, 1.27 $\frac{3}{4}$.	J. M. Inglis.
$\frac{3}{4}$ mile, 2.13 $\frac{3}{4}$.	A. E. Langley.
1 mile, 2.55 $\frac{1}{2}$.	A. E. Langley.
2 mile, 6.15 $\frac{3}{4}$.	E. Kiderlen.

BICYCLE.

$\frac{1}{2}$ mile, 1.16 $\frac{1}{2}$.	W. A. Illston.
--	----------------

GERMAN RECORDS.

RECORD breaking on the continent has been on the bills of late, and several cases have occurred. At Frankfort, 15 May, a special race of thirty kilometers took place between H. O. Duncan and F. De Civry. Duncan was winner in 1.2.12, beating the record of 1.5.44.

At Munich, Bavaria, 16 May, a race meeting was held in which M. V. J. Webber, of England, was a participant, and took the ten kilometre record in 18.54 and the five kilometre record in 9.14 $\frac{3}{4}$. Duncan and De Civry were also present at this meeting and broke the record for ten kilometres.

At Munich, 18 May, De Civry ran against time to beat the one kilometre record of 1.46 $\frac{3}{4}$, made by Pundt at Berlin last year. He scored 1.41. Duncan rode to beat the German mile record of 2.55 $\frac{3}{4}$, and made 2.43. Dubois then rode to beat Webber's time of 9.14 $\frac{3}{4}$, and made 8.55 $\frac{3}{4}$.

FROM A FEMININE POINT OF VIEW.

THERE is a very old lady who gives one a great deal of trouble. In fact she has been a source of trouble to a great many people in this world, and yet she lives on and her *ipse dixit* is law to thousands.

SHE is not an amiable old lady, and even those who are guided by what she says, have no great love for her. I confess that I do not like her. Her influence is baneful and she does little good work in the world.

YOU all know her? It is Mrs. Grundy. That same old Mrs. Grundy that has stood in the way of our pleasure time and again. That same Mrs. Grundy who turns up her nose at a deal of innocent fun and bids the world to put on a sober face.

I REMEMBER very well when we were school girls that we used to regard her mandates when we were in the city, but when we got out into the country among the trees and in the green fields, we let nature assert itself and went in for a jolly good time.

MRS. GRUNDY did not allow us to romp and run when we were in her dominions,

and if we told her we were going to dig worms and go fishing she would have been horrified, and we would have staid at home. Thank goodness she did n't go into the country with us.

AND now Mrs. Grundy is doing what she can to keep women off the wheel. Mrs. Grundy says it is not ladylike, and she does n't approve of it. I know that this is so, for I have it on the best authority. Not a few young ladies have told me they would like to ride, but they were afraid of Mrs. Grundy. I am very sorry, for this means that the missionary work of the leaders is not yet done. A class of women have taken to tricycling who are above listening to Mrs. Grundy. They see in the sport a healthful and joy-giving exercise, and they are independent of the old lady.

I CAN well believe that the Boston Meet did a great deal to confound Mrs. Grundy. There is a force in numbers, and the gatherings of the ladies must have made an impression. I happen to know of several who have become imbued with the wheel fever from what they saw at the Meet, and as every lady who goes into the sport is sure to bring others along, we may be sure that we are progressing in point of numbers.

I WISH that I had the pen of an Edward Everett Hale, that I might put into the choicest of fiction the story of a young woman, a sister of Harry Wadsworth, perhaps, who should take to the wheel and lead ten others to join her. These ten would each in turn bring ten more into the fold, and so continuing, after a while the whole world would be a-wheel. What better field for the employment of the "Ten Times One" idea could be found?

HAVE you read Minna Smith's charming little book of poems called, "In Fruitful Lands"? No? Well, then, get a copy and read it. It is a dainty little volume, in parchment covers, and it sells for sixty cents. The poems are readable and meritorious to a great degree. True, they are not on cycling topics, but we can imagine that the wheel inspired a great many of them.

OUR enthusiastic friends of Wellington have been travelling on a tandem to Worcester, and I can well believe they are full of their adventures. I wonder if they climbed all the hills, and whether or not the rough country roads did not make them sigh for Eastern Massachusetts?

DAISIE.

GLEANINGS FROM GOTHAM.

WELL the wrecks have returned from the Hub, and the tale of the pilgrimage and the conquests made will fill many a wintry hour when the blaze of the log fire lights up the cosy club parlor, and the crackle of the chestnuts enlivens the dull monotony. We did have a really good time, better than at any other meet, and the Bostonians can swell themselves with pride for many a day to come. Only in some respects was there

any disappointment. We fully expected to see the portly chairman of the Racing Board toasted by the fiery chieftain of the wilds of Springfield. He did not toast worth a cent, and the meeting was as quiet as a Sunday-school picnic, as some one very justly observed. Well perhaps it is as well that no disturbance was made, as the policy of peace and good-will to men is the better in the long run.

I WONDER what the American Cyclists' Union will accomplish? If the races at Lynn are a sample of the work we are to expect, I am disappointed. From all accounts the races were not a very great success. In fact I am told that the audience hissed them roundly on several occasions. Now if the A. C. U. expects to amount to anything it should try to correct the supposed evils of the League rules. As I understand it there is not so much difference between the rules of the two organizations as the principle of the amateur rule. The League requires the racing men to pay their own expenses, and the A. C. U. allows them to be paid by any one. This latter course may have a broader end in view, but its effect will be to confine racing to the few favored ones in the employ of manufacturers and dealers; and as the dealers are smart enough to put a fresh man in every race, the chances of the *bona fide* racing amateur are seen through the wrong end of the spy-glass.

BUT simmer it down in all its phases, it narrows down to the State of Massachusetts. We have few racing interests here, and have been in a position of spectators to the controversy that has taken in my mind almost too much space. It is the question of a handful of men against thousands. I like racing and think I have attended as many race meetings in an official capacity as the next man, but I think that if the League cannot handle it successfully it ought to be dropped and delegated to some one else. Racing and racing interests have caused more trouble than any other branch of the sport. The line between the amateur and professional has become so finely drawn that it does not exist in many minds. For my part I do not see why Rowe and the rest of them do not come out flat-footed and be professionals. There is no disgrace attached to it. If the ways of the professional are unworthy of the newly acquired batch, let them organize among themselves and bring the sport up to its proper level. The word professional does not carry any odium. I would rather pose as a professional journalist than an amateur. If a man can do anything well enough to receive remuneration, I fail to see the point of trying to hide one's light under a bushel, and making people think that you are doing it for the fun of the thing.

THINGS are quite dead in the way of news. We are just at that point where quiet runs, that interest the few who enjoy them, need no chronicling by the cycling scribe, and we have to discuss men and things in general. I often wonder how the vast membership of the League like the way things turn out at the election of officers. We meet pretty much the same faces at the meetings year

after year and of course know their feelings; but one should remember that somewhere there are hundreds and hundreds of members that evince their interest year after year by renewing their membership, but do not put in appearance at the meetings, and are rarely heard of unless it be upon a mail vote. This must be pretty conclusive evidence that the policy of the League is established on the right basis, or else we would not have the vast number of renewals that pour in to us year after year. The remarkable increase in the number of applications shows that good missionary work is being done in many directions. The day seems to be past when it becomes necessary to select men for the chief offices to satisfy certain localities. I was much interested in hearing Mr. Kirk Munroe tell of the old days of the League, when we had the president in Boston, the vice-president in Chicago, the secretary in New York, and the treasurer in Saratoga. Now they seem to place them where the men who are willing to do the work are to be found. The old feeling of sectional jealousy is dead, and I think that the general membership are content to have all the chief officers in one city if they are able men.

WE had a six days' race at the Madison Square Garden last week, with Brooks and Woodside on bicycles, and Anderson on horses. From what I can learn it was not a financial success, mostly owing to lack of the proper advertising. The management told the press early in the week to go to thunder; and so the boys staid away and so did the crowd. The bicyclers won by a few miles, Brooks doing the greatest amount of work. It was a bad season for the affair anyway, as the out-door racing is in full blast and the weather too warm for any one to patronize an in-door wheel contest.

THE arrangements for the twenty-five mile race of the New York and New Jersey Team Road Racing Association, for next Saturday, are nearly all completed, and considerable attention is being taken in this event. The Brooklyn Club will not compete, but there will be about eight teams in the race, and with thirty-two men on the road it will be very lively. I trust that no accidents will occur, but as road-racing as a rule ends somewhat seriously, I am afraid some will feel sore before the event is over.

THE Kings County Wheelmen are to have a race meeting on 19 June, at the Brooklyn Athletic Club ground, under the rules of the League of American Wheelmen. A number of club championships will be run off, together with a State championship. The complete programme is as follows: One-mile novices, one-mile tricycle, two and three mile handicap, and the five-mile State championship; all open events. The club championships are for the Brooklyn, Ilderan, and Bedford Cycling Clubs, and there will also be a novices' race for the members of the Kings County Wheelmen. The entries close 12 June, and should be sent to Chas. Schwalbach, 124 Penn street, Brooklyn, N. Y. JENKINS.

PENCILLED PARAGRAPHS BY ARTY.

ONE looks in vain among the Hartford tournament winners for Jack Illeston's name.

C. E. WHITTEN is now the darling of the Lynn men, who think he will make another Rowe; Whittier's best mile in practice is 2.49

THE Massachusetts Club will help the Charlestown boys celebrate in the early morning of the 17th, and will run to Glenmere Park in the afternoon to attend the races.

BURNHAM's resolution made at Lynn, to never race on a bicycle again, is gradually oozing away as his wounds grow better.

ROWE's left arm is still very stiff from his fall, so much so that he is not able to get down to his old spurt yet.

WHEN Knapp and Rowe bit the dust in the handicap last week, the feminine hearts in the grand stand fluttered high with fear for a moment.

BURNHAM is the coolest-headed racer in America, as proved by his doings at Lynn.

IT is one of the unwritten rules of the track, that in a smash-up the riders can seize the best machine handy to finish on.

ABOUT twenty Massachusetts men dined at Nantasket, Sunday, with Capt. Peck at the head of the table.

THE butterfly Reservoir riders have transferred their affections to the Hotel Faneuil, and can be found any Sunday lounging in the smoking-room, or spoiling the piano in the reception-room.

DR. KENDALL has some very interesting photos taken by himself during the Meet, including views of the Massachusetts Club in the parade; the finishes of Weber and Haradon at Corey's; the start of the first heat in the tricycle championship, and also of the Prince-Neilson race at Lynn; and a group picture of the L. A. W. race officials.

RIDERS who ride in tights should remember that however appropriate they may seem on the wheel, they are out of place in a public dining-room.

KIRK COREY climbed Corey Hill, Friday night, on a bicyclette.

THE captain of a local club, in calling a run to a celebrated hill in this vicinity, recently announced that "the second lieutenant would climb the hill"; and now there is a coolness between the officers of that club, caused by the failure of the lieutenant to complete his portion of the announced programme.

CYCLISTS with the photographic craze should turn down Crystal avenue on Beacon street, beyond Newton Centre, and try a few plates on the picturesque little lake lying in the hollow.

ROWE makes an emphatic denial to the

statement that he contemplates a match with Neilson or any other professional.

DR. KENDALL took a number of views of Chestnut Hill and the assembled wheelmen on Sunday.

THE amateur photo fever has broken out quite violently. Consul Saville, of Roxbury, and his friends fear, from the acute symptoms shown, that he cannot recover. The usual symptom in cases of this kind is an inordinate desire to shoot at the crowd every time they stop for a drink at the way-side pump.

TWO new tricycles appeared at the Reservoir Sunday. The machines were of the handle-bar steering pattern, weighing 55 pounds, and fitted with wooden wheels and steel frames, running by a lever and clutch-gear, which could be, by a mere turn of the bar, geared anywhere from 38 inches to 63 inches. The machines looked clumsy, but embodied many new and good ideas.

EX-PRESIDENT MILLER of Columbus has the most complete amateur collection of stereopticon views in the country, and takes great delight in amusing his cycle friends with private entertainments and lectures with the same.

CAPT. PECK will call a run for the Massachusetts Club to Brockton on the 16th to attend the races.

THE Back Bay religious societies are flooding the Massachusetts Club House with circulars, inviting the members to their Sunday services.

LEFEVRE, of the Massachusetts Club, now carries a broken arm caused by a fall.

REGESTEIN, of the same club, is out at Hotel Faneuil, entertaining himself with an attack of rheumatism.

IT seems that Lock's Hill is climbed on the asphalt walk, not the road, as at Corey's.

THE Meet photograph is very fine, showing each face perfectly and bringing out with perfect distinctness the gentlemen solacing themselves with the bottle at the rear.

A. W. GUMP has on exhibition at the Pope Mfg. Co.'s a bicycle stand, which can be reversed and made into a comfortable stool.

THE Wheelman's Reference Book credits Hendee with the quarter-mile tricycle record in 42 seconds, instead of 40 seconds, and gives the quarter-mile bicycle as a tie at 36½ to both Rowe and Hendee, instead of 35½ by Rowe; and yet at least one of the editors saw both these records made.

THE A. C. U. Executive, so-called, have a meeting on the 13th.

MR. A. F. STURTEVANT, of Concord, N. H., ascended Corey Hill last week on a 50-inch Expert Columbia.

MAJOR C. L. HOVEY, of the Massachusetts Club, is located at the camp in Framingham for a week.

A NEW WRENCH.

J. H. LESTER, of Philadelphia, has sent us a beautiful silver-plated wrench with trimmings gold plated and inscribed with our name. It is modelled after a full-sized wrench made by the Read Railroad Wrench Manufacturing Company of Philadelphia, which is used extensively on railroads. By pressing the thumb against a dog the movable jaw is released and can be pushed along to any position, and one does not have to go through the tedious process of moving the jaw slowly along by turning a screw. It is proposed to make a small wrench for bicycle use, and as the movement of the jaw is instantaneous the wrench is bound to be a popular one.

PATENTS.

LIST of cycling patents granted this week: C. S. Leddell, Morristown N. J., velocipede; Jno. Payne, San Francisco, Cal., bicycle saddle; T. N. Petersen, Boston, Mass., velocipede; D. H. Rice, Brookline, Mass., bicycle; J. H. Schulz, Berlin, Germany, velocipede; C. C. Shelby, Paterson, N. J., stocking supporter.

AS predicted early in the season, the Buffer Saddle has had a most flattering run, and it well deserves it. Stoddard, Lovering & Co., sole U. S. agents, 152-158 Congress street, Boston.

THE greatest safety for night riding is a thoroughly reliable lamp. The celebrated "King of the Road" has the above quality in a very marked degree. Stoddard, Lovering & Co., 152-158 Congress street, Boston.

NOTES FROM THE SOUTH.

OF course, all attention for the past few days has been directed towards Boston and the Meet, all news therefrom being eagerly sought after. The information received so far is very meagre and unsatisfactory, and full particulars are anxiously awaited.

So far as heard from all appear satisfied with the result of the election, and believe that the gentlemen selected are as "good as the best."

THE action of the League in sustaining the recent move of the Racing Board against the makers' amateurs is the subject of much comment, some taking sides with the board, others against it. There is, however, a vague report of a "split" in the League, which, however, lacks confirmation; but until reliable information is received, further comment on this subject is reserved.

29 and 30 May the Young Men's Gymnastic Club of this city gave their annual tournament, at which three bicycle races were run, with the following result:

First race; 1 mile; 4 entries. Won by W. L. Hughes in 4 03¼. E. E. Marks second.

Second race; ½ mile; 5 entries. First, W. L. Hughes; second, G. McD. Nathan. Winner's time, 1.51.

Third race; 1 mile; 2 starters. Also won by Mr. Hughes in 3.51½. E. E. Marks second.

The contestants were all of the N. O. B. C. The time made is fair, considering the extremely poor track on which the races were run.

THERE is now on exhibition a very handsome jewelled medal, offered by Mr. A. M. Hill of the N. O. B. C. for a fifty-mile race between the members of the club. The race will probably occur sometime during the present month, and will very likely be run over the same course on which Munger recently broke the 25 and 50 miles record.

Hill is about the best rider here for the distance, but he may have to do some fast pedalling to win his trophy.

THE first Champion seen in these parts was received here a day or two since. It has been examined and pronounced a daisy in every respect, appearance, make and finish. B1.

NEW ORLEANS, 1 JUNE, 1886.

THE MISSOURI BICYCLE CLUB RECEIVES ITS FRIENDS.

ON 26 July, 1881, six gentlemen, who were imbued with the idea that the bicycle would eventually become a leading factor in daily locomotion, met at what was then known as the Catalpa Swimming School, on Ninth near Gratiot street. They organized what they called the Missouri Bicycle Club. Members in considerable numbers flocked to its standard, and with the newly-acquired members came lethargy and inaction in equal proportions, and the club, after enjoying an existence of three years, on 4 May, 1884, gave up the ghost. It had died of inanition. The more active members, however, not to be deterred in the least, on the very next day met at the Southern Hotel and drew up articles of incorporation which called into life the present Missouri Bicycle Club. Infused with the vigor, energy and determination which is born of youth, it succeeded almost in spite of itself, until, at the present time, it enjoys a membership of 175.

On Wednesday, 2 June, it threw open to its friends the monument of its success, its new club house. It is a three-story brick and brown-stone structure, situated on the west side of Cardinal avenue, between Pine and Olive streets, and is truly a model of completeness in detail and appointment—in these regards ranking higher than any bicycle club house in the United States. Entering an arched entrance, the visitor finds himself in an ante-room, to the north of which is an elegantly furnished parlor. From the ante-room, a flight of broad stairs take one to the floor above. A hall leading westwardly passes between the concrete-floored wheel-room and well-furnished bath-room and terminates in a gymnasium, which is simply perfect in its equipment. Passing to the second floor, the two rooms facing on Cardinal avenue are the lounging-room, which is carpeted, furnished with willow furniture for those of the members who are the disciples of Euterpe, while the other room is supplied with the appurtenances which go to make the heart of the billiard and pool player. To the west of these rooms is the card-room and what is known as the "locker" room. If it be borne in mind that it cost \$2,700 to

furnish the rooms mentioned, their elegance will become more apparent.

The 175 members of the club were out this night in full numbers. They were accompanied by their own female relatives, and in many cases with ladies who were relatives of somebody else. Shoen's orchestra enlivened the occasion with "heavenly strains," to which the majority of those present danced. At 10 o'clock a light lunch, supplied by Spilker, was served, and by 11 most of those present turned their faces homeward, but only after wishing the Missouri Bicycle Club much luck and joy in their palatial new quarters.

The ladies who graced the occasion with their presence were Meses. Frank E. Richey, A. Moore Berry, E. S. Jeffrey, Schuyler, Cavier, Farris, Carpenter, Charles M. Skinner, A. S. Barnes, W. M. Brewster, George F. Baker and Misses Sadie Colcord, Oeter, Woestman, Mary and Sadie Sells, Morrison, Emma Moore, Annie Webb, Waldron, Bushman, Peters, Carton, Bartlage, Brant, Carpenter and Hilda Clements.

REMEMBER that by using a bottle of Ardill's Liquid Enamel you can make your machine look like new in a few minutes. Price 75c. Stoddard, Lovering & Co., 152-158 Congress street, Boston.

WM. READ & SONS request us to state that there were seventy-five Royal Mail bicycles in the late L. A. W. parade, instead of thirty-six, as elsewhere reported, besides many of their tricycles.

CYCLETs.

A boon
In June
Is breezy,
Sneezy
Weather,
Whether
By the sea
Or in the city
Or on the lea.
But what a pity;
Yes, 'tis a pity
That on the lea
Or in the city
Or by the sea,
Whether
Weather
Be sneezy
Or breezy
In June,
'T is a boon.

He sat on a bicycle as straight as an icicle, and she on a tricycle rode by his side.
He talked like a jolly fop and naught could his folly stop,
with all kinds of lollipop enlivening the ride.
At last, incidentally, more instinctive than mentally, he grew sentimentally saccharine sweet;
And he told with intensity of love's strong propensity, its force and immensity, its fervor and heat.
Just then o'er some hummocks he sprawled out ker-flummuxee,
And she thought what a lummux to tumble just then!
But he climbed to his station, while she said with elation,
"Renew your narration; say it over again." *Tid Bits.*

Now we have the perfect days. June gives us the longest days in the year.

OUR readers will have to excuse us if we have to talk amateur rule too much. Our opponents force it upon us. They gave us talk, talk, talk before the Meet, and they got beaten; and then, being beaten, they want to talk some more.

A CHICAGO preacher who rides a bicycle has been asked to resign. His parishioners think that a man addicted to the bicycle habit is very likely to fall. — *Ex.*

THE Highland Park Wheelmen will this summer introduce a novel watermelon

race. It is purely a Highland Park wheelman's idea. The race will be open to all L. A. W. bicyclers. Each rider will be required to ride the Alvarado bridge within a given time, and carry under one arm a watermelon. All those who accomplish this feat without breaking the melon will be invited to a banquet. So look out for a future announcement of the watermelon race. — *Ingleside.*

"IF our men are declared professionals we cannot be a League club," said a club man to us the other day. Why not? There is no such thing as a League club known to the L. A. W. There used to be a provision that allowed those clubs whose entire active membership belonged to the League to send proxies to the annual meeting; but that is gone, and so is all mention of a League club. If in the future the old definition should be restored, the professionals could join clubs as associate members.

ST. LOUIS was regarded as an enemy to the Racing Board, and her representatives were depended upon to help "down" it; and yet the only word from the great city of the West was that which came from Chief Consul Rogers, who replied to Mr. Ducker's assertion that clubs and divisions would leave the League, with the statement that Missouri would be loyal to the League, no matter which way the vote went. Missouri is all right.

HAL GREENWOOD may now be considered the champion hill climber of America, if not of the world. Last Sunday, in the presence of the entire touring party, he climbed Son-of-a-Gun hill six times without a dismount. The only watch held on him showed that the time he consumed was only nineteen minutes. This hill is the steep rough one to the left of Manchester going out, and last year was deemed such an unclimbable ascent that the Rambler's Club offered a medal to any one climbing it during the season. Now that Greenwood has climbed it half a dozen times without a rest its old sublimity has gone, but Hal's unapproachableness has increased correspondingly. He went up the first of the six times as fast as the hill was ever climbed. Tonight he goes to Clarksville, and intends to go up "Crank" hill twice in succession before coming back. — *Post Dispatch.*

"WHEN the League admits professionals, or when it weakens on the amateur rule, you will see the whole New York Division go out of it," said a prominent New York wheelman the other day. Boston and its immediate vicinity is a hot-bed of makers' amateurism, and outside of a line two hundred miles from the Hub the amateur sentiment is very strong.

WHEN America finds out which is the best tandem and the best tricycle, they will come into the field. Meantime the importers are finding a good market for these wheels.

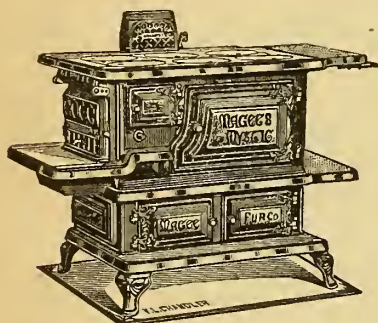
A MODEST old maid met a Cincinnati wheelman on the Lebanon road last Sunday, and the festive cyclone attempted to mesmerize her with his childlike smile. She gave him a look that froze the smile and bent his backbone, and hiding her face behind a Yum-Yum fan, she screeched out:—

The Road Book of Boston and Vicinity

CONTAINS all important routes around Boston, details of road surface and turnings, copious and interesting notes, many new points reached.

PRICE, 15 CENTS.

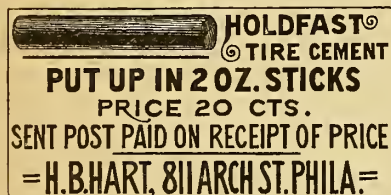
A. L. ATKINS, care of Pope Mfg. Co., Boston.



A good Bicycle, a pretty Wife, and a MAGEE MYSTIC PORTABLE RANGE, with the wonderful DOCK-ASH GRATE, should make conditions of happiness for every young man.

MAGEE FURNACE CO.,

32 to 38 UNION STREET - BOSTON.



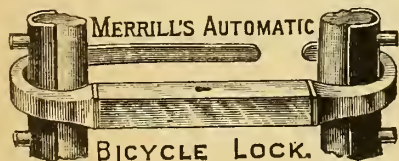
PATENTS

Secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions in cycling by an experienced wheelman. Write for particulars.

N. L. COLLAMER - - - Patent Attorney,

WASHINGTON, D. C.

THE "MISSING LINK" FOUND.

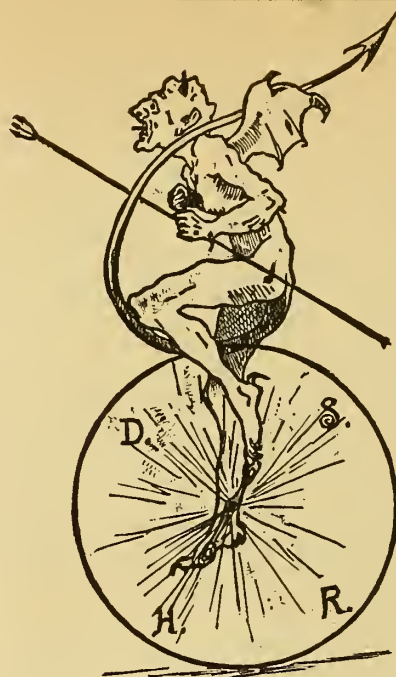


PATENTED MARCH 20, 1886.

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

ANSON P. MERRILL & CO.,

P. O. Box 596, Fall River, Mass. U. S. A.



INVINCIBLES WIN!

Furnival beaten from Scratch!

At the Spring Meeting of the Surrey B. C. Mr. H. A. Speechly, on an Invincible, won the Surrey Challenge Cup "outright," beating P. Furnival and A. P. Engleheart. At the same meeting Mr. H. C. Sharp, of the Kildale, on an Invincible tricycle weighing 34 lbs., easily beat A. J. Wilson of quadrant fame.

Send for catalogue of the Invincible

GEO. D. GIDEON,

6 S. Merriek Street,

PHILADELPHIA - - - PA.

JOHN HARRIOTT,
MEDALS and BADGES,
CLASS and SOCIETY PINS,

Made to Order and Constantly on Hand.

433 Washington Street (Room 34, Cor. Winter Street,) Boston, Mass.

EASY PAYMENTS.



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

GEO. W. ROUSE & SON, 36 G St., Peoria, Ill.

THIS SPACE RESERVED

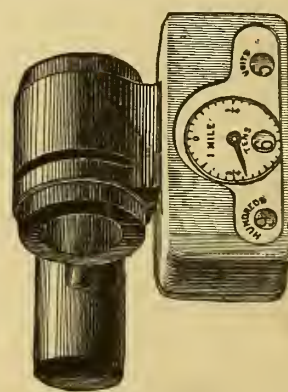
FOR

JENS F. PEDERSEN,

MANUFACTURER OF

MEDALS,

11-2 Maiden Lane - - - NEW YORK.



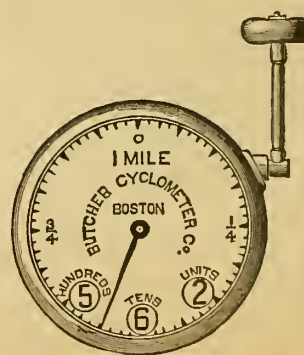
Our 1886 Pattern

Sent free by mail on receipt of price,

Ten Dollars

BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

We select because it is THE BEST, not the Lowest Priced. Sent by Mail on receipt of Price,

FIVE DOLLARS.

"O Lor', boy! go hum and dress yourself!"

Moral: Never mash anything that would stop a clock. — *Sportsman*.

THERE is a little war in the camp of the ladies. One of the Boston dailies, referring to those who took part in the run of the first days, said "three of them were beautiful," and now the ladies want to know, — which three?

GORMULLY & JEFFERY have just shipped a large lot of American Ideals to Guatemala.

SPEAKING of tricycles, so many changes have been rung upon the tendency of the bicycle to stand on its head upon occasion, that some innocent people hold the idea that even riders of the tricycle now and then indulge in the luxury of a "header." While one may be thrown from the three-wheeler through carelessness or recklessness, just as the same person might be thrown from a carriage under similar circumstances, the fact remains that tricycle accidents are of very rare occurrence.

One of these rare occurrences was noted not very long ago in Maplewood, at a point on Salem street where there is quite a down grade. The machine was a "tandem," and the riders, a gentleman and his wife, were full of inexperience with the machine. The tricycle had become unmanageable, and, running at the very side of the road, where the bed was somewhat loose, met its fate, rolling over in the most approved form, after dashing its occupants to the ground. Beyond receiving a good dusting, the riders were not hurt in the least, though the machine looked as though it had been struck by a cyclone.

There was nothing particularly funny about this experience, — on the contrary it was too serious a matter, to those concerned, to be joked about. As a remarkable coincidence, however, it may be stated that at the precise spot where the riders struck *terra firma* the water main sprung a leak, shortly after, which required the services of four brawny men the best part of half a day to repair. — *Record*.

MR. A. L. ATKINS has issued the second edition of his "Road Book of Boston and Vicinity." It contains fifty-five routes, many of which are newly prepared for this edition; and all those that appeared in the first edition have been corrected where they were faulty, and in many ways improved. The little volume is a very handy companion, and no Boston wheelman should be without it. The distances have been measured carefully, and are to be depended upon. Get it of Mr. Atkins at the rooms of the Pope Manufacturing Company, 597 Washington street.

MUCH has been said for and against tricycling for women. People who disapprove of it say that it is bold and unfeminine, just as cavillers used to condemn skating when girls just began going on the ice in this part of the world twenty-five years ago. People who like the three-wheel seem to be certain that it is just as rational for a woman to ride a machine as to ride a pony, and it is certain that there is a charm and fascination in the self-propulsion which is comparable to no other form of exercise. A woman who rides is often asked if it is not hard work.

Yes, at first; but those who persist in regular practice gain strength and courage, and there is at least one Boston woman who can do fifty miles a day with the same ease with which an ordinary rider can do fifteen or twenty. She came to the Meet on a tandem with her husband, and with her five-year old boy towed behind, riding in a little cart made purposely for an annex to the machine that the parents ride. — *Record*.

THE Rev. Mr. Scott, pastor of the First Congregational Church, of Evanston, Ill., has been asked to resign. This he declines to do until there has been an investigation of the charges against him. The specific offences against Mr. Scott appear to be cigar smoking in public and riding a bicycle. Nothing involving his moral conduct is charged.

"ANNIVERSARY week — anniversary week. Let me see, what is anniversary week?" said a young suburban wife to her husband the other day. "Seems to me I've heard of it before, but I never knew what it meant."

"Why, don't you know? It's the regular annual convention of the bicyclers and tricyclers of the whole country. City's beginning to be full of them, and they're going to have a grand parade Thursday." — *Exchange*.

MR. H. H. GRIFFIN has resigned from the executive of the N. C. U., because of the leniency shown to the makers' amateurs. Griffin is a thorough amateur, and is against anything approaching professionalism. He is thoroughly mixed up in cycling, being handicapper to the N. C. U., and one of the editors of *Bicycling News*.

A GOOD tandem, that can be ridden by two ladies, seems to be in demand, and those who have them find it difficult to get enough of them.

CHOIRMASTER, in search of a tenor to supply the place of one who has been taken ill, comes upon a friend who is a cyclist. "I want a singer; where shall I go?" Cyclist: "Go? Why go to Everett's in Berkeley square." Choirmaster goes as directed, but when he asks Gid Haynes for a tenor it throws him off his base.

THE races at Lynn on Monday were races by makers' amateurs. They were a failure, and a class of them in a tournament would be a failure as an event. The value of the makers' amateur to the race, as well as to his employer, lies in the fact that his character and relationship are unknown to the lay public. To stamp him, to get up a class between the agents of the different companies, to label them the "Victor" rider, the "Columbia" rider, the "Star," etc., etc., would make them as flatly ineffective as related to the rest of the tournament as is the gaudy advertising wagon that usually trails after the military procession or the circus. — *Providence Journal*.

PRESIDENT BECKWITH has the power to restore harmony all around without much exertion on his part. The Racing Board is "a law unto itself," makes its own rules and is governed by its own rules and no other. The president appoints the Racing Board and its chairman. If he so desires, he can appoint a board, every member of which would be favorable to the M. A.'s, and this board could make such rules and regulations as it pleased, or, in other words, could revise

the rule defining amateurs and make it conform with that adopted by the A. C. U. It is doubted if President Beckwith will take the responsibility of such a step. — *Springfield Union*.

COPIES of the League Meet group photograph may be obtained upon application to W. B. Everett, Odd Fellows' building.

IT is stated that Pitman, the New York medal phenomenon, came all the way to Boston solely to attend the parade, don his glittering breastplate of trophies, and return home immediately after the parade.

WHEEL ethics, as put forward by the *Globe* : —

What little betting there is in the next race between Prince and Neilson seems to be largely in favor of the latter. As the races are to be best two in three, it seems nothing more than fair that Neilson should win at least one of them.

SINGER & Co. are fitting rubber cushions to the front forks of their straight steerers. This will do away with much of the vibration.

DR. W. G. KENDALL succeeded in getting a very good view of the officials at the League races. It comes out clear and sharp, and is in every way a success.

WHILE out on a run the other day, we came to a drawbridge, and a sign bearing these words confronted us: "No person allowed on this draw while in motion." We could n't well see how we could go across unless we were in motion, and so we disregarded the law, and moved across, breathing a sigh for the culture of Boston, within whose classic precincts the sign was allowed to stand.

E. P. BAIRD, of New York, rode one hundred and twenty-six miles on Decoration Day, and took one of the medals offered by the Orange Wanderers.

THE American Cyclists' Union is the new creation. Its objects are to foster racing. It admits clubs and individuals, and started in to run the Lynn races. Its racing rules in a measure are similar to those of the League, but its amateur definition is of course different. It divides professionals from amateurs, but allows the latter to receive their expenses from any source — dealer or otherwise. Well, it ran the Lynn races, and what was the result? The contests were narrowed down to two makers. If two "amateurs," friends of a certain dealer came to the scratch, one was sent back, and the other competed. This disgusted the crowd, who went to see Hendee and Rowe race together, and were disappointed. But Rowe raced Weber, and Hendee was reserved for Kluge, and the result was a certain crank machine carried off the prizes. Now this is not strictly amateur sport, and one can hardly blame the League for refusing to receive these men back and to sanction the races. But I fail to see why these gentlemen do not come out flat-footed and become professionals. I see no harm in it. It does not change their character, and the public will think just as much of them as if they were in the ranks and masking as amateurs. Take the case of L. Myers, the runner, who turned professional in order to defeat his old rival, George. He lost none of his standing by the act, and has, indeed, made new friends by his behavior. — *Jenkins in Sporting Life*.

*Who climbed up Corey?
I, said the STAR,
With my Curved Handle Bar;
I climbed up Corey.*

And verily the STAR doth it every time. Read the Record, and see if it has n't won every Corey Hill Contest, and then get one of

W. W. STALL, 509 Tremont St., BOSTON, MASS.

THE NEW EXCELSIOR CYCLOMETER.

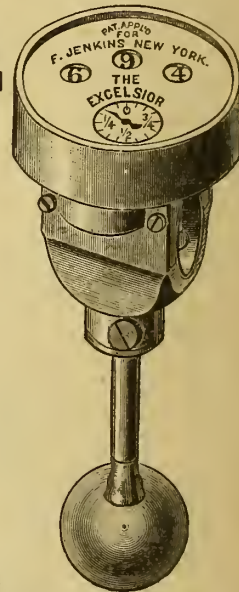
(PATENT APPLIED FOR.)

It registers 1000 miles, it reads from the saddle, it is accurate, it has interchangeable lamp attachment, it handsome is and handsome does.

PRICE, \$10.00. READY FOR DELIVERY JULY 1.

MANUFACTURED BY

FRED JENKINS, 21 Park Row, Rooms 65, 66 and 67, NEW YORK.



New York Headquarters for the New Rapid Bicycles.

The "Old Reliable" still further improved.



*** OIL ***

IF YOU WANT
THE BEST

ENAMEL



— THAT IS —

THE FACILE

And if your local dealer does not keep it, and will not get it, send direct to headquarters for it. It cannot be mailed; but six or more bottles of OIL, or four or more of ENAMEL, will be sent, carriage paid, to any place east of the Rockies and having an express office, on receipt of the price.

If you want the best Duplicating Apparatus, Fountain Pen, Type-Writer, or Automatic Postal Scale — I SELL THEM.

If you want the Best Roadster Bicycle, suppose you send for Descriptive Price List, and look into the FACILE, which, by the way, is not a "new" machine, but is proved by seven years' hard and increasing use, by all sorts of persons, under all sorts of conditions. It is greatly improved this year, and the price is reduced five dollars. Mention this paper, and write to

J. WILCOX, 23 Murray St., New York. DOWNES & WOODWARD, Agents for Boston and Vicinity, 23 Water St.

AGENTS WANTED.



GORMULLY & JEFFERY did not send any wheels to the L. A. W. Meet, preferring to satisfy the urgent demands of the dealers who had unfilled orders placed with them of long standing. They were able, however, to pick up about thirty wheels in Boston, and showed a full line of American Ideals and Safeties, about half a dozen Challenges, and three Champions. The American Ideal was the only youth's machine on exhibition at the Cycleries. The Safety attracted a good deal of attention, and was tried by nearly every expert who visited the show; while the Champion was critically examined by all the makers and importers, none of whom were disposed to find any fault with it. Their exhibit was in charge of J. S. Murray, their Boston agent.

In our report of the Cycleries last week we made no mention of the exhibit made by Julius Wilcox of New York, in which a number of the new Faciles were shown. We regret that our reporter failed to see the old reliable safety machine, for it is deserving of especial mention. Mr. Wilcox has established a Boston agency at 23 Water street, and the machine can be seen there. As a safety it has earned a good reputation for speed, as well as comfort, and the record of the world for a long distance run is held by it. We are glad to know that it has come to Boston.

POPE'S "Calendar" is responsible for a great many paragraphs in the wheel and non-wheel press.

THE Wakefield Club will hold its annual 25-mile road race for the club championship next Saturday, 12 June, at four o'clock. There will probably be some eight or ten starters, among whom are J. C. Clark, G. E. Coombs, F. C. Patch, L. M. Beebe, E. A. Wilkins, C. E. Nott and H. R. Emerson. Clark is looked upon as a probable winner, and so the club has decided to offer a second prize to make it more interesting and to keep the men in the race to the finish.

At the Yale bicycle races next Saturday there will be a balloon ascension by Prof. S. M. Brooks of Collinsville, who has made 160 ascents. There will be exhibitions of fancy riding by T. R. Finley, and many noted riders will be entered in the races.

THE effect of the Meet and parade as a practical illustration of the worth of the wheel is already shown in the increase of the number of wheels on the road. Among noticeable additions to the ranks are Mr. John Orth, the musician, and Master A. I. Fiske of the Boston Latin School, both of whom find delightful recreation on a tricycle.

FRED E. VAN MEERBEKE, who is riding a Columbia bicycle from New York to San Francisco, via New Orleans, arrived at Houston, Tex., on the 29th ult. He reports that the weather has been intensely hot, 96° in the shade, allowing riding only in the early morning and evening. For four days he rode over the more or less unbroken prairies.

JOHN N. MCCLINTOCK, A. M., the editor of the *Massachusetts Magazine*, has written a sketch of Col. Albert A. Pope, which occupies several pages in the June number. A frontispiece portrait of the colonel accompanies the article.

THE Point of Pines Association intends to have a race track on its grounds, and will offer inducements to clubs holding races there.

GEORGE E. BUTLER, captain, and William Bond, of the Lynn Cycle Club, start for Portland, Me., Sunday, and go from there to Rangeley lakes on a short vacation.

WHEN Bangs wrote a sonnet to his lady-love, who rides a tricycle, he addressed it to "A fair rider of the wheel," and he wondered why she was not pleased. She told him he was depreciating her ability, and that she claimed to be more than a fair rider,—she was a good rider. They paid a visit to the dictionary in company.

How many wheelmen can claim a record of attendance at every League Meet? Such a record will soon be worth boasting of.

THE Chelsea Club has made "Daisie" an honorary member, the only one they have.

R. E. BURNETT, of Chelsea, climbed Locke's Hill at Watertown on Sunday.

THE Englishmen are putting their names on the German record tables just as they did on ours. The Germans must develop a Rowe to wipe them off.

AMERICA had no representative at the international tournament.

A WAGER was made about six weeks ago between F. H. Burrill and C. E. Nott, of the Wakefield Bicycle Club, that Nott could not climb Cowdrey's Hill (the Corey Hill of Wakefield). On Saturday last Nott tried and failed to mount it. When within about twenty-five feet of the summit he slipped his pedal and had to give up that trial. He tried four more times, but did not either time succeed in going as far as the first time. The consequence of Nott's failure is that he has to pay for the suppers for eight at Young's Hotel.

RACE committees are still advertising "record" races. There is no such race down in the rules, and in every case a definition of the race and the conditions should appear on the programme. Race officials should have some authority to stand upon, and if committees insist upon putting unknown races on the list, they should define them in a way to permit of no misunderstanding.

A BOSTON man was out on a run with a New York party during the Meet. He took a header, and in reply to a question as to whether he was hurt, he said: "I really believe I have fractured the extensor ossis metacarpi pollicis manus." The New York party rushed in pursuit of a dictionary, and found that he thought he had broken his thumb.

THE much debated question of the proper dress for the tricycle is before dozens of cycliennes this week, and each one proves her good taste by wearing just what she pleases. A uniform will do very well for a man's club, but it would spoil the picturesqueness of a group of gowns to have them all alike. Besides, the same thing will not suit all sorts and conditions of femininity. A pretty young girl looks very suitably dressed in a brighter gown and a jauntier cap than an older and plainer woman could think of donning. One thing is certain, full-gown skirts and pleatings of all sorts are a

nuisance and a trial on the three-wheel.—*Record*.

GORMULLY and Jeffery have one of the most complete cycle factories in the country. Every part of the machine except the rubber tire, the rubber handles and the leather on the saddles is made at their works.

AND it is a fact that the modern Athens, which begins to be as fond of hearing or seeing some new thing as the ancient Athens was, is too all agog over the wheelmen and women, to whom the rest of this week belongs. We shall hear more of steering-gear than we do of evangelizing agencies, and a good deal more of the proper sort of skirts to wear on a tricycle than of the work of women in the Sunday schools. The "True Sphere of Women" was talked about at an anniversary meeting last night, but the chances are that most people who saw the title of that lecture in the papers this morning thought that it referred in some way to the Columbia tricycle.—*Record*.

SHE wanted a tandem:—

Miss Dash (residing on Back Bay): How very fashionable tricycles are becoming! I am seriously thinking of asking pa to buy me one.

Miss Blank: Yes, I know: they are quite the rage this spring; but what kind would you buy?

Miss Dash: Oh, one of those with the seat behind for the coachman, of course; they are so much easier to run, you know!—*Record*.

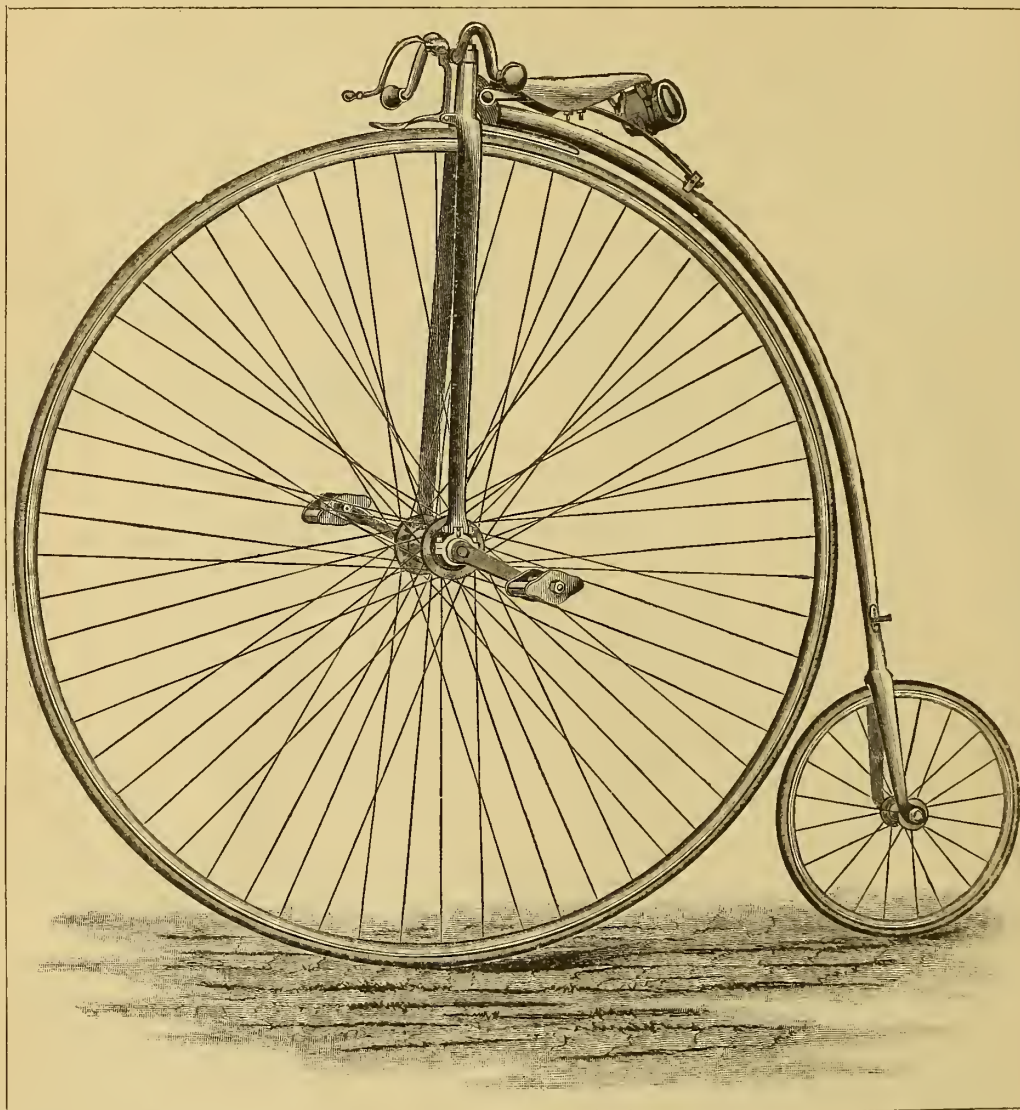
ABBOT BASSETT then trotted out his hobby, viz., the admission of professionals to the League and the *abolishment of all distinction, by moving the abolishment of the amateur rule*. W. I. Harris immediately moved to lay it on the table, but on Mr. Bassett's urgent request, he withdrew this motion, that 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 in this light, it is something to be thankful for that he received such a set-back.—*Wheel*.

The above is too silly to call for a reply.

Overheard at afternoon tea. He and she in a distant corner, conversing earnestly under shadow of a Syrian curtain, and cover of a subdued clatter of tea-cups and tea-spoons. She: "So you're getting a new tricycle?" "Yes, a central driver; best thing out; told me so at the Show," etc., etc. She: "Oh, how I should like to try it." He: "Would you, really? Bring it round any time you'll say." She: "But can I ride it? Has it a dress guard?" He (recklessly): "No but I'll have one put on at once." She (pretending to deprecate his intention): "Oh, pray no! It would be

THE "SPALDING."

Confidently presented to the Cycling Public as an embodiment of the highest state of perfection ever attained in Bicycle manufacture.



Light,
Graceful,
Strong,
Easy
Running,
Balls
All Around,
Including
Pedals.

Direct
Tangent
Spokes,
Warwick
Hollow
Rim,
Full Inch
Tire.
All Bright
Parts
Nickelled.

The American Premier,

The Kangaroo,

The Humber Tandem,

The Humber Crippler.

SEND FOR CATALOGUE.

A. C. SPALDING & BROS.

241 Broadway, New York.

108 Madison St., Chicago, Ill.

no use for you, and it would n't be worth while for just once." He (with dark duplicity): "Oh, yes it would. In fact, it's an investment; only costs half a sovereign, and doubles its value when one comes to sell. I'll get it done at once." Cynical man by piano: "Jones, did n't I hear you say you were looking out for a 'Singer'? Better get the first refusal of Smith's; he'll be wanting a tandem." — *News*.

MR. KLUGE is not a little troubled that upon his shoulders has been put the accident at Lynn. The immediate cause of the accident was the touching of Kluge's wheel by Rowe, who in turn, it is thought, was forced inward by other riders, all without intention. It was an accident for which no one can be blamed more than another. Up to the time of writing, Kluge is confined to his bed.

MR. LAMSON, of Portland, has a new wrench for wheelmen, which he calls a vice grip. A butterfly sleeve-nut moves the jaw, and there is a generous spread to this nut which allows one to tighten the wrench securely on to a nut.

BURGLARS recently made an entrance into the warerooms of the Pope Manufacturing Company, and captured a lot of League medals and a sum of money belonging to the Massachusetts Club.

THE prizes to be offered in the proposed one-mile international championship race at the fall tournament of the Springfield Club will be a gold watch, valued at \$425, to the winner, and also to the man who shall make the fastest heat. No one will be allowed to compete in this race who has not made a record of 2.45 or under.

THE Boston Club will, next Sunday, have a run to Hough's Neck, Quincy (ten miles), starting from the club house at 10 o'clock A. M. Fish dinner at Taber's. Ample opportunity will be afforded for boating, fishing and bathing. A photograph will be taken of those present.

DURING a practice spin at Lynn the other day, Hendee ran five miles in 14.27, and Rowe made a mile in 2.48. In coming down the home-stretch to finish the mile, Rowe could not make the turn and ran over the embankment, falling heavily among the stones. He was taken up insensible and remained so a long while.

CHELSEA will have races as usual on 5 July. The programme calls for a novice, a lap, a championship, and a run and ride race.

BOSTON wheelmen say they had a good time, but they are very tired.

OWEN'S BIRTHDAY RUN.

MR. H. S. OWEN, one of the charter members of the Capital Bicycle Club of Washington D. C., has for many years been in the habit of celebrating his birthday by giving a run on wheels to his brother members of the Capital Club; but the celebration this year surpassed all others in ingenious eccentricities. The rules of the run, which occurred on Friday, 21 May, were that each man should be given a numbered badge before the start, and should take his place in line accordingly. In case of a fall or a dismount he should

relinquish it and fall back to the end of the line. The position of each man at the finish when compared with the number on his badge would show his record. The riders met at 4.30 o'clock at 409 15th street, the location of the new club house of the Capital Club, and before starting witnessed the setting of the keystone of the arch of the club house. Messrs. P. T. Dodge, F. H. Noyes and Max Hansmann of the Capital Club, were present with their cameras and took several photographs of the assembled wheelmen and the embryo building. Mr. B. W. Hanna, the club bugler, then gave the signal to mount, and the hundred odd wheelmen filed silently up 15th street. The route this year, always a very difficult one, was made more so by the recent heavy rains. Upon reaching Q street the line filed westward and took to the commons and gutters, when the real riding of the day commenced. Nearly half an hour was consumed in riding the most difficult gullies in the vicinity of the P street bridge. One of the severest tests was a deep and narrow ravine opening from the hills to the north upon P street near the bridge, christened "Header Gulch." In attempting to ride the narrow, stony and slippery gully, many a good rider bit the mud. Many spectators gathered on P street and with great interest watched the wheelmen slowly pick their way down the gully, only to be pitched headlong in the mud or bushes upon meeting a particularly difficult rut. Rex Smith, Crist and S. E. Lewis on upright machines, Max Hansmann on the Little Rover, dubbed "the Skate," and J. Q. Rice, E. P. Hanna, Will Robertson and Jannus on Stars, were successful and were loudly applauded. Messrs. Dodge and Noyes succeeded in getting several instantaneous photographs of men shooting over the heads of their bicycles. From here the route continued down around the observatory, where many difficult feats were accomplished; thence to the vicinity of the flats, Washington monument, bureau of engraving and printing, Smithsonian institution, Capitol hill and Kendall Green, the customary highways being studiously avoided. At Kendall Green the riders were refreshed with a copious supply of iced lemonade. From here they proceeded to the bicycle park on New York avenue, the end of the ride. Notwithstanding the difficult places ridden and attempted, no rider was at all injured and no bicycles were seriously damaged. At the close of the run a long table loaded with a substantial lunch awaited them. The park was brilliantly illuminated with electric lights and Chinese lanterns. After refreshments the evening's sport began. A game of polo between Rex Smith and Will Robertson was won by the latter after an half-hour's stubborn contest. A game of tag on wheels by half a dozen of the most expert wheelmen excited a good deal of interest. In the obstacle riding over rolling logs, bicycle crates, benches, etc., Rex Smith excelled, while Knoerr surprised everybody by the recklessness with which he followed Smith. Rex Smith, S. E. Lewis and Max Hansmann, were the only men who succeeded in riding all the knolls and gulches in the neighborhood of the Observatory as well as "Header Gulch," and were announced as the champions of the day. It was a late hour when the crowd dispersed, all vowing to be present again next spring.

THE new Royal Mail tricycle is certainly very fine, being light and snug, and the new brake very ingenious. Royal Mail is alive this year in both bicycles and tricycles.

THE PATH.

CAMDEN, N. J., 22 May. — Races under the auspices of the Camden Wheelmen, at the Merchantville Driving Park. *One half-mile run*. — F. Collingsby (1), 2.4½; W. H. Duckett (2); C. Atkinson (3). *Half-mile heat race, club*. — W. M. Justice (1) 2.3½; 1.58½; C. P. Chew (2). *One-mile race, club cup*. — H. Weaver (1), 3.54; W. J. Atkinson (2). *One mile, President's Cup*. L. A. W. members. — J. Powell, Smithville, N. J. (1), 3.46½; L. Hill, Philadelphia (2), 3.55; W. J. Atkinson (3). *Two-mile race*. — H. Weaver (1), 9.3¾; B. O. Miller (o).

PRINCETON, N. J., 20 May. — Races under the auspices of the Princeton College A. A. *Two-mile amateur*. — L. Stearns, '87 (1), 7.11; Segur, '89 (2); Adams, '88 (3).

NEW HAVEN, Conn., 22 May. — Races under the auspices of the Yale Athletic Association. *Two-mile amateur*. — J. S. Kulp, '87 (1), 7.0½; S. Carlton, '87 (2).

NEW YORK, 29 May. — Races under the auspices of the Inter-collegiate Athletic Association. *Two mile*. First heat: S. A. Maguire, '89, Columbia (1), 6.43½; F. L. Dean, '88, Harvard (2), 6.44½; W. B. Segur, '89, Princeton (3). Second heat: J. C. Kulp, '87, Yale (1), 6.54; D. H. Renton, '86, Columbia (2), by two feet. Third heat: C. B. Keen, '89, University of Pennsylvania, and L. Stearns, '87, Princeton, rode over. Final heat: Keen (1), 6.39; Kulp (2), by 40 yards.

BROOKLYN, N. Y., 31 May. — Races run under the auspices of the Brooklyn Athletic Association. *Two-mile handicap*. — Fred Ray, 50 yards (1), 6.22½; J. S. Kulp, 75 yards (2), by ten yards; E. J. Halstead, Harlem, W., 100 yards (3).

CONCORD, N. H., 26 May. — Races run under auspices of the St. Paul's School. *One-mile amateur*. — J. Armstrong (1), 3.48; P. P. Wilcox (2), 3.52.

CHESTER, PA., 29 May. — Races run under auspices of the Chester City Cricket Club. *One-mile novice*. — Lewis A. Hill (1), 3.35; E. S. Worrell (2). *One-mile amateur*. — L. A. Hill (1), 3.26; A. Rice, Chester (2).

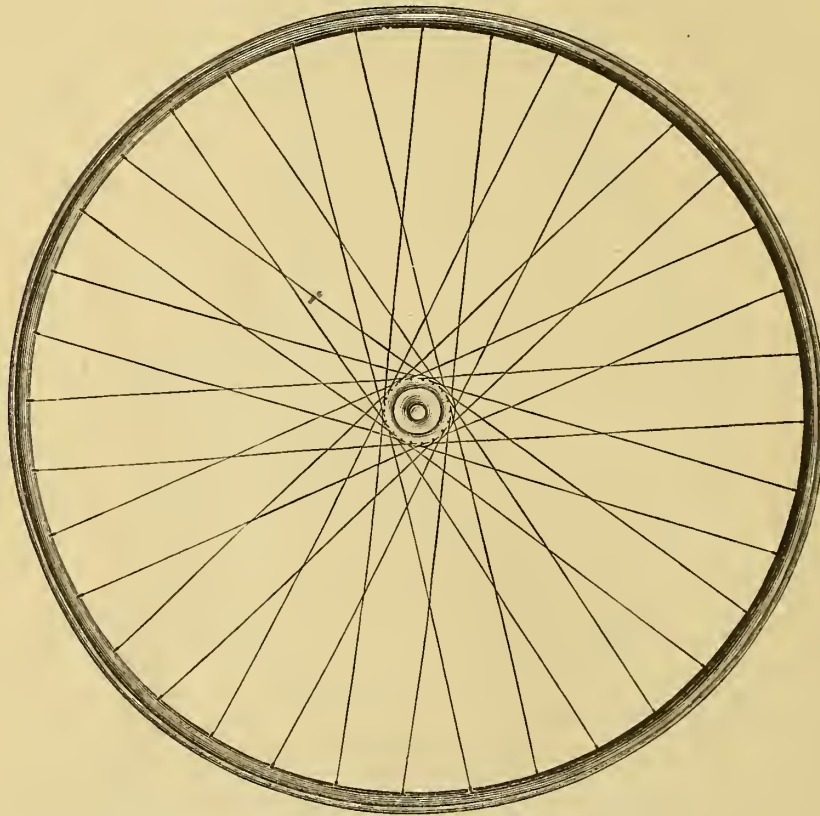
EAST HARTFORD, 5 June. — The bicycle races of the East Hartford Wheel Club, on their quarter-mile track this afternoon, proved very interesting and attracted a crowd of about fifteen hundred. The track is necessarily a slow one, but there was some fine speeding. The one-mile club championship was won by H. E. Bidwell in 3m. 14s. The race of the Hartford Wheel Club was one of the most interesting. In it John Illston, with a record of 2m. 45s., was beaten by E. A. DeBlois in 3m. 12s. J. A. Lounsbury, of Hartford, who led at the three-quarters, thought the race finished and slowed up, and lost too much ground to regain the first place. The one-mile club handicap was won by S. H. Tyrrell, of East Hartford, in 3m. 19s.; one-mile club, by E. S. Horton, in 3m. 18s.; one-mile open for boys eighteen years old or less, by H. H. Stockder, of Meriden, in 3m. 19½s.; one-

Before buying your new mount for the coming season, send for price list and description of the

"NEW RAPID" BICYCLES,

— WITH THE —

During 1885 not a single spoke
broke or wheel buckled.



Universally acknowledged to be
the strongest and most
rigid wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded a *Gold Medal*, the highest and only award for Bicycles.

PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.

"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.
APPLY FOR TERMS.

S. T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

mile open, by E. S. Horton, of Glastonbury, in 3m. 16s.; half-mile for boys, by W. M. Haradon, of Springfield, in 1m. 47½s.; one-mile club, 3.25 class, by E. E. Arnold, in 3m. 39s.; quarter-mile in heats, by H. E. Bidwell, of East Hartford, in 46½s. and 45½s.; three-mile open in 11m. 19½s., by E. A. DeBlois, of the Hartford Wheel Club.

BROOKLYN, N. Y.—The initial race of a series of three for the championship of the Brooklyn Bicycle Club, two miles, took place on the Boulevard, leading to Coney Island, 22 May. Three started, and T. B. Hawkins, taking the lead from L. W. Slocum a half mile from home, won by a yard; W. Vail third, by a foot. Time, 6.19½.

PITTSBURG, PA.—A race up Ice-House Hill, 22 May, was witnessed by over three hundred persons, and was won by W. D. Banker, Pittsburg, in 2.30 (distance, 2,000 feet, all up-hill); W. I. Wilhelm, Reading, second, by a yard; C. M. Clarke, Pittsburg, third, by a like distance; F. A. Minnemyer, Pittsburg, fourth.

At the Pottstown, Pa., fair, 3 and 4 June, a one-mile race was won by Wilhelm, of Reading, in 3.25. Wilhelm also beat Hugh J. High, of Pottstown, in a 25-mile race by about fifty feet, in 1.35.3. H. B. Swartz, of Reading, beat three competitors in a two-mile race, in 7.24½.

In the race of bicyclists against horses, at Madison Square Garden, New York, last week, the wheelmen won. Anderson, the horseman, stopped Saturday forenoon with a score of 953 miles. Woodside made 473 miles and Brooks 484, or a total of 957 miles.

THE two-mile L. A. W. championship, located with the Cleveland Club, will be run 5 July, at Athletic Park. The club races of the same club occur to-morrow, 12 June, and the August Meet is down for the 26th, 27th and 28th of that month.

THE ten-mile championship will be run 24 June at Detroit, Mich.

THE Trojan Wheelmen will hold their third annual race meeting at Rensselaer Park, Troy, N. Y., 23 June. The following events will be on the programme:—

One-mile novice, three-mile Rensselaer County championship, three-mile club championship (one medal), one-mile open, two-mile open, five-mile open record (?), one-mile club, two-mile team, Troy and Albany, consolation race, fancy riding.

OFFICE OF THE RACING BOARD,
BOSTON, 9 June, 1886.

THE Racing Board is informed that the races of the Yale Bicycle Club will be run under A. C. U. rules. The club has put forth its advertisements announcing amateur races and accepted entries from amateurs, taking their entrance fees. It has come to the knowledge of the board, officially that professionals will be allowed to race in the events for which amateurs have entered, and this is to warn all amateurs against competing in the tournament. The Racing Board will promptly declare to be professionals all who contest against professionals, and it will suspend from the track all amateurs who compete at meetings not held under League rules.

ABBOT BASSETT,
Chairman Racing Board.

THE CLUB.

JAMESTOWN, N. Y.—The new officers of the Chautauqua Wheelmen are: President, R. P. Hazzard; captain, Charles E. Gates; secretary-treasurer, F. A. Clapsadel; first lieutenant, R. P. Hazzard; second lieutenant, E. R. Demps.

ATLANTA, GA.—The Atlanta Bicycle Club was organized 28 May with the following officers: C. H. Smith, president; M. Thatcher, secretary and treasurer; E. P. Chalfant, captain; J. Rapp, color bearer. Committees on constitution and for the selection of a club house were appointed.

COMING EVENTS.

JUNE.

- 12 Saturday.—Second day of race meeting at New Haven by Yale College Club.
N. Y. and N. J. Road Race Association team race, at Orange, N. J.
Races at Cleveland, Ohio.
- 17 Thursday.—Second Prince-Neilson race at Lynn.
- 19 Saturday.—Annual Championships of N. A. A. A. A. at New York.
Annual race meeting of K. C. W. at Brooklyn, N. Y.
- 23 Wednesday.—Races of Trojan Wheelmen, at Troy, N. Y.
- 24 Thursday.—Annual meet of the Michigan Div. L. A. W. at Detroit. Ten-mile National Championship.

JULY.

- 1 Thursday.—First day of annual meeting of C. W. A. at Montreal.
- 2 Friday.—Second day of annual meeting of C. W. A. at Montreal.
- 3 Saturday.—Third day of annual meeting of C. W. A. at Montreal.
Suffolk Wheel Clubs' three days' tour begins.
- 5 Monday.—Race meeting at Binghamton, N. Y.
Race meeting at Cleveland, Ohio, two miles, L. A. W. championship.
Races at Chelsea, Mass.
- 15 to 18, Tuesday to Friday.—Tournament at Columbus, Ga. State championships will be run.

4th Annual Race Meeting

KINGS COUNTY WHEELMEN,

AT

BROOKLYN ATHLETIC GROUNDS,

Saturday, June 19,

AT 3 P. M.

HANDSOME AND VALUABLE MEDALS.

EVENTS.

- 1 Mile Novice, K. C. W.
- 1 " " open to all Amateurs.
- 1 " Tricycle, " " "
- 2 " Handicap, " " "
- 3 " " " " "
- 5 " N. Y. State Championship, N. Y.
Members L. A. W.
- 1 " Brooklyn Bicycle Club Championship
- 1 " Ilderan " " "
- 2 " Bedford Cycling Club " "
- 1 " Consolation Race " "

Entrance fee to all open events, 50 cents, and close with Chas. Schwalbach, 124 Penn Street, Brooklyn, June 12.

FOR SALE.—One 54-inch, '86 pattern, Rudge Light Roadster, run ten miles, \$120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE.—Beeston Humber Tandem; good condition; Lakin cyclometer, absolutely accurate; price reasonable. H. L., CYCLE Office.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

TO LADY CYCLE RIDERS.

The Jersey Fitting Underwear Co.

MANUFACTURE A

JERSEY FITTING

UNION UNDER GARMENT,

Specially adapted for wear on the

TRICYCLE.

Patented April 7, 1885.

Ladies should examine these garments at

T. D. Whitney's, 145 Tremont Street, C. F. Hovey & Co.'s, Summer St., Boston, and A. A. Smith's, 1029 Walnut St., Philadelphia.

We also make the

Only Perfect Fitting Full-Fashioned

Bicycle & Lawn Tennis Jersey

IN THE MARKET.

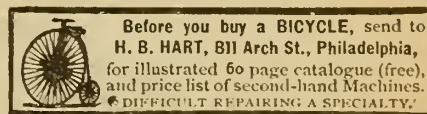
TRADE MARK.

Full Tights, Knee Tights, Rowing Suits and Trunks.

These garments all bear our TRADE-MARK, and parties buying would do well to look at these goods before buying any other. We send Sample to any Club in the country.

HOLMES & CO.

17 Kingston Street - - - BOSTON, MASS.



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

LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 40 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it. Old edition, 20 cents. For sale at CYCLE office.

THE COLUMBIAS

FOR 1886

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for $\frac{1}{4}$ and $\frac{1}{2}$ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for $\frac{3}{4}$ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20 $\frac{1}{2}$ miles, 396 feet).

ARE CONFIDENTLY PRESENTED AS THE

STAUCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

The COLUMBIAS have been continually ridden by almost every trick and fancy bicyclist, and have withstood this most severe test for several years.

THE COLUMBIAS ARE THE HIGHEST GRADE OF
MACHINES MADE.

They have Stood the Test of the Roads for **Eight Years**, and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD

THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR
AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47 $\frac{1}{2}$ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, BOSTON.

12 Warren Street, NEW YORK.

BRANCH HOUSES

115 Wabash Avenue, CHICAGO.