

The Cycle.

VOL. I., No. 3.

BOSTON, MASS., 16 APRIL, 1886.

FIVE CENTS.

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



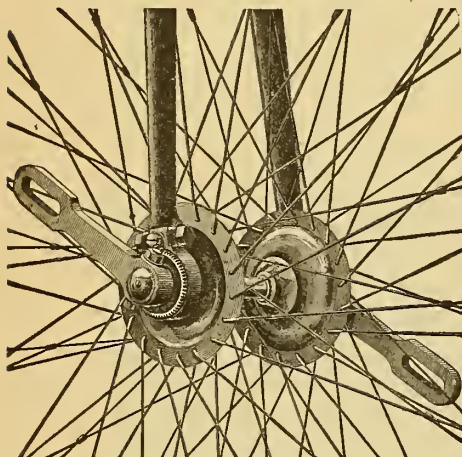
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5056 MILES,
BEST ROAD RECORD OF 1885

On one Wheel, Won by ROYAL MAIL.



Spokes wound **SEVEN TIMES**, giving rigidity to whole wheel. No rattle. Note this tying.

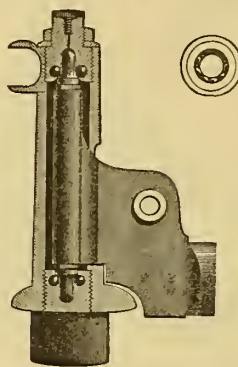
Six Improvements.



Grip Fast Rim and Tire

NEEDS NO CEMENT.

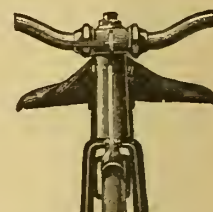
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No friction of cones, hence no loosening nor constant tightening up. Can be run six months with one adjustment and one oiling. All parts **INTERCHANGEABLE** in Royal Mails this year. Offered as the most perfect wheel yet shown,

THE Wheel of the Year.



DETACHABLE
HANDLE BARS.

Merely unscrew nuts each side of head. Very simple and strong.

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THE CYCLE

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

VOL. I.

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No. 3.

TERMS OF SUBSCRIPTION.

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ABBOT BASSETT EDITOR
W. I. HARRIS EDITORIAL CONTRIBUTOR

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

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

THE Racing Board has taken final action in the case of several of the promateurs, and in the current number of the *Bulletin* the following riders are declared to be professionals, and are expelled from the League: A. O. McGarrett, W. A. Rhodes, F. F. Ives, E. P. Burnham, W. A. Rowe, George M. Hendee, A. A. McCurdy, W. H. Huntley, F. W. Westervelt, William A. Taylor, Asa S. Wendell. The following parties are suspended from the track until 30 May for violation of Rule H.: W. N. Winans, D. Edgar Hunter, John Williams, L. D. Munger, John Illston, F. D. Palmer. The following have had their cases dismissed: C. E. Kluge, Joe Powell, George E. Weber, C. O. Danforth, and A. B. Rich.

THE Board has accepted, in good faith, the statements that have come from the makers and dealers, and will, at present, require no more evidence from the suspected parties.

It has been stated by the promoters of several prospective racing events, that the suspected parties will be allowed to enter races, the action of the League notwithstanding. We do not doubt that many of the suspects will enter and race, for they cannot free themselves from charges made by the Racing Board, and it matters little to them whether they are made professionals now or at the end of their time limit, but it will make a serious difference to any amateur who may compete against them.

WE do not know that it is worth our while to remind wheelmen that the mile ground is in danger of being invaded by the cable railroad, nor to spur them forward to

active endeavor in opposition to the scheme. A hearing will soon be had at the State House, and we hope to see a good representation of wheelmen present to oppose it.

SOME friend of Thomas Stevens ought to get hold of the new editor of *Outing* and demonstrate to him that the round-the-world bicycle journey began at Oakland, Cal., two years ago (22 April, 1884). An editorial note to the Stevens story in the March *Outing* gave "April, 1885," as the date; and now the April issue repeats the blunder by presenting a picture labelled, "The start around the world a year ago."

A CYCLING RETROSPECT.

BY JAM SATIS.

PART III.

BEFORE taking up the subject of tandems and sociables, I want to say a few words about some of the methods of driving and steering which have been tried from time to time on single tricycles.

The oldest method of driving was by levers or treadles which were connected by rods directly to a double-cranked axle. This gave great power, but the motion was firing and monotonous, and was finally superseded almost entirely by rotary motion. Rotary motion requires no description, but there were several ways of communicating it to the wheels. Chains were the favorite and are now universally used on all tricycles, but the earlier patterns of chains were not well adapted to their purpose, and gear-wheels and coupling rods with universal joints and three-throw cranks were all tried in place of them. Chains were lighter and more convenient and caused so much less friction that they finally took the place of all other means of communicating the driving power from the crank-shaft to the wheels. The patterns of chain now in use are fine pieces of workmanship, and cause less friction than any belt or gearing that has been tried.

There are, it is true, a few machines which drive direct from the axle, the rider being seated high to enable him to do this; and there are a few others which, like the "Rob Roy," have the crank geared directly to the axle, without the use of a chain or intermediate gear, but these machines are not very much used. The Otto is the only machine which used bands instead of chains, and the improved Otto has a chain.

The old machines of 1881 were mostly single drivers and rear-steerers, but the rear-steerers were found too unsteady in their steering when going down hill, and were liable to throw the rider out if stopped suddenly, so they fell into disfavor, and front-steerers gradually superseded them.

Single drivers had the disadvantage of being hard to drive on rough or sticky roads, and were liable to upset if there was not a good deal of weight kept on the steering wheel; and an improvement was made on rear-steerers of that pattern by using two large wheels in front, each driven by a separate chain. This necessitated the use of clutches to enable the outer wheel to run faster than the inner on curves. There are, to-day, some riders who prefer clutches to a balance-gear, because the rider can use his pedals as foot-rests when coasting, and can put them into the best position for power when starting by a mere touch of his foot. Against this there is the inability to back-pedal, and what is more serious, the fact that all the driving must be done by the inner wheel on curves, which makes it difficult to start a machine on a curve.

These various drawbacks finally convinced makers and riders that a perfect tricycle must have a balance-gear, and must be a front-steerer.

Starley's was the first, and remains one of the best balance-gears in use to-day. Described briefly, it consists of a pair of bevel gears placed facing each other, each being attached firmly to the main axle of the machine. The axle is divided in the middle, just between the two gears, and the chain wheel is placed between them. To the inside of the rim of the chain wheel is pivoted on a short stud a smaller bevel gear which exactly gears with the other two. When the chain wheel is turned, the small gear is carried with it, and if both driving-wheels are free to turn, it drags them round with it, not turning on its own axis at all.

If, on the other hand, one driving-wheel runs slower than the other, its bevel gear becomes a fulcrum against which the teeth of the small gear press, and the small gear is accordingly turned on its axis and forces round the freely moving wheel proportionately faster. By this arrangement, the outer wheel is always the driver on a curve, and both wheels drive alike when running straight, either backward or forward. There are now many modifications of this gear, of which Humber's and Pritchard's are, perhaps, the neatest.

The Sparkbrook, or, as it was originally called, the National, accomplishes the same result by using in the middle of the axle a pair of pinions carried on short arms connected to the axle by universal joints. The whole contrivance is enclosed in an elliptical box, and when the machine is running straight, the box and its contents merely revolve with the axle, but when the machine is going round a curve, the pinions roll round each other, the arms which carry them turning on bearings in the box. This was the first and, for several years, the only balance-gear placed exactly in the middle of the axle, whereby each wheel got an equal share of the driving power.

There have been various attempts to use

clutches on the axle, which would be thrown out of gear automatically when the steering handle was turned; also a balance-gear has been made by means of an endless screw and a worm wheel, the screw being attached to the axle and the worm wheel to the hub, if I remember right; but the fault of all such contrivances is that they either cause too much friction, or do not work promptly enough, or get out of order too easily. I do not see how anything can be simpler and more effective than the gears now used, as it is not possible to use less than three pinions, or else two pinions and two universal joints, as in the Sparkbrook gear.

There is another method of driving tricycles, which does not seem to me to have received all the attention it deserves, and that is lever motion without the use of cranks, as in the "Star" bicycle and the original "Victor" tricycle.

This method has one advantage over any rotary motion, and that is the easy change from speed to power, and then there is also the ability to take any length of stroke without loss of power, as there are no "dead centres."

The chief objection that I can see to this form of lever driving, is that on a machine as heavy as an average tricycle, more exertion is required on the rider's part than on a "Facile" or "Star" bicycle, and where much force has to be exerted, an up-and-down movement is more fatiguing than a rotary motion, whereby all the muscles of the leg are used instead of merely one set.

About steering, there is not much to say. A few of the earlier machines were steered like a "bath chair," with a long rod fastened to the top of the steering wheel and ending in a cross handle held by the rider; to turn, it was only necessary to swing the handle to one side or the other, and the machine turned accordingly. This was clumsy and unsteady, and was entirely superseded—except on children's machines and on a few eccentric contrivances—by the "rack and pinion," which is the commonest form of steering to-day. Of bicycle steerers, the "Leicester Safety" was the forerunner, but the "Cripper" and "Ranelagh Club" were the first successful ones of the usual pattern. The Humber was, I believe, the first that had a handle-bar, but steering with both front wheels, it stands in a class by itself. Also, the Coventry Rotary stands alone in being the only successful single-driving tricycle now on the market. On smooth, hard roads, the Coventry is one of the fastest machines, and its fore-and-aft steering—the two small wheels being about five feet apart—makes it one of the steadiest steerers, having none of the tendency to spin round on one wheel that most single drivers manifest.

The "Humber" and "Cripper" share between them the distinction of being the most extensively copied machines in the world.

In my next, I want to give a very short sketch of sociables and tandems

FROM A FEMININE POINT OF VIEW.

ONE who signs herself "Polly" has sent me a sample of the light-weight ladies' cloth which the League of wheelmen has adopted, and with it comes a letter for the CYCLE,

giving particulars regarding the goods. I am more than well pleased with the cloth, for I believe it will prove durable, and it will make up well. The color is dark enough to make grease spots inconspicuous, and it is withal a desirable thing.

NEVERTHELESS, I doubt if it will be generally adopted, for there are many lady riders who have to consider the cost of a riding suit, and these will be able to find something less expensive. I got material for a suit a few days ago, which, though it is not so good as the League cloth, is good enough, and it cost much less. For fifty cents a yard I purchased a light gray homespun goods that will last me through two seasons at least. I do not wish it understood that I consider the price asked for the League cloth to be exorbitant, for I do not. It is well worth the money, and those who can afford to have what they want, will find the purchase of it an economical one.

I GOT six yards and a half, and this will make me a skirt with full back breadths, no drapery, foot trimming, a basque having somewhat the effect of a jacket, and helmet hat.

I CAN'T say that I like the idea of a uniform for the ladies, nor do I believe that one will be adopted with any considerable degree of unanimity. Ladies aim at more individuality in their dress than men do. They have to. A style of garment that would be becoming to one figure would look very badly on another. They have to suit their clothes to circumstances, and no established form would satisfy all. I can't believe that the uniform idea will be a popular one.

MRS. STALL is to be congratulated on the possession of a machine that weighs no more than fifty pounds, and a handle-bar steerer at that. We have heard that forty inches is the smallest practical wheel for a tricycle, and yet I can believe that she will show as good results from a thirty-six inch wheel. Why, they tell me that the races at Springfield last year were run on tricycles with thirty-six inch wheels, and surely if men can ride such wheels on the track, the ladies can ride them on the good roads around Boston.

MRS. STALL's machine has another good thing, and that is a pedal that is not adjustable. It is fixed to the crank, and there is no such thing as a loose pedal possible. I think I have had more trouble with loose pedals than with everything else on the machine put together. I remember one ride that I had last fall when I was put to no little annoyance by a loose pedal. I was many miles from home when the thing happened, and a mile at least from any house. Searching my tool-bag, I found it to be wrenchless and I was forced to use my fingers to turn the nut up. But fingers are not the best wrench, and an application of them carried me not more than a thousand feet. I came at last to where some men were digging a well in a field, and I called upon them for assistance. They had no wrench, but one of them offered to go to a farmhouse a quarter of a mile off and borrow one. This I

would not at first hear to, but with great gallantry he insisted and started on his errand. The others, considering no doubt that they had a guest, stopped all work and gathered around to inspect the tricycle, and I was deluged with questions, which I answered to the best of my ability. After a time came back the wrench-bearer with one at least a yard long over his shoulder, and in his hand a can of milk. "I told them," said he, "that I wanted a wrench to fix a lady's bicycle, and they told me here was the wrench and here was some milk, because them bicycle men always want a drink." It is needless to say that the great wrench tightened the nut, and that I enjoyed the milk; and with many thanks to my wayside benefactors, I rode off under a storm of good wishes and three cheers given with a will.

SOMEWHERE on the water, on the wharf, or in a warehouse is a machine that I shall ride the coming season. I think it will be a good one, and I feel that it will suit me, for I was consulted, and some of my ideas were adopted by the designers. It is to be made by the makers of the Invincible machines, and I am told that they stand in the front rank of manufacturers. I hope to be able to speak a good word for it later.

DAISIE.

W. A. ROWE, the amateur champion, accepted an invitation from the Lynn club for a road ride last week. As Rowe had done no road riding for nearly a year, the Lynn cracks thought that they would make it hot for Billy. Accordingly they set out a great pace, and for the first ten miles went faster than many of them had ever gone before. Rowe said nothing, but managed to push along in the rear. As soon as they started on the return, however, he woke up, and with scarcely an effort flew by the line and took the lead just as some of them were beginning to congratulate themselves on the neat way they had "done up" the champion. Such a pace as he set going home they never knew before, and never again do they want such a "scorch."—*Globe*.

THE Iowa Division L. A. W. held a meeting at Ottumwa, 27 March. It was decided to hold the fall meeting at Spirit Lake at the conclusion of the annual tour, which starts from Des Moines, 9 August. The tour will give the members one hundred and eighty-four miles of wheel riding, and twenty-seven miles will be on the train. On Sunday afternoon, at the Baker House, the Ottumwa Club banqueted the visiting wheelmen in a magnificent manner, the Rev. A. C. Stilson, of the Episcopal Church, presiding at one end of the long, well laden table, and Chief Consul Charles D. Howell at the other, the latter's right and left bowers being two of Ottumwa's most charming young ladies, Misses Vic. Palister and Edith Turner.

CYCLING is enjoying a large boom in Pittsburg, Penn., this spring. The Keystonees participated in the first club run last week, accompanied by the Messrs. Bidwell on a tandem, who made the pace so hot for the rest of the riders, and left them so far behind, that they have not put in their appearance at the clubhouse since.

THE SEASON'S MOUNT.

EARLY in the springtime,
While the March winds blow,
Cyclers' thoughts are wandering
Sadly to and fro;
And he ever sitteth,
Studying in zeal,
On one question ever, —
"What 's this season's wheel?"

"Shall it be a Victor,
Elegant of mold,
Or shall others test it,
Till a season old?
Will a Rudge best suit me?
Popular and light;
It has proved its virtue,
Winning in the fight.

"Winner of great races
Is the Royal Mail;
With strong feet on pedals,
Likely to prevail.
Elegant in contour
Is the Sanspareil,
Run by a good cyclist,
Surely will do well."

"Not so light as these are;
Others are as good
On the common roadway,
By the hill and wood;
Stanch and very faithful
Are Expert and Club,
Challenge, too, and Harvard,
Vie in many a rub."

"Wheels that cost less money
Than the ten I name,
Do their duty truly,
Winning less of fame;
And a host called Safety
(Strange and wondrous thing)
To the halting cyclist
Many choices bring."

"Kangaroo, not pretty,
In design or name,
Rudge, and Club, and Challenge,
Likewise seeking fame.
Is the best the Facile?
Or the pony Star?
I am wholly non-plussed,
When I seek so far."

L. H. P.

THE CHOICE.

Sequel to "The Season's Mount."

IN the early springtime,
While 't was bleak and cold,
Cyclers' thoughts were turning
To a subject old.
Then they did consider,
With increasing zeal,
Which held most of merit
For one's private wheel.

Since the early springtime,
Months have flown away;
Crowded with their pleasures,
Seeming scarce a day.
Wonderful proceedings
Now are in the past;
But the records 'stablished
Destined are to last.

Through the dale and valley,
By the travelled road,
Tourists gay have eased them
Of care's weary load.
Joy and strength and gladness
To the riders bring,
Their fair steeds of metal,
Fleet as feathered wing.

Nearer no solution
Is the question old:
Which wheel is the best one
For the rider bold?
But methinks the finest
For good men to budge
Is the stanch and graceful
Wheel, "Light Roadster Rudge."

All makes have their uses;
Each as best they claim;
But for good, strong riders,
None like that I name.
I would not decry one;
Many makes are fine;
But for speed and pleasure
None surpasses mine.

"Give me back my old wheel;
It is strong and true;
It has failed me never,
And I love it too!
I will never sell it,
While it 's firm and strong;
More than friend, 't is faithful;
I will keep it long!"

L. H. P.

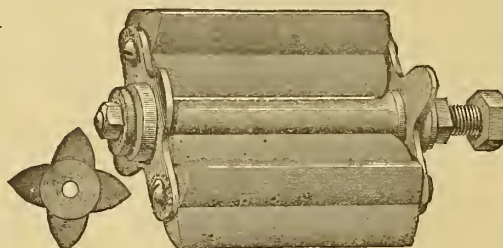
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THE COLUMBIA DOUBLE-GRIP BALL-PEDAL.

All Bearing Parts Drop-Forged and
Case-Hardened.

Interchangeable in Every Part.

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Balls Gauged $\frac{1}{2000}$ of an Inch.
Non-Slipping Elastic Double-Grip
Rubbers.
Strong Tapered Shaft.

PRICE, NICKELLED, \$10.00.

The BEST PEDAL Ever Offered Wheelmen.

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THE KIRKPATRICK SADDLE.



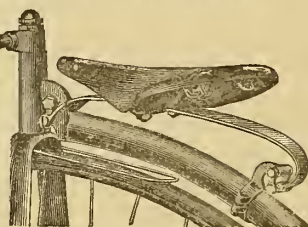
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PRICE, \$6.00.

THE COLUMBIA SWING SPRING.

Relieves both Fore-and-Aft and
Vertical Vibration, while giving a
Perfectly Steady Seat.

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THE KNOUS ADJUSTABLE SADDLE.

Has Elastic Spring Frame,
Highest Grade Leather, and
Adjustable Clip, allowing
either end of the Saddle to
be elevated; Adjustable at
the Rear without removing
from the Machine.

PRICE, \$4.00.

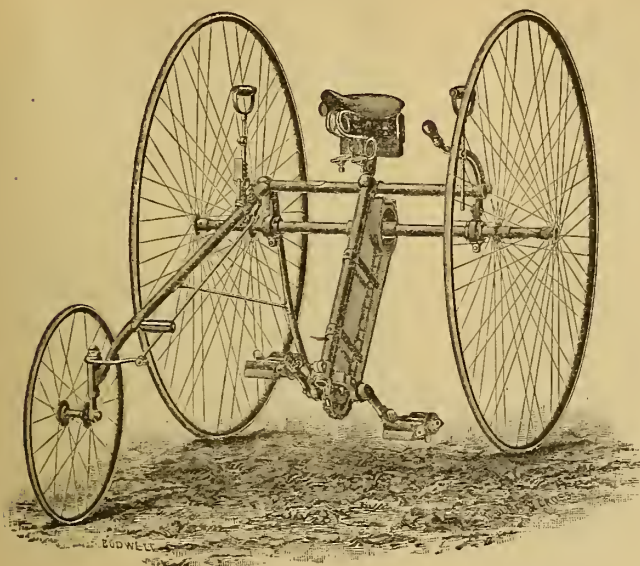


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Branch Houses: 12 Warren Street, New York; 115 Wabash Avenue, Chicago.



THE LADIES' COLUMBIA TWO-TRACK TRICYCLE.

THE Pope Manufacturing Co. announces a new triangle for ladies' use, which is many pounds lighter than the two-track machine of 1885, though it follows the same lines. The machine is described in brief as follows: Two 44-inch driving-wheels, and one 20-inch front steering-wheel, $\frac{3}{4}$ -inch tires, crescent felloes, 56 and 24 full-tangent spokes, No. 14 steel wire; tubular steel frame; dwarf steering head; Columbia lock steering; adjustable spade handles; cradle-spring; Columbia "double-grip" rubber ball-pedals; central crank and chain-driving gear; bicycle adjustable cranks; Columbia double-band brake; wire dress-guard. Width of track, 31 inches; total width, 36 inches. Finish, enamel and nickel tips. Weight, 70 pounds. Price, \$175; or, with parallel pedals, \$170. The tubing is much lighter than that of the ordinary two-track, and considerable weight has been saved in reducing the driving-wheels. The steering mechanism is new and is thus described: The rod running from the steering-head bracket-arm connects at its upper arm by a ball-and-socket joint with the long arm of a lever pivoted at its angle to the frame. The short arm of the lever is linked to a nut running on a quick thread upon the steering-handle upright, and receives its motion up or down by the turning of the handle to the right or left. While the action is positive and quick, without being over-sensitive, the steering-wheel cannot be deflected from its course, even when the hand is removed. The joints being adjustable for wear, all rattling is obviated. The Ewart chain is used in the machine. The company has the sole right to use this chain on cycles when made of drop-forgings. This chain can be taken apart link by link by simply turning them back at right angles. The machine will soon be on view, when we hope to have more to say about it.



THE COLUMBIA SAFETY.

ANOTHER new machine is the Columbia Safety. It is built on the well-known Kangaroo lines, and has 42-inch and 20-inch wheels geared to 52 $\frac{1}{2}$ inches. The cut gives a good idea of the machine and shows its lines. The rubbers are large, being 1 and $\frac{7}{8}$ inch. The bracket carrying the lower sprocket-wheel and crank moves readily up and down on the fork-extension when its binding bolt is loosened, and a perfect adjustment is rendered especially easy by the use of the improved Ewart detachable-link chain. The machine has ball bearings all around, and sells for \$140, or \$135 with parallel pedals. This machine has not yet been placed on the floor, but it is daily expected, and orders are now being booked.

CHICAGO CHATTERINGS.

YOUR bright-looking, newsy new-comer is beginning to attract attention out here, and before long you will have strong supporters in the great West. Thinking a few random notes may be of some interest, I let fly my pencil to let you understand that, although in a new field of labor, you are not forgotten. Everybody admires courage and conviction in man, especially when he has the courage to carry out his convictions. Such a man I take the editor of the CYCLE to be, and therefore we expect to see it, as per your inaugural address, on top.

J. O. Blake sends greeting, and says he intends to boom things this coming season. Mark my word, also: J. O. will be our next State consul, as the riders want no other. Mr. Blake is not a politician in any sense of the word, and makes no efforts, pulls no wires, but will "get there all the same."

Major Wm. Durell, the manager of the elegant Columbia warerooms, is getting to be much liked in Chicago. He is affable and courteous, two very necessary attributes for a successful agent.

Dropping in yesterday to see Van Sicklen, our crack amateur Racing Board man, captain of the Chicago Club, president of the Bicycle Track Association, and the Lord knows what else. I found Van seated on a huge pile of best Scotch tweeds. As the gentleman had not been seen around the cycling haunts for several weeks (except his club, of course), I commenced to probe for his remarkable quietude. Says Van, "No, you will not catch me away from my business again, until the latter part of July, when my vacation time arrives. Then you can expect to find me hard at work training, for a few weeks, and I will go to Springfield to prepare for some races in the annual tourney." Van Sicklen does private work at his home in Englewood each evening, which accounts for his non-appearance.

We are expecting to have a Star boom here this season. Maynard, the local agent, is well liked, and is a worker from away back.

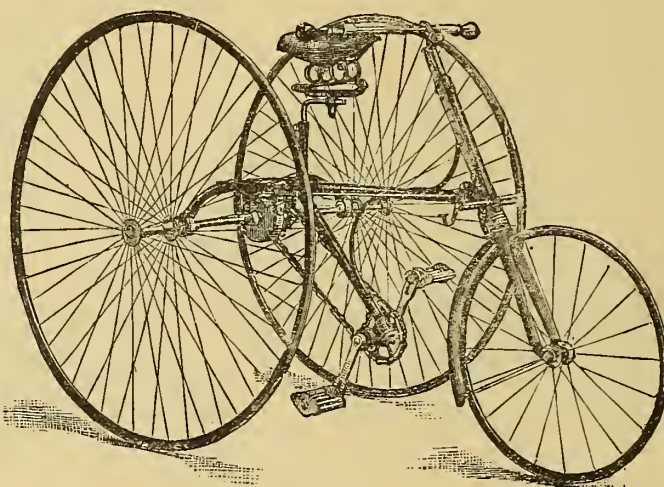
The affairs of the Bicycle Track Association are in a very unsettled state, and there seems to be no Moses at present to lead the way out of the difficulty. The track is made, and will be a good one, when the corners are raised a little, but is not as yet paid for; but what matters that, as A. G. Spalding is wealthy, and can afford to wait for the cash. There is some talk of professional races with pool selling on the grounds this summer.

Sam Miles, editor of the *Sporting Journal*, of this city, is an enthusiastic bicyclist, and proposes to get a tandem for his seventeen-year-old wife and himself. Mr. Miles is an able writer on cycling events, and greets your paper heartily.

I was in St. Louis (Mo.) the other day, and saw Whittaker, or "Whit," as the boys call him; also saw Percy Stone, Hal Greenwood, Ladish, editor *American Wheelman*, Louis Leeders, and, in fact, all of them. They are a lot of hustlers in the "future great," and are very enthusiastic over their great fifty-mile road race. SPOKES.

SINGER'S ♦ STRAIGHT ♦ STEERER.

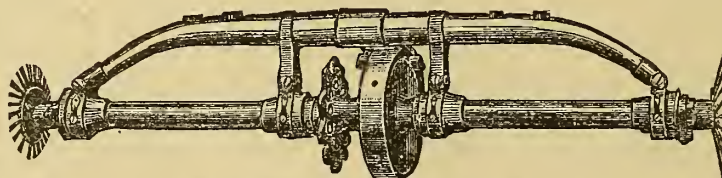
Corey's Hill climbed by E. P. BURNHAM and Mr. Crocker each on first trial, on an S. S. S., geared to 52. The highest gear that ever reached the summit.



40-inch Drivers, 22-inch Steerer, easy running, light and rigid.

The fastest coaster and best hill climber yet built.

Illustrated
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SINGER'S PATENT AXLE.

Send for
Second-Hand
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FIRST 1886 RECORDS,

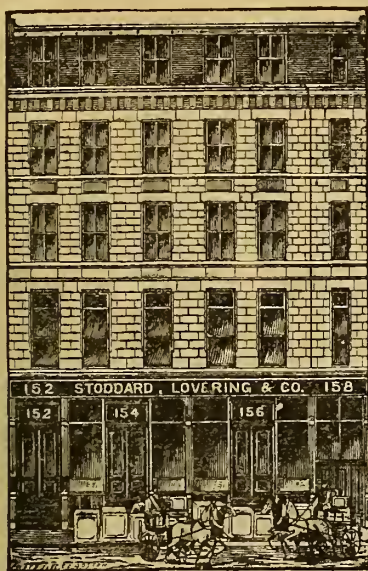
APOLLO,

25 Miles by L. D. MUNGER at New Orleans, on March 27, in 1h. 24m. 46 $\frac{4}{5}$ s.

50 Miles on April 2, in 3h. 2m. 34s.

THE LATTER A WORLD'S RECORD.

W. B. EVERETT & CO., Sole U.S. Agt's, 6 and 8 Berkeley St., BOSTON.



STODDARD, LOVERING & CO.

AMONG the bicycle houses in this country there is probably not one better known than the house of Messrs. Stoddard, Lovering & Co., of 152 Congress street, Boston, Mass.

Their first connection with the bicycle business was in 1878, in the importation of various makes of cycles for other firms, but, recognizing the great future of the wheel business for this country, they subsequently secured the sole agency for the United States of Messrs. Singer & Co., of Coventry, England. Their chief importations for some time were from this firm, and later on they took up the sale of machines made by Messrs. Rudge & Co. Feeling, however, that they could not serve two makers and give satisfaction to both, they decided to retain the agency of Messrs. Rudge & Co., and relinquish that of Messrs. Singer & Co. At that date their warehouse was at No. 10 Milk street, Boston, which soon became one of the centres of the bicycle industry. As their business increased rapidly, they were forced to remove to the more commodious quarters, Nos. 152 to 158 Congress street, a glance at which is sufficient to show that they have taken up the bicycle business in earnest, fully believing in the great future of the wheel.

It has been the aim and intention of Messrs. Stoddard, Lovering & Co. to place on the market machines that will stand and make a name for themselves; and while several makers have copied a number of its principal features, the Rudge still maintains its enviable reputation, and its agents are to be congratulated on its increasing popularity. — *Wheelmen's Gazette*.

CONNECTICUT WHEEL NOTES.

THE CYCLE came, and is liked, and we hope to see the new paper soon preside up there where there is always room.

GLAD to see one lady, at least, enlisted with us, wheeling away for that upper district, and that she will post us on the points of that new tricycle, and the ladies' league suits.

WE shall put forth strenuous efforts to see Boston in May, and Daisy on her Tri.

ABOUT all the rain must be down, for it has poured here for the last two days, more or less, and The Solitary Club's Facile is about the only wheel seen on the streets.

THE Club has ridden on all but fourteen days of the past winter, on the regular trip between studio and residence, two miles, besides taking frequent runs on business to Greenwich and Mianus, five and three miles away.

THE Star fever has broken out among members of the Stamford (Ct.) Wheel Club, and more of a variety in wheels will be shown this season.

PRESIDENT MICHAELS, of the latter club, has been very sick, but is out again.

RACING and the coming Meet are much discussed subjects during the floody weather that has prevailed hereabouts recently, and the verdict in regard to the Meet is, there will be some energetic pushing of pedals eastward toward the last of May.

HAS any one a cycling map of Boston, and the various routes to points of interest near by? How convenient a good map of the kind would be to us Nutmeggers, and many others who have never yet seen "the city of the sinuous streets."

OUR neighbor, Greenwich, has recently organized a "Leisure Hour Wheel Club," with about a dozen members. They are in a hilly section, and Put's Hill, alone, will be good coasting, if they will risk the hard heads, which have been the cause of many a hard head-er, and will shake up a beginner at a lively rate.

AWAITING the advent of good wheeling and the next copy of the CYCLE, we are, fraternally,
STAMFORD.

THE CAPITAL CLUB'S HOUSE.

THE plans for the clubhouse of the Capital Club, of Washington, D. C., are now completed. The house will be three stories in height, and the main entrance will be through an archway that extends the whole width of the structure. A visitor will find himself, after passing under the arch, in a tiled vestibule seventeen feet wide and five feet deep. At his left, forming that side of the vestibule, he will discover the main entrance to the house, or the door into the hall. In front he will find the double sliding doors making a passageway six feet wide into the wheelroom. Entering the house by this, the visitor is in the main wheelroom, wherein bicycles and tricycles, temporarily housed, will be accommodated. This room is nineteen feet wide by twenty-eight feet long, and will accommodate in racks between thirty and forty bicycles, besides tricycles, sociables, and tandems. In cases of emergency, many more machines may be received. By a simple, yet ingenious device, the racks to contain the wheels are flush with the floor and wainscoting, yet they hold the machines more firmly than any other arrangement now in use. The floor of this room, as indeed the entire first floor, will be concreted. At the rear of the wheelroom proper, approached through a passageway nine by nine feet, on the right of which is a room containing the heating

apparatus, and on the left steps leading to a landing on the main stairway of the house, the visitor will enter the machine room, nineteen feet four inches wide and twenty feet long, wherein will be stored such cycles as are left in the house for long periods, and where will be found a work bench and tools for such repairs as the owners are able to make on their machines. This room will be amply lighted by three windows. The rear of the first floor will be occupied by a locker room, with capacity for sixty lockers, and a bath-room, with all the approved ablutionary facilities.

The hall referred to above is five feet wide and twenty-four feet long, extending along the north side of the wheelroom, from which it will be separated by an ornamental partition, half wainscoting and half lattice work. At its foot rise five steps of the stairway to a landing, from which a large east window satisfactorily lights both stairs and hall. The stairway thence proceeds, with a turn to the right, to the second floor. Ascending, the visitor is received into what is the unique feature of the house's interior, and which dominates the plan of every floor, — a central hallway extending across the house from north to south, and nine and one half feet wide. Its north end is occupied by the stairway just ascended, which, with one more turn around an ornamental newel, mounts to the third floor. Its south end is graced by a mantel and grate surmounted by a mirror and flanked by divans. Sliding doors ten feet wide open on either side, one pair into the drawing-room in front, the other into the meeting-room behind. The drawing room is twenty-four and one half feet wide by thirty feet long, with a twelve-foot ceiling. Its north side contains an open grate and mantel-piece, and it is lighted by the bay window, seventeen feet wide, containing six windows. The bay window will contain upholstered window seats. The meeting-room, in the rear of the central hall, is nineteen feet four inches wide and twenty-four feet six inches long, lighted by three windows on the north. The remaining room on the second floor is the library and committee room, ten feet by nineteen feet four inches, extending across the east end of the building and lighted from the east and north. The third floor is divided into a billiard room in front, whose dimensions are twenty-four feet and a half, by thirty feet and a half, with an eleven-foot ceiling, and well lighted by four large windows; a card and committee room twelve by fifteen feet, and two rooms, each eleven by fifteen feet, to be rented to club members. The spacious attic will be fitted up for the accommodation of the janitor and for storage.

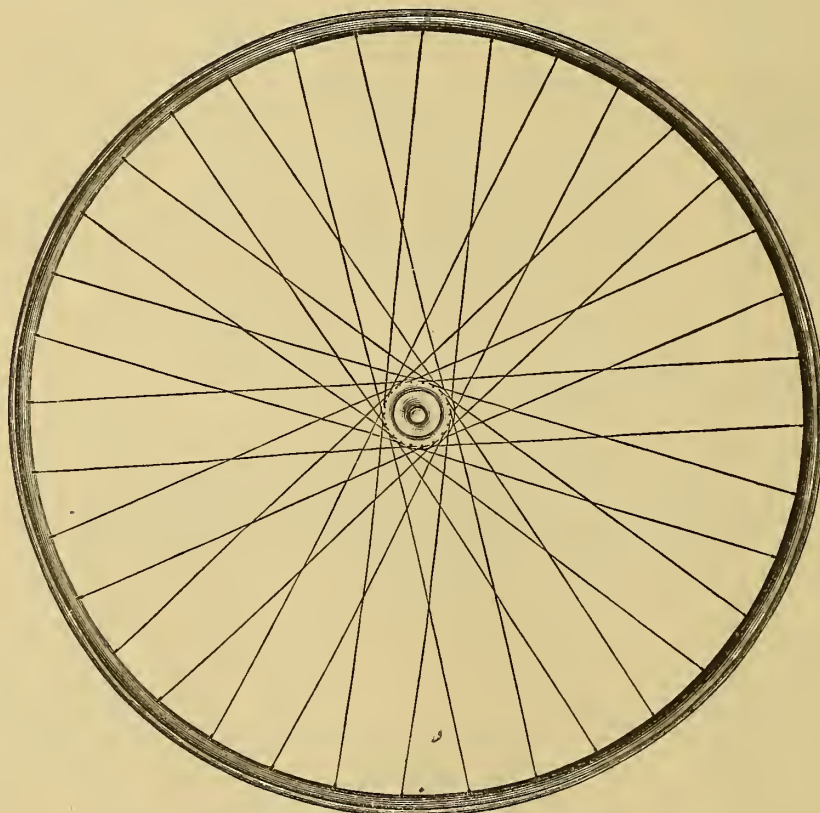
The wood work of the interior will be of white pine and cypress, with hard oil finish. The wheelrooms, meeting and committee rooms, billiard room, halls, stairways, and closets will be wainscoted. All the plumbing and sewerage will be contained in a detached wing in the rear of the main building, easily accessible from every floor, and the house will be heated by steam, and provided with electric bells. It is boasted by the club that this will be the most convenient bicycle clubhouse in the country. Three members of the building committee have visited and carefully examined the two leading clubhouses, that of the Massachusetts Club, at

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.

Boston, and the Maryland Club's house, at Baltimore, and an attempt is made to avoid the errors in building into which those clubs are believed to have fallen. The stone for the first story of the new clubhouse is now being cut.

CONTRIBUTORS' CLUB

GEARING UP.

Editor of the Cycle:—I've done it! Geared up! after due consideration and advice from various correspondents and—experts. Something I was bound to change or smash things. So I hied me to S-tall, and found that champion with what seemed a cross between an elevator shaft and an organ pipe sticking out of his coat pocket. O, yes, he could fix it! and down he squatted to examine and figure. It took a deal, for I wanted the thing to run easier as well as swifter.

And, lo! behold my 40-inch trike geared to forty-eight; my four and a half crank lengthened to six; my round-shouldered handles raised with adjustable telescopic shafts, and the whole transformed from a pewter-hued nickel to a blackness that Ethiop would envy. And thus equipped, gayly I sailed away homeward in the teeth of the gale and dust most smothering. Easy? Well, not exactly! Swift? Well, not quite! Paint in the joints is the rheumatism of

triking, and overmuch paint had I. The hills seemed steep as ever, and Harrison avenue quite as sad a thoroughfare. Sadder, since then 't was paved with good, but now with bad intentions, and the homeward way was not a joy forever. Behold my wheel to-day! It rains, and the wind is never weary; mud lines the streets, but in my hall a four-year-old doth play, and finds the wheels of a tri-cycle on a jack to be a most noble whirligig. So he twirls away, and it serves a double purpose, in that the joints will limber up before roads harden, and it keeps him out of mischief. Am I not fortunate? Still, I see possibilities. I have my expectations. And when the streets are ridable again, you'll hear from me, and I yet think in plans of thanksgiving.

J. PARKE STREET.

P. S.—Lest S-tall should tell of it, I'll here confess that in our figuring I innocently asked should I not change cyclometers for a geared wheel, and great was the laugh on me.

LEAGUE CLOTH.

Editor of the Cycle:—In your issue of last week, I notice an inquiry from your well-known contributor, "Daisie," concerning the ladies' L. A. W. cloth, and enclose a sample of the same for her inspection. Your lady readers may be interested to know that it is precisely the same in appearance as the regular League cloth, only about one third as heavy, being a dark, mixed brown ladies' cloth, very firmly and closely woven; it is a yard and a half wide, and sells for \$1.00 per yard. My sample was furnished by Messrs. Browning, King & Co., of 406 Broome street, New York City, who state that it is very extensively used by the lady members of the League, of whom, I understand, there are a hundred or so.

As [to its wearing qualities, I am unable to state from personal experience, but feel quite sure it must wear very well indeed, as it is much firmer in texture than my present suit, which has gone through one season of hard wear, and evidently intends to last through another.

I also wish that some of the ladies would give us an idea of the cut of the L. A. W. uniform, if there is a prescribed uniform for the ladies.

POLLY.

CYCLETS

THE CYCLER'S LOVE.

To look at my love is a treat, sir,
Her figure is awfully neat, sir,
Like me, she is somewhat "petite," sir,
But she'll never become Mrs. Y.

In style she eclipses the Graces,
She has travelled and seen many places,
But I will not deny it,—she laces,
And she'll never become Mrs. Y.

She is always, you'll find, on the "go," sir,
She was never inclined to be slow, sir,
And I do n't think that she would say "no, sir,"
If I asked her to be Mrs. Y.

I have fallen in love with this rover,
When near her, I think I'm in clover,
We do n't fight, but she oft "throws me over,"
And she'll never become Mrs. Y.

Who my love is, perhaps you can guess, sir,
'T is my wheel, I will have to confess, sir,
And as she won't say "no, sir," nor "yes, sir,"
She'll never become Mrs. Y.

ARTHUR YOUNG.
—Spectator.

THE Canadian Wheelman's Association has adopted a uniform of Halifax tweed. It is a very strong and durable cloth of a yellowish-brown color, and a whole suit will cost but \$8.00.

THE Boston Club wants more room, and a larger house is among the probabilities of the future.

ELMER WHITNEY's tour to northern Maine will send twenty-five men into the wilds of that State which lie north of Bangor, the starting-point.

CHARLES E. PRATT, ESQ., was in New York, Monday, counting the ballots for League officers.

A HARTFORD young man named Thayer has started for San Francisco on a bicycle. The great advantage of the vehicle for such a journey is that it never fails. When it cannot be ridden it can be pushed. —Record.

THIS is what some members of Parliament were doing on the day of Gladstone's great speech: "At 2 P. M., a number of members who had hatted their seats, were promenading on the private terrace on the river side of the palace to pass away the time. Three of them were riding on a tri-cycle at a rapid rate, when suddenly it collapsed, throwing the occupants violently to the ground, and hurting them all more or less. J. P. O'Brien, Nationalist member from North Tipperary, was quite seriously injured, but he stoutly maintained his determination to be present if he had to wait till daylight and be carried into the lobby on a stretcher."

It was wheelman's day at the Boscobel last Sunday. There sat down to dinner generous delegations from the following clubs: Allston, Brookline, Cambridge, Charlestown, Chelsea, Everett, Gloucester, Massachusetts, Maverick, Medford, Salem, and Somerville. It was nothing less than a monster reunion of bicyclists. Nothing of the kind was anticipated. The first of the spring Sunday runs was voted a grand success. Lynn bicyclers also took a run out of town, and found the roads in excellent condition.

THE Massachusetts Club, at their last meeting, created a new office, that of librarian, and intend forming a cycle library. Mr. D. W. Colbath was unanimously chosen for the office, and the club is fortunate in securing a gentleman who possesses so many qualifications for the success of the undertaking. Mr. Colbath has been with Cupples, Upham & Co. for many years at the old corner.

MR. ATKINS will soon issue the 1886 edition of his handy little road book.

THE new year book of the Massachusetts Bicycle Club will be ready in a few days.

THE professionals are going to make one more effort to organize. They expect to meet in St. Louis or Chicago shortly, when they will form an association and adopt rules. The rules of the National Trotting Association will be adopted, and these include the flying start.

THE young men of Montreal are to form a club to be called the "Victoria." The limit of age in the present club is eighteen years, and there are many young men who are below this in years and yet active riders.

FRANK P. PRIALL, who was editor of the *Wheel* under Jenkins, has again joined the forces of that paper.

MR. D. M. KURTZ has left the *Cyclist and Athlete*, and J. W. Barnes will in future wield the editorial pen.

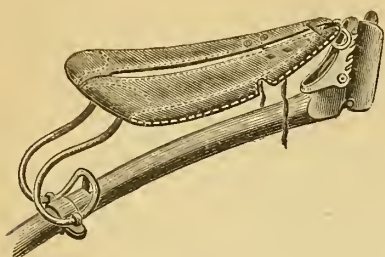
A CERTIFICATE of incorporation of the *Cyclist* Printing Company was filed in the N. Y. County Clerk's office, 3 April. The capital stock is \$5,000, of which one fifth is paid up. The incorporators are Charles H. Townsend, Theodore Hamson, Edwin R. Collins, and James W. Barnes.

THE District of Columbia Division League of American Wheelmen, at a meeting in Washington last week, elected A. P. Crenshaw, Jr., vice-president, and George M. Myers, secretary and treasurer. A committee of three was appointed to place the League stencil markings at all necessary places throughout the district.

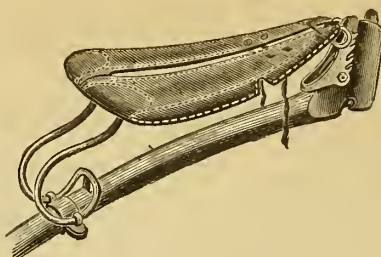
THE Suffolk Club, South Boston, is arranging for a three days' tour along the north shore. It proposes to reach Salem 5 July, in order to witness the celebration. Already there are numerous inquiries regarding it, and it will undoubtedly prove a success. Captain Haynes will have charge of the arrangements.

BOSTON men will be glad to hear that extensive repairs are being made on Washington street, Dorchester, from Bowdoin street to Norfolk street.

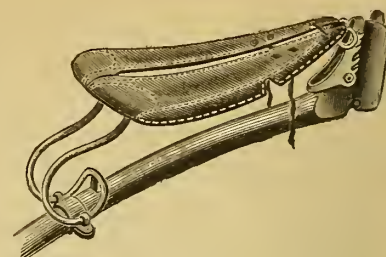
W. C. STAHL, of the Massachusetts Bicycle Club, who went South on account of



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.

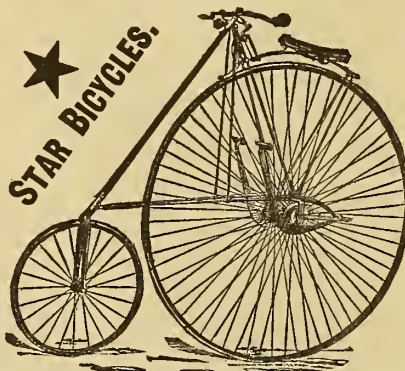
FREEMAN LILLIBRIDGE, Rockford, Ill.

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.

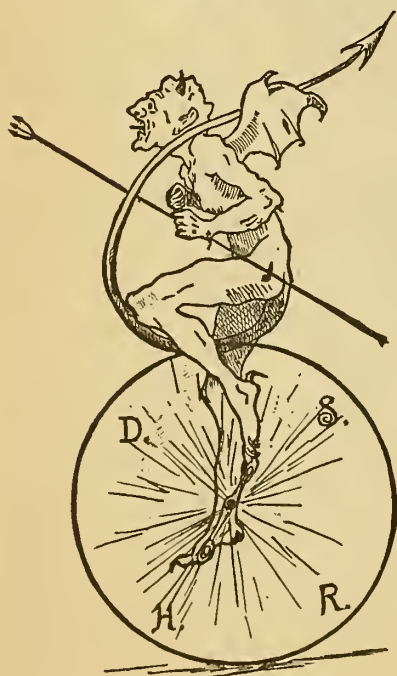
Won all Hill Climbing Contests, both as to Speed and Grade.

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

NEW CATALOGUE READY.

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

RAILROAD STRIKES



don't affect the man who owns an **INVINCIBLE** wheel. *He* can ride where others walk. Light, strong, rigid, fitted with patent Double-Section Hollow Rims and full inch rubbers. They are the perfection of wheel manufacture. Send for catalogue or description of the Bicycle, Safety Bicycle, Single Tricycle (two or three track, or automatic), and tandem. New front-steering tandem has 42-inch drivers, 26-inch front wheel, and either rider can steer. Imported only by

GEO. D. GIDEON,

No. 6 South Broad Street, Philadelphia, Pa.

ill health, feels much improved, having added about ten pounds to his weight.

STEWART C. MILLER, of the Massachusetts Club, has left for a several months' trip through the Southern States.

ONE of the new traveller tandem tricycles is on exhibition at the salesrooms of W. B. Everett & Co.

A RUN of the Boston Club members who ride tricycles, will be made to the Faneuil House next Saturday evening. The start will be made at five o'clock, and supper will be served at six. The tricycle division of the club will be reorganized and new officers elected.

THE Columbia prize cup will probably make its last appearance in public at the Lynn races. Under the terms of competition for it, the cup will become the property of the rider who makes twenty miles in the hour, and that is not a difficult task for some of the men who will enter for it.

CAPTAIN PECK and Messrs. Atkins and Ahl, of the Massachusetts Club, are arranging for a hare and hounds run, to occur some time in May.

THE dramatic association of the Massachusetts Bicycle Club contemplates giving a sketch from "The Jilt" at the clubhouse very soon.

THERE will be a series of great international races in Berlin during the month of August, on the occasion of the third annual congress of the German Cyclists' Union. The chief events will be a great ten-kilometres contest for the amateur championship of Europe. A challenge cup, value £25, is presented by the proprietor of Der Radfahrer. A similar contest, but over five kilometres, will also be held for tricyclists, the winner to take the tricycle championship of Europe. Entries close four weeks before the races, and an entrance fee of ten cents is required.

THE Essex County wheelmen will unite with the Lynn cyclists in the race meeting of 31 May.

THE road houses were well patronized on Sunday, and they do say that there was a good demand for hamamelis to cure the aching joints of the riders that were out for the first time.

ON Saturday night the Massachusetts club will ride to the Cambridge gymnasium, there to witness an athletic exhibition. Next week there will be a number of moonlight runs. On the evening of 18 April they will ride to Newton, where they will be met by the Nonantum Cycling Club, and escorted to its rooms, where a musical entertainment will be provided. The next night there will be a moonlight run about Chestnut Hill Reservoir. Many other runs are also being planned, and it is likely that one of several days' duration will be held later.

THE Somerville Cycle Club has arranged for the following runs: 11 April, Lynn; 18 April, through the Newtons, dining at the Faneuil House, Brighton; 25 April, Salem; 2 May, South Natick; 9 May, Lowell; 16 May, Brockton; 23 May, Lynn via Wakefield.

PRESIDENT H. S. KENDALL, of the Dorchester Club, has resigned the presidency of the club, as he leaves for the West in a

short time. He was made an honorary member of the club at the last meeting. George L. Haynes has been elected president in his stead.

THE show of bicycles which is to be given at the Meet, under the auspices of the Boston Club, is bound to be a success. Space is being taken up rapidly. Beside the exhibition of cycles, there will be a display of sporting goods of all kinds. The exhibition will open on Thursday, the 27th, the first day of the Meet, at twelve o'clock, and remain open until ten o'clock that night. The hours on the other days will be the same. Arrangements have been made for issuing season tickets admitting wheelmen in uniform for twenty-five cents. The regular price of season tickets will be fifty cents, and single admission twenty-five cents. Entertainments of some kind will be given on each evening of the exhibition.

MR. FRED B. CARPENTER, of Boston, formerly captain of the Crescent Club, was united in marriage last week to Miss Alice Beebe, of Wakefield. The ceremony was performed at the Beebe mansion on Main street, Wakefield, in the presence of a large circle of relatives and friends. A reception was subsequently held. The wedding gifts were very handsome.

CALIFORNIA wheelmen have been climbing Presidio Hill for a medal offered by *Ingleside*.

A NEW wheel club was so far organized in Chelsea last week as to get a committee at work on a constitution. Chelsea will be heard from.

A PRETTY maiden, pink and pert;
A 'cyclist with a navy shirt;
A wonder if the maid will flirt;
A little exhibition spurt! —
A sudden tumble in the dirt! —
An angry maid with spattered skirt —
A shock that could n't help but hurt —
A 'cyclist with disaster girl! — *Tid Bits*.

THE Iowa wheelmen held a banquet on Sunday afternoon, and had for a guest a prominent clergyman. The wheelmen might have done a worse thing. We have seen clubs at dinner when disorder and undue hilarity prevailed. We can believe that the Iowa banquet was carried out in an orderly manner.

CANADA wants a man. So says the *Canadian Wheelman*. They have yet developed no remarkably fast rider, and they find their association ignored by those who are proposing a world's championship. We hope the fast man will be forthcoming, and that he will give fame, not notoriety, to the land he hails from.

STROLLING into the Hollis-street theatre the other evening, we counted in the audience no less than ten well-known wheelmen. There are many pretty girls in the chorus of "Nanon."

H. S. TIBBS, ESQ., who has done so much for the cause of athletics in Montreal, and who has been particularly interested in bicycling, has resigned the position of secretary and treasurer of the National Athletic Association for a more lucrative one. On his retirement he was presented with an address and a purse of \$250 by his fellow club members. He was the founder of the Montreal Bicycle Club, and one of the pioneer wheelmen of Canada. He is at present chief consul of the C. T. C. in Canada.

THE Troy Club has purchased the Coliseum in that city for \$13,462.20, and they will at once set about converting the structure into a clubhouse.

THE Springfield Club has voted \$100 towards the League Meet fund.

NEW YORK wheelmen have voted against the division organ scheme.

THE *Sporting Life*, of Philadelphia, one of the cleanest and best sporting papers on our list, comes to us this week in an enlarged form. It celebrates its fourth anniversary by enlarging, and a new Scott perfecting press has been added to its plant.

AT the last meeting of the Road Racing Association, Mr. Wetmore, who waxed eloquent, threw down a challenge on behalf of the Elizabeth Wheelmen for a team race of eight men to run fifty miles, open to any club. He hardly closed his mouth for the last time before Mr. Austin, on behalf of the King's County Wheelmen, took him up and accepted it. They now announce that their team will embrace A. B. Rich, Ed Pettus, H. J. Hall, Jr., E. W. Valentine, A. C. D. Loucks, M. L. Bridgeman, L. Weber, and an unknown. The date of the contest has not been set, but I presume it will be quite in the future, as the Elizabeth Wheelmen will require considerable training in order to get the better of such a team as above mentioned. — *Jenkins, in Sporting Life*.

A MEETING will be called shortly by the Inter-State Bicycle Association to make arrangements for the coming season to be held in Youngstown. The Association is now composed of Youngstown, Warren, Greenville, New Castle, and Sharon. The club at Beaver Falls has expressed a desire to join it, and it will probably be included in the membership at the next meeting. Pittsburgh also wishes to get in, but members object, as it would make the circuit too large. Arrangements will be made for a meeting on 4 July, when it is expected every club will be admitted.

SPALDING'S New York house having taken the agency for the Star, it is now to be pushed vigorously in New York City, Jersey City, and Long Island. C. E. Kluge will be Spalding's salesman for the machine.

A TOURING committee has been appointed by the Missouri division to confer with the Illinois division about the compiling of a joint handbook for the two States, with maps.

THE Binghamton Club proposes to have at least one hundred and fifty visiting wheelmen there on 4 July next, the occasion of their annual parade and tournament.

THE Kenton Wheel Club, of Dayton, Ky., are arranging a tour through Ohio during July. Wheelmen in Kentucky, Ohio, and Indiana will be invited to join.

WORK on the new clubhouse of the Citizens' Club, N.Y., is rapidly progressing, and carpenters and masons are rapidly converting a dwelling-house into a comfortable clubhouse. It is expected that all the alterations will be completed about the 20th of this month, and the club will then take quiet possession, probably waiting until fall before formally celebrating their removal.

ADHESIVE TIRE TAPE.

The Best Tire Binder Made.

Just what is needed for Instant Use.

FOR FASTENING TIRES UNTIL IT IS CONVENIENT TO HAVE THEM REGULARLY CEMENTED.

25 Cents Per Package, Postpaid. Enclose Stamp for New Catalogue.

HOWARD A. SMITH & CO.

Successors to ZACHARIAS & SMITH, Newark, 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 ENGLISH ENAMELED BICYCLE, ball bearings	- - - -	\$50
54-inch ENGLISH BICYCLE, new tires, parallel bearings	- - - -	40
VICTOR TRICYCLE, good order	- - - -	50
SOCIABLE TRICYCLE, good order	- - - -	85

THE CLUB.

[WITH a view to obtaining a complete list of clubs with the officers elect, we will ask the secretary of each and every club in America to send us on a postal card a list of the principal officers after the following formula:—

BOSTON, MASS. Massachusetts Club. Officers elected 1 January, 1886: President, Col. T. W. Higginson; captain, A. D. Peck, Jr.; secretary, F. Alcott Pratt, 3 Somerset street; treasurer, E. R. Benson, 597 Washington street.]

LAWRENCE, MASS.—Lawrence Club annual meeting and election of officers, 5 April. President, Dr. Partridge; vice-president, E. A. Dean; secretary, William L. Reed; treasurer, Francis Cogswell; captain, Alonzo M. Tracy; first lieutenant, Frank W. Downing; second lieutenant, Harry Keep; club committee, Dr. Partridge, A. M. Tracy, William L. Reed, John F. Finn, Fred L. Leighton, J. Ed. Aldred.

MACON, GA.—Macon Club election. President, Dr. N. G. Gewiner; captain, John C. Flynn; secretary and treasurer, Chas. Guernsey.

CLEVELAND, OHIO.—Star Club. President, H. E. Chubb; secretary and treasurer, William Woodruff; captain, Walter S. Collins; first lieutenant, Robert Ruck; second lieutenant, Joseph Hatch.

ATLANTA, GA.—Atlanta Club. The officers are: President, J. P. Hodge; captain, R. L. Cooney; guide, Edward P. Chalfant; secretary and treasurer, F. Thatcher.

PHILIPSBURG, PENN.—Mountain Wheel Club: President, Neil Davis; captain, C. B. Holly; secretary and treasurer, T. J. Lee.

MONTREAL, CAN.—Annual meeting 8 April. Officers elected: President, J. D. Miller; captain, H. Joyce; secretary, R. F. Smith; treasurer, R. Lloyd. The secretary read an account of the year's doings, it being shown that there were seventy-eight riders; the largest distance ridden was one hundred and three miles. The number of rides compared most favorably with any previous year. The highest individual mileage was seven hundred and forty miles, the highest in the history of the club. The average attendance of riders was close to

the mark. The year's work was altogether most satisfactory. The retirement, through an accident, of Capt. McCaw was regretted. Up to that time he led the mileage, and had not missed a ride. The coming meeting of the C. W. A. in Montreal was referred to, and the hope expressed that the club would sufficiently recognize its importance.

WATERBURY, CONN.—Officers elected 5 March: President, Dr. Charles R. Upson; secretary and treasurer, N. C. Ovaite; captain, L. A. White; lieutenant, R. R. Bird; bugler, W. D. Hall; standard bearer, S. J. Wells; club committee, Dr. Charles R. Upson, L. A. White, H. M. Acheson, L. S. White.

BROOKLYN, N. Y. The seventh annual meeting of the Brooklyn Club was held on Tuesday evening, 6th instant. Seven new members were admitted, thus swelling the list to fifty-one. The club, one of the oldest in the States, and the pioneer wheeling body of the City of Churches, is in a most prosperous condition, with a sound treasury and unbounded enthusiasm, which will show itself in the coming riding season. The following officers were elected for 1886-1887: President, Albert B. Barkman; vice-president, Isaac B. Potter; secretary, Hermann H. Koop, Jr.; treasurer, Howard E. Raymond; captain, Louis W. Slocum; first lieutenant, Frank B. Jones; second lieutenant, Howard Spelman; surgeon, Dr. A. C. Brush; color-bearer, William R. Snedeker; bugler, Benj. J. Kellum; trustees, F. B. Hawkins, W. W. Campbell, T. C. Snedeker, and Wm. I. Ticknor.

TROY, N. Y.—Trojan Wheelmen. Officers elected 7 April: President, C. E. Betts; vice-president, A. W. Ross; secretary, R. C. Marshall; treasurer, C. E. Wilson; captain, J. R. Torrance; first lieutenant, George S. Contie; second lieutenant, W. T. Lynd; bugler, F. E. Derrick; colors, T. T. Chase; surgeon, George E. Harder, M. D.

THE PATH.

MINNEAPOLIS, MINN., April 10.—The ten-mile bicycle race between W. M. Wood-

side and J. S. Prince, that occurred here tonight in the Washington rink, was one of the bicycle events of the season. Woodside has been considered almost invincible, and consequently betting was in his favor. Both were mounted on Columbia light roadsters. Prince's machine not having arrived, he was obliged to take one which was too small, and Woodside got the lead at the start and held it for five miles, when Prince took it away, leading for two miles. Woodside then made a beautiful spurt that placed him ahead. For the next mile the race was a hot one, both riding very fast. Two laps before the finish, Prince, who was riding close to Woodside's little wheel, made a grand effort, and, spurring past, closed the race with a lead of twenty feet. Woodside claimed a foul by Prince not giving him the pole when requested to do so, but the referee would not allow the claim, Prince stating that, probably owing to the noise occasioned by the great applause, he did not hear Woodside speak. The time for five miles was 15m. 21½s., and ten miles, 31m. 28½s.

MISS ELSA VON BLUMEN won the twenty-seven-hour race at the Fitzhugh rink, Rochester, last week. She rode 105 miles while Beldon traveled 102 miles.

At the Eureka rink in Louisville, Ky., J. D. Macaulay won a two-mile race over John Adams, and Horace Beddo the slow race. Freidberg and Wells entertained the crowd with their inimitable trick riding.

THE TRADE.

GEO. D. GIBSON, of Philadelphia, is pushing the Invincible machines to the front, a place they are well fitted to occupy. One of the Invincible tandems is now on view at the Pope Manufacturing Company's warerooms, and single tricycles will soon be seen in Boston. Mr. Smith, of the Surrey Machinists' Company, is one of the best designers in England, and anything that comes from his hands may be depended upon as first-class.

The firm of Zacharias & Smith is dissolved, and Howard A. Smith & Co. succeed it. Mr. Smith has associated with

him Mr. A. M. Hall, a well-known wheelman of Newark. Mr. Zacharias will remain with the firm, and will have charge of the branch store at Orange.

THE largest bicycle establishment in Ohio, is that of A. W. Gump, at Dayton. Mr. Gump has worked up a very large business, and sends goods to every State in the Union. He has in rear of his store a complete repair shop, fitted up especially for bicycles, and gets work sent in as far West as Nebraska. His nickel-plating plant turns out work that is fully equal to that of any in the trade. To prepare for the coming season's business, he has removed to the double rooms directly over his present store. The second floor will be devoted to a show-room, where will be shown over a hundred new and second-hand bicycles, single and double tricycles, lamps, bells, and everything pertaining to the bicycle business. The third floor will be devoted to riding purposes, where different sizes of wheels will be kept and instructions will be given to learners. The two-story brick repair shops in the rear will be refitted with new machinery.

GEO. W. ROUSE & SON, of Peoria, Ill., are among the largest cycle dealers of the West, and they are distributing a large quantity of cycles in that region. They are an honorable and fair-dealing house, and can be depended upon for good bargains.

MISCELLANEOUS

Advertisements will be inserted in this column for one cent a word, including heading and address; but no advertisement will be taken for less than twenty-five cents.

FOR SALE.—Nickelled cow-horn handle bars complete, with brake lever, to fit any bicycle, \$4.50; O. W. Co.'s Duplex Whistles, 35 cents, by mail. SPINNEY & FRANCIS, Fitchburg, Mass.

FOR SALE.—54-inch Rudge Light Roadster, 1885 pattern, enamel finish, had careful use, *first-class condition*; too small for owner. "Z," care THE CYCLE.

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.

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.

VICTOR TRICYCLE, 1884 pattern, good as new, geared to 54-inch. Will be sold for \$100. Apply at this office, 22 School Street.

SEND BY FREIGHT, AND SAVE MONEY.

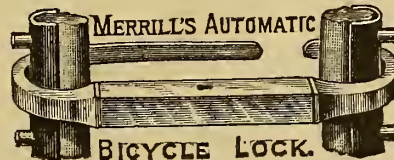
Now is the time for all those who wish to have their Cycles Overhauled, Altered or Repaired.

Every machine should have its bearings cleaned, adjusted and thoroughly overhauled, during the winter months. Do not put it off until the last moment, when "pressure of business" means delay and disappointment. Special appliances for repairing every make of Cycles.

Repaired machines stored free.

ZACHARIAS & SMITH, Newark, N. J.

THE "MISSING LINK" FOUND.



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

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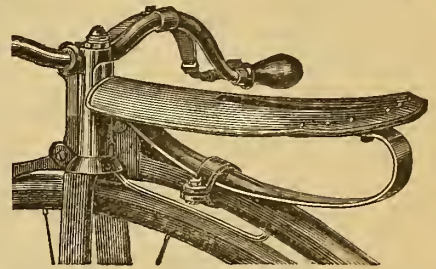
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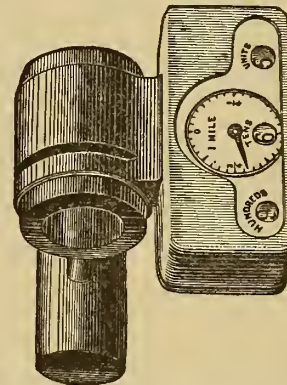


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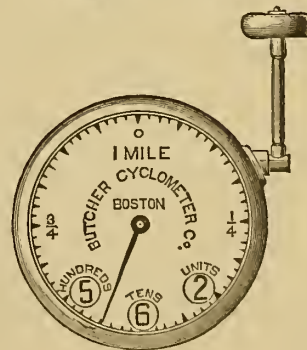
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Our "SPOKE" Cyclometer

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

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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.

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A GENERAL REDUCTION IN PRICES AND MANY IMPROVEMENTS FOR THE SEASON OF 1886.

*Riders of Columbias HOLD MORE AND BETTER RECORDS than are held by
riders of any other make of machine.*

SEND FOR APRIL CATALOGUE, 51 Engravings.

EXPERT COLUMBIA \$125

For a 50-inch, D or E Finish, with Ball Bearings all around, Columbia "Double-Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar, or with Columbia "Double-Grip" Parallel Pedals, \$120.

COLUMBIA LIGHT ROADSTER \$135

For a 51-inch, K Finish, with Ball Bearings all around, Columbia "Double-Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar, or with Columbia "Double-Grip" Parallel Pedals, \$130.

STANDARD COLUMBIA \$90

For a 50-inch, G Finish, with Ball Bearings to Front Wheel, or with Parallel Bearings to Front Wheel, \$85.

COLUMBIA SAFETY \$140

Ball Bearings all around, Columbia "Double-Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar, or with Columbia "Double-Grip" Parallel Pedals, \$135.

COLUMBIA SEMI-ROADSTER \$85

For a 46-inch, Finish D, with Cow Horn Handle-Bars and Kirkpatrick Saddle.

COLUMBIA RACER \$140

Weight of 55-inch, 22 1-2 pounds.

COLUMBIA TWO-TRACK TRICYCLE \$165

With "Double-Grip" Ball Pedals. With "Double-Grip" Parallel Pedals, \$160.

LADIES' COLUMBIA TWO-TRACK TRICYCLE \$175

With "Double-Grip" Ball Pedals, or with "Double-Grip" Parallel Pedals, \$170.

COLUMBIA RACING TRICYCLE \$180

Weight, all on, 47 1-2 pounds.

COLUMBIA THREE-TRACK TRICYCLE \$160

With Power-Gear, \$180.

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