

The Cycle.

VOL. I., No. 14.

BOSTON, MASS., 2 JULY, 1886.

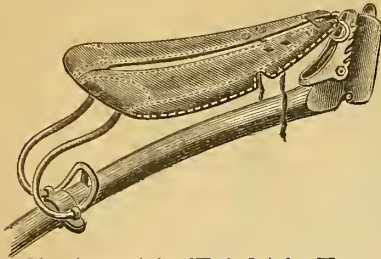
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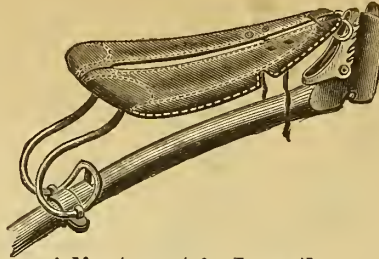


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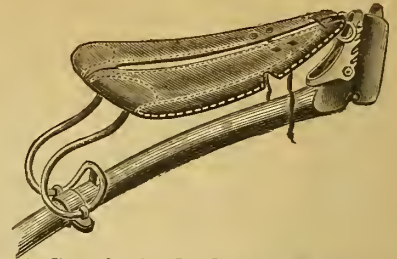
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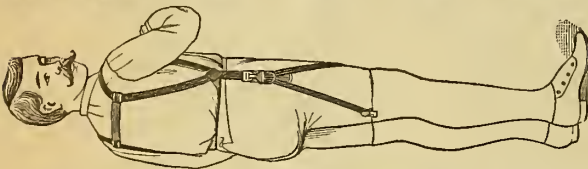
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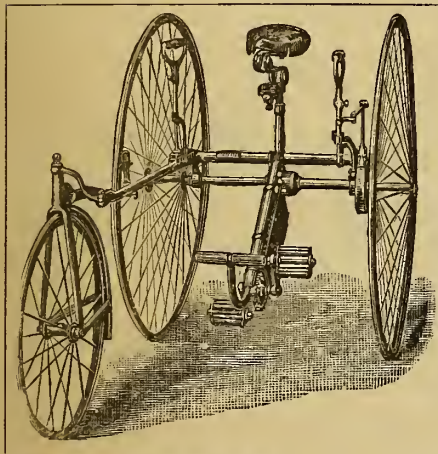


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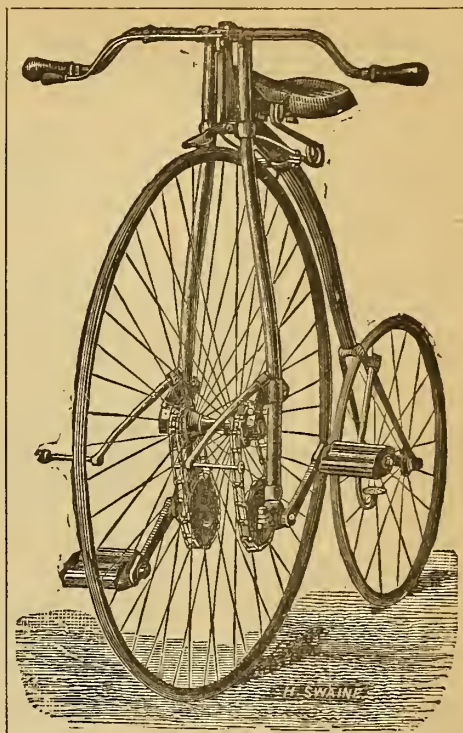
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as I have ridden almost every make. I congratulate you on your achievement of turning out the
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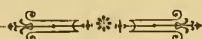
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THE CYCLE

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

VOL. I.

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No. 14.

TERMS OF SUBSCRIPTION.

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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 personal war that is being waged in the columns of the cycling press is very much to be regretted. It is doing an incalculable injury to our sport. We have endeavored in all that we have said anent the A. C. U. to confine ourselves to the acts of that body, and have never allowed ourselves to attack its exponents beyond contraverting what they have said. *Per contra*, our opponents have showered unstinted abuse on us, and have left no chance escape them to attack us personally. We have no room to reply to personal attacks, but we wish to correct several errors that have crept into the statements of those who profess to speak for the A. C. U.

It often happens, through an oversight, our great and only Barnum does not possess all of the leading curiosities, and we have in mind two great inconsistencies that would prove a valuable addition to the great moral show. For one, we refer to the action of Mr. Bassett, as chairman of the L. A. W. Racing Board at the Lynn races. It was announced that these races would be run under the A. C. U. rules, and the A. C. U., pending the report of the committee, adopted as theirs the racing rules of the N. C. U. of England. This body and its rules are recognized by the L. A. W., yet the chairman, in his endeavor to strangle the newborn infant, repudiated the very rules he has for the past year endorsed. Perhaps it is as well, seeing that the N. C. U. has failed to recognize the L. A. W. Truly, consistency is a jewel. — *Wheelmen's Gazette*.

We venture to say that not two men at the Lynn races knew the rules of the N. C. U., which are in many cases radically different from those of the L. A. W. Under those rules a man who accepts expenses

from a cycle manufacturer becomes a professional. Will any man who was at Lynn say that none of the men who contested in the so-called amateur races were in receipt of their expenses from cycle manufacturers? Under the rules of the N. C. U. there is no referee but a judge, who has all the powers of our referee and judges. At Lynn there was a referee and three judges. These are but two instances. We should show several more to prove that the Lynn races were not run under N. C. U. rules. Where, for instance, is there a provision for a lap race in the N. C. U. rules?

The second is the action of Charles H. Potter, of Cleveland, who has sued the Lynn association for running the races under the very rules for which Mr. Potter is the chief consulate (*sic*) of America. Rather an awkward position, to say the least, and we wait to see how this gentleman will extricate himself from the very embarrassing position he is now in.

Mr. Potter is acting chief consul of the C. T. C., a body that has no racing rules.

Mr. Bassett expelled the English riders who visited us last fall, and the N. C. U. has paid no attention whatever to it. To-day the men are all in good amateur standing in the N. C. U. — *Mr. Ducker in the World*.

The English riders have never been declared professionals, nor expelled by Mr. Bassett, nor any one else. The Racing Board will accept their status as it is declared by the N. C. U., until they violate the amateur law in the territory under the jurisdiction of the L. A. W. If the English riders come to America the coming fall with certificates from the N. C. U., asserting their amateur status under N. C. U. rules, and this precludes their accepting expenses from manufacturers, they will be accepted as amateurs by the L. A. W., and allowed to compete in amateur events; but if they compete with our professionals, they will lose their status, and our word for it, any action in this direction by the L. A. W. will be sustained by the N. C. U.

THE *World* tries to convict us of a falsehood by exposing a correspondence written on the 14th of June (Monday), and stating that it was written on the 16th (Wednesday). It is a question of dates. A messenger came to the CYCLE office on Monday, and we gave him a note to the effect that we were waiting information. That information came to us Tuesday afternoon. And now the *World* would have wheelmen believe that the messenger came to us on Wednesday. We have been charged with every crime in the calendar since we started the CYCLE, but we don't believe wheelmen

think we are a liar or a murderer. On Wednesday, 16 June, the day when the *World* says a messenger was sent, it would have been impossible to reach us in the forenoon, and the editor of the *World* was in Brockton in the afternoon. It is not to the point that the official letter of the Board was dated 13 June, for letters of this kind are not always given the date of writing. Our contemporary has given us the lie in this matter. It remains to be seen whether it will retract what it has said.

THE Chief Consulship of Massachusetts has been declared vacant by President Beckwith. Mr. Ducker, the incumbent, says he will not retire without a struggle. Of the motive which prompted this action on the part of the president, we are not fully informed, but we have faith in him, and we can well believe that he considered that the best interests of the League demanded the step. That Mr. Ducker will declare war we do not doubt, but we believe he will find the great majority of wheelmen with the president.

THE following circulars have been sent out:—

To whom it may concern:

Dear Sir,—A number of prominent wheelmen wish to have a mail vote on the inclosed proposition. As our rules require a certain number of names to insure a mail vote, I inclose a form for you to sign, hoping thus to insure the settlement of this vexed question beyond dispute. I would be glad to receive your signature by return mail. Send same to

HENRY E. DUCKER,
Springfield, Mass.

DR. N. M. BECKWITH, *President L. A. W.*:

Dear Sir,—Believing that the interests of the League can be best served by disposing of what has been the bone of contention for the past few years, we, the undersigned, desire a mail vote upon the following, as per Article 11., Section 5:—

Resolved, That the League of American Wheelmen strike from its by-laws all matters pertaining to racing, and confine itself to touring and legislative work, and such other matters as are deemed for the best interests of the wheelmen of America.

Sections to be struck out in by-laws: Article 11., Section 3, entire section. Article 111., Section 1, strike out "Committee on Racing (to be called the Racing Board)"; (b) "except Racing Board." Section 6, strike out entire section.

I hereby join in the desire for a mail vote on the above proposition.

In brief, this is a call upon the League to give up the racing interests. To whom? It is a very important trust, and before the League parts with it the members should know into whose hands it is to be placed. The request comes from the President of the A. C. U., and it is fair to infer that the new association desires to have charge of racing. It will not do. The record of the A. C. U. has not been a good one. At all races held under its rules, well-known professionals have been allowed to enter amateur races. The A. C. U. is not in harmony on the amateur question with any athletic association, or with any cycling body in this country or in England. Its own members are not in sympathy with its ideas. We have talked with prominent members of the A. C. U., and with a number of its officials, and we have yet to find one of them who will say that he thinks Rowe and Hendee and Knapp should be allowed to enter amateur contests. It may be that the A. C. U. will change its tactics and give protection to amateur wheelmen on the path, but until that time comes the League must continue to supervise the racing of America. The A. C. U. must prove itself worthy before it can be trusted.

PENCILLED PARAGRAPHS.

PENCILLED paragraphs are not written with vinegar, nor yet with gall. Your paragrapher is modest to a fault, and brimfull of the milk of human kindness. Plumbago pushing is my profession, and I scorn to be an amateur. I write for lucre, and when the lucre comes not I do not write. I commend myself to your favor, for when I lose that away goes my salary, and I take my place with duffers. So read me patiently, and I am your slave forever.

PRINCE stated to me that as the Lynn Track Association took no interest in his race, did not properly advertise the same, and secured practically no audience, he considered he was justified in refusing to race. Jack always takes the Princess to his races.

THE Prince-Neilson race will probably be run off on the new Newark track. The management has offered to put up \$200 in addition to the regular stakes.

TRICYCLE Capt. Williams, of the Massachusetts Bicycle Club, trains all alone at Lynn every night at six o'clock, and has got his mile down to 3.48 already.

COREY and Omaha Hitchcock are after the twenty-four hour Tandem record. It is needless to say that McCurdy will not act as pacemaker *this* time.

CROCKER, of Newton, will make himself remembered on the Common on the 5th, and will push his self well up to the front on the road and track before this fall.

THE new Roxbury Club was out in full uniform, and the usual accompaniment of scroll badges on Sunday, and took in a quiet clam-bake before returning.

THE manager of one of the teams of makers' amateurs says he wishes race committees would not hold meetings for two weeks, after 5 July. He wants to go on a vacation.

D. EDGAR thinks the Racing Board will have to Hunter long while to get evidence against him.

SUCH jokes as that are hard to get. The reporter of the *Globe* will tell you Howard they are.

IT is said that the races at Chelsea will be nipped by a Frost. It's a cold day when Frost gets left on the path, you know.

SAVILLE, Hunniman, and Wiggin of the Roxbury riders will form the Dudley Wheel Club this week. The club will start with about thirteen members, and membership will be limited to members of the Dudley Associates, whose rooms will be the meeting place of the new club. The new club will not have Sunday runs, so that the usual Sunday trip of the Roxbury wheelmen will not be broken up.

SOME members of the Massachusetts Club are looking with envious eyes on the twenty-four hour record of 125 miles. made by Lang and Ladd last week.

IT is not safe to state in the press that any one rider is riding especially fast on the road, for all the scorchers at once proceed to hunt the wheelman up and run him to death on the road, simply to show him he is not what he thinks he is. A Massachusetts man is the next one marked for the slaughter, and the Suffolk Club Tour will be the scene of his execution.

FREQUENTERS of Hough's Neck, Quincy, should remember that the Boston Club considers that it holds the first mortgage on the entire place, and visitors will please conduct themselves accordingly.

HUNTER and Getchell will compete at the Montreal races. It is said that they have an Aunt who is Everett-y to pay the expenses of a little trip like this.

ANY pure amateur looking for what the English call a "quiet corner" on the 5th, will find them at Melrose, Chelsea, Boston Common, Salem and Brookline. A "quiet corner" is defined as a race meeting where the bulk of the first prizes can be scooped by some flyer, by a practical walk over in each event.

THE A. C. U. will probably divide the country up into districts and appoint a handicapper for each.

HUNTER throws down the gauntlet to his enemies, and defies them to show a blot on his amateur standing. Verily, the decision

of the Racing Board is like charity, it covereth a multitude of sins.

SEVERAL of the officers of the A. C. U. met at the Commonwealth Hotel on Sunday, and some important business was transacted.

PIERRE LALLEMENT, the original inventor, etc., is circulating among his friends photographs of himself and his original velocipede, with another view showing him on his new Expert Columbia.

WILL A. ILLSTON made 2.43 on the Aston Lower Grounds Track in a race lately, and considered the time something great. Some one ought to import Willie and take him to Lynn some day to see 2.37 run off.

SOME of the amateurs who have trained on the Glenmere track, but have declined to compete in the races, have found the atmosphere of the track so chilly since their last declension that they will find it necessary to remove their training quarters elsewhere. They made tracks, so to speak.

A PARTY of five Highland riders start on the 11th for a fortnight's tour through Southern New Hampshire. They are off to the highlands.

CONSUL SAVILLE of Roxbury is about to issue a second edition of his work, "Timing the Flyers; or, Eleven Years' Experience on the Race Track." Watch for it.

LINEMEN are now daily engaged in removing the accumulation of taffy from the telephone wires connecting Overman's office with Pope's.

THE Massachusetts Division will hold a meeting the last of next week, and some lively tilts will take place.

THE Nonantum Cycle Club will run a series of road races, including a club championship, a boys' race, and probably an open event, with cycling sundries as prizes. The races will be under the A. C. U. rules, and under the new ruling of the board no one who competes will be disqualified.

THE third prize in the handicap at Lynn now ornaments the club room piano. Rowe scorned to accept it when it was tendered him.

ROWE made five miles in practice on Monday in 14.1 $\frac{1}{2}$ exactly, 5 $\frac{3}{4}$ seconds ahead of world's record. In the afternoon he ran alone for the mile (in practice), and made it in 2.35 $\frac{1}{2}$, $\frac{1}{2}$ seconds ahead of his own record.

THE East Cambridge Cycling Club runs to Salisbury Beach for its 4 July tour, and returns on Monday.

THE A. C. U. one-mile championship has been assigned to the Connecticut Club for its fall meet.

MASSACHUSETTS CHIEF CONSUL.

The following notice has been issued:—

To the Members in Massachusetts:

There being a vacancy in the office of Chief Consul, L. A. W., for Massachusetts Division, I take this opportunity of acquainting the membership of my desire to make such appointment to fill the vacancy created by the retirement of Mr. Ducker, as shall meet the approbation of the greatest number of members of the division, and solicit such action on their part as shall bring about this end. Fraternally,

N. MALON BECKWITH, *President.*

JENKINS ON THE A. C. U.

FRED JENKINS thus discusses the A. C. U. in *Sporting Life*:—

If I am correctly informed, there are a number of the prominent men in the A. C. U. who have come to the conclusion that the course they have thus far been pursuing is not a wise one, and counsel an immediate change; but in an organization of this kind, they naturally meet with no end of opposition when they try to do anything sensible. Among the first reforms advocated by these sensible members is the cessation of all personal abuse towards the chairman of the Racing Board, and changing the definition of an amateur, whereby such men as Rowe and Hendee will be thrown in a class distinct from the amateurs. They have come to appreciate the fact that it is the height of absurdity to try and palm off these men as straight amateurs. The American public is famous for its gullibility, but it cannot swallow the makers' amateur for the genuine article. At the last meeting of the Union, which was held in Boston, one of the members advocated this change, but he received little support, for most of those present were of the unreasonable element, which having got an idea into its head that it wants something, is bound to have it in spite of everything. These men started the Union with the idea of forcing the League to reinstate the expelled makers' amateurs, and at the time of its birth they really had little idea of making it into an association which should have the entire control of the racing interests of America. But those of a more sensible character who have since joined aim at a higher future for the Union than a temporary organization for intimidation purposes. They rightfully consider that a large portion of the League membership cares absolutely nothing for racing, and would be well pleased if the League withdrew entirely from all connection with it. This being the case an organization having for its sole object the promotion of racing would have a prosperous future before it, because the League could be easily induced to retire in its favor. They are, however, sensible enough to appreciate the fact that the League never will surrender its racing interests to an organization which has so little regard for the protection of its much-prized amateur rule as to place no mark of distinction upon the dealers' pets. Accordingly, they are now hard at work trying to induce the Union to adopt a third class. When this is done it is quite probable that the League will be willing to make some concessions. There will, no doubt, be some who may consider these concessions as a sign of defeat on the part

of the League, but this will be in no sense true; rather, on the contrary, the League having forced the new organization to adopt its definition of an amateur before making any concession. As for the League withdrawing from the management of races, that would certainly be for its best interests, and that it should do this when a worthy organization appeared upon the field is certainly no sign of defeat.

PHILADELPHIA CLUB HOUSE.

THE corner-stone of the new club house of the Philadelphia Bicycle Club, at Twenty-sixth and Perot streets, was laid Thursday afternoon, 24 June. President George E. Bartol deposited the tin box, in which were all of the Philadelphia daily papers, the names of the officers and members of the club, a notice of the corner-stone laying, a copy of the rules and regulations of the club, together with the rules of the Park Commissioners governing bicycling in the Park, and items of interest in reference to the club. The president also made an address. The new building will have a frontage of twenty-six feet on Twenty-sixth street, and a depth of eighty feet on Perot street. It will be of stone to the height of the basement, and will have three stories above that, made of black mortar brick. The basement will be used for storing machines, and will have an entrance on Twenty-sixth street, leading from the Park drive. The first floor will contain a parlor, billiard room, and ladies' dressing room; the second floor, a gentleman's dressing apartment; and the third floor, a gymnasium twenty-four and one half by seventy-eight feet. The building will cost \$18,000, and is expected to be finished by 15 September. The officers of the club are: President, George E. Bartol; secretary and treasurer, H. A. Blakiston; captain, Ewing L. Miller; lieutenant, E. W. Burt; chairman of building committee, H. R. Lewis; and chairman of house-committee, G. N. Osborne. The club was organized 22 May, 1879, and incorporated 19 December, 1885. The present headquarters are in the Park Club rooms, at Belmont and Elm avenues, West Philadelphia.

FROM A FEMININE POINT OF VIEW.

I AM going to let you look over my shoulder this week, and you shall read with me a letter that I have just received from an enthusiastic young lady who rides the wheel. Like all enthusiasts, she has entered into the sport with her whole soul, and she feels it to be a sort of religious duty to do everything commonly considered to be within the line of a cyclist's obligation to the craft. Here is her letter:—

Dear Friend,—I want to ask you a lot of questions, and I want you to give me a little bit of your time and answer them. I have come to consider you a sort of female Gamaliel (was n't he the man who used to have men sit at his feet and ask questions?) and so I hope you will do the best you can to relieve me from certain difficulties that I have got into. We have formed a club. That's the plain English of it, and from that statement you can probably conjure up the situation of affairs. We did the deed at the suggestion of some gentlemen friends who told

us that we must have club ties or we should never half enjoy cycling. We tried to get some ideas out of them, but they told us we must organize under our own ideas or we should never be successful. They said that it wouldn't do to follow in the same line with the men's clubs, for what was a man's meat was a woman's poison. We have a very strong suspicion that they were making game of us, but we determined to outwit them, and so we called a meeting for Saturday last. We met in G——'s wood at a favorite rendezvous of ours under a big oak tree in the "clearing," as it is called. We all rode to the spot, and there were seven of us, "one for each day in the week," as the club jester put it. We prevailed upon A—— to preside, for she is our leader in everything, and then we set to work to talk over the objects of the club and what we were expected to do. A—— said we must have a constitution, and when G—— asked her, "What for?" she replied, "We must have a constitution in order to have something to talk about at the meeting. My friend R—— tells me that his club spends most of its time at the meetings talking over the constitution, and he assures me that they have the most exciting discussions over it." But G—— said she did n't quite see the force of this, for ours was a girls' club, and "if you once get the girls together they will find plenty enough to talk about without having a constitution which none of them will understand." We decided, however, to have a constitution, and A—— produced a copy of that in use by a club of gentlemen of which her friend was a member. Our first difficulty was over the question of membership. Our model limited it to "amateurs," but what is an "amateur"? S—— said an amateur was one who was just learning to ride and that all others were professionals, but G—— told us that this was not quite correct, for professionals were the more expert of wheelmen and amateurs do not race. One young lady asked what class the girls who could ride well belonged to, but no one could answer her, for we would not confess that we were just learning to ride, and modesty forbade us claiming to be experts. We left the question unsettled. We finally concluded to adopt the gentlemen's constitution just as it stood. G—— said that in all human probability we should never use it, and if we did, and at any time "ran against a snag," we could easily change it. That was the easiest way out of the difficulty, and so we took it. We elected officers and there was one for each of us. Every member is an officer, and every officer is distinguished by a bow of a particular color worn on the left side. After we had got this thing off our minds, we sat down and had a real good talk and formed our plans for the future. We are going to have a run every Saturday afternoon, and we all promised to go as often as possible. I think those who knew what was in the constitution have forgotten it by this time, and I don't believe more than three can tell what office they hold; but we have got our club, and now we are looking for the advantages to be derived from club life.

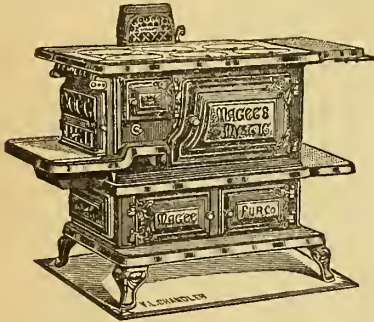
I WILL omit the questions put by my little friend, but I have tried to answer them

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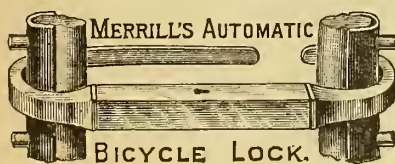
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PATENTS

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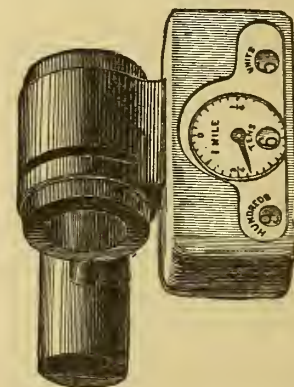
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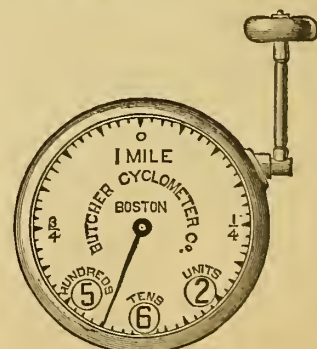
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and put her right on the amateur question and several others. I am glad to note the enthusiasm of the writer and her friends, and I heartily wish success to the club.

DAISIE.

HOLLINGSWORTH'S RIDE.

FURTHER particulars are given concerning the ride of S. P. Hollingsworth, 19 June. Hollingsworth's course ranged along the National road from the Guyman House, Greenfield, to the toll-gate immediately east of Cumberland, the round trip covering $17\frac{3}{4}$ miles, cyclometer measure, and $17\frac{3}{10}$ miles by more careful survey. His fastest round trip was made in 1h. 3m., and the slowest in 1h. 35m. The race was made under the auspices of the Indianapolis Club. The track was an average piece of road, lying nearly straight. Early in the day Hollingsworth broke a spoke in his bicycle, and while having the same repaired he rode a strange machine, and by this means received a "header," which severely injured one knee. Following is the official score:—

Trip.	Start.	Return.	Time.	Rest.
1.....	4.00 A.M.	5.11 A.M.	1.10	10 M.
2.....	5.21 A.M.	6.26 A.M.	1.05	3 M.
3.....	6.29 A.M.	7.32 A.M.	1.03	14 M.
4.....	7.46 A.M.	8.59 A.M.	1.13	12 M.
5.....	9.11 A.M.	10.25 A.M.	1.14	5 M.
6.....	10.30 A.M.	11.43 A.M.	1.13	17 M.
7...	12.00 M.	1.22 P.M.	1.22	6 M.
8.....	1.28 P.M.	2.44 P.M.	1.16	20 M.
9.....	3.04 P.M.	4.31 P.M.	1.27	6 M.
10.....	4.37 P.M.	6.04 P.M.	1.27	15 M.
11.....	6.19 P.M.	7.30 P.M.	1.11	10 M.
12.....	7.40 P.M.	9.14 P.M.	1.34	22 M.
13.....	9.36 P.M.	11.05 P.M.	1.29	5 M.
14.....	11.10 P.M.	12.32 A.M.	1.22	13 M.
15.....	12.45 A.M.	2.10 A.M.	1.25	0 M.
16.....	2.10 A.M.	3.35 A.M.	1.25	1 M.

At the end of the sixteenth trip the distance covered was 278 miles. After a rest of one minute, during which a cyclometer was attached to his machine, Hollingsworth rode around the principal streets of Greenfield, covering a distance of three and nine-tenths miles, completing this at 3.57 A.M., making a total distance travelled in twenty-four hours of $281\frac{9}{10}$ miles, with three minutes to spare.

The officers who supervised the performance are: Referee, M. F. Robinson, of Indianapolis; Judges, M. A. Hughes, of Greenfield; W. N. Furnas, of Indianapolis; scorers, C. F. Smith, Indianapolis; O. F. Jamison, of East Germantown; checkers, Messrs. Foley, of Charlottesville, Ind.; Stutsman, of Gem, Ind.; Baldwin, of Greenfield, and the tollgate-keeper at turning point.

This record was made on a 55-inch wheel, Columbia light roadster. Hollingsworth is a member of the Indianapolis Bicycle Club. His riding weight is 150 pounds, and he lost six pounds in the race, but when not in condition he weighs about 175 pounds. His age is 25 years.

EVERY one should have his machines in the best possible condition. This can be done by using a bottle of Ardill's Liquid Enamel, price 75 c. Stoddard, Lovering & Co., agents, 152-158 Congress street, Boston.

MESSRS. STODDARD, LOVERING & Co., have just received a supply of light Crippers for the use of light-weight gentlemen or ladies.

These are of the latest pattern, and are very suitable for both sexes.

PATENTS.

LIST of cycling patents issued 22 June, 1886: A. J. Barnes, Detroit, Mich., wrench; H. S. Brownson, Portland, Me., screw-driver; L. E. H. Spree, New York, one-wheeled velocipede.

CALIFORNIA DIVISION.

AT a meeting of the California Division, held 17 June, it was resolved to accept the assignment of the three mile national championship. It will be competed for on 9 September, which is admission day, and a legal holiday, and will be run at Alameda Park.

By a vote of the meeting, the action of the League and the Racing Board in the matter of the Makers' Amateurs was indorsed.

N. H. DIV. L. A. W. MEET.

THE Rockingham Bicycle Club of Portsmouth have for the fourth time extended to New Hampshire wheelmen, whether members of clubs or not, an invitation to attend the Annual Meet of the New Hampshire Division of the League of American Wheelmen, to be held in Portsmouth on 5 July. It is expected that over one hundred and twenty-five wheelmen will be present. The programme consists of a short parade, a steamboat ride down the Piscataqua River to the ocean, a dinner at the Wentworth, a concert by an orchestra of twenty-two pieces, and a run of about a dozen miles, which includes a fast wheel trip to Gravelly Ridge. Reduced rates have been secured on the Concord Railroad and at the League hotel. A circular with full details may be had by addressing H. M. Bennett, Manchester, N. H. and dinner tickets, which must be secured in advance, from C. A. Hazlett, Portsmouth, N. H.

THE TANDEM RECORD.

WE have further particulars of the Orange tandem record as follows:—

The Orange Wanders having offered the club medal for seventy-five miles in the day by a lady and gentleman on a tandem, Mr. and Mrs. L. H. Johnson started at midnight on the 19th inst. to place a record on the club's books, choosing a comparatively level circuit of thirteen miles, embracing Dodd-town, Watsessing, Bloomfield, Newark, and the Oranges, and checked at the start by Capt. W. A. Belcher and Dr. T. N. Gray, the run was commenced. Riding a steady nine-and-a-half-mile pace, fifty miles was completed at 5.20 A. M. A passing milkman hailed, and under the stimulus of a quart of good milk, another ten miles was added to the score, and a stop made for breakfast at 6.25. In the saddles again at 8.05, with Mr. H. C. Douglas, of the Wanders, on a cripper, as pace-maker, forty and three-quarter miles were completed at 12.40, the total distance ridden being one hundred and three-quarters miles; riding time, ten hours and forty minutes. After a hearty dinner and a nap, with Mr. and Mrs. J. W. Smith on a Humber tandem and Miss A. H. Johnson on a cripper, the afternoon run of thirty miles was commenced at 3.05 and finished at 6.35, both riders dismounting in good condition. Supper was dispatched with a relish, lamps lit at 8 o'clock, and ac-

companied by Capt. Belcher on a Royal Mail bicycle and Mr. A. Walcott on a cripper, one hundred and fifty and one-half miles were completed at 10.27 P. M., the actual riding time being sixteen hours and thirty-seven minutes. Mr. and Mrs. Johnson rode the Beeston Humber tandem on which they made an English tour of eight hundred and fifty-eight miles last October. The machine was geared to fifty-nine inches.

JOHN-O'-GROATS.

JAMES LENNOX, of Dumfries, has beaten the John-o'-Groats record. He started from Land's End on a bicycle 7 June, at midnight, and reached John-o'-Groats in 6 days, 8½ hours. The distance is 885 miles. Previous records: Bicycle, 6 days, 16 hours, 7 minutes, by Lennox, 29 June. 1885. Tri-cycle, 6 days, 15 hours, 22 minutes, by Marriott, 27 September, 1885. The *Cyclist* has this account of the ride: "James Lennox, Dumfries, left Land's End on Monday. 7 June, at midnight, and reached Bodmin at 6 A. M. and Okehampton at 3 P. M. On leaving this town a thunderstorm burst. Exeter, Bridgewater, and district was reached at 6 P. M., distance, 160 miles. Second day: Leaving Gloucester at 2 A. M., road heavy with second thunderstorm, Wellington was reached at 12 noon; distance, 140 miles. Third day: Leaving at 6 A. M., Whitchurch was reached at 8 A. M., Faversham at 2 P. M., over roads heavy with night's rain. At Standish heavy thunderstorm burst. After sheltering an hour and half, and finding no clearing, faced weather to Preston (8 A. M.), Garstang, over slimy roads (11 A. M.); distance, 105 miles. Fourth day: Starting—the road deep with sticky mud—for Kendal (6 A. M.), Carlisle (1 P. M.) in time to shelter from very severe thunderstorm, which made road soaking for rest of day. Near Findleton another storm burst, and Selkirk was reached via Hawick at 11 P. M.; distance, 144 miles. Fifth day: Started at 3 A. M. in drenching rain, reaching Edinburgh at 8 A. M., Grand-ton (9.40 A. M.), Perth (2 P. M.), Blair Athole (8 P. M.), into Dalwhinnie; distance, 138 miles. Sixth day: Started at 3.40 A. M., Carrsbridge (7 A. M.), rain falling, streets and roads heavy in extreme. Ploughed into Inverness 10.30 A. M., crossed Ferry, Dingwall, 2 P. M., over heavy road, Clashmore 7 P. M., Helmsdale 11.30 P. M., Wick 6 A. M., John-o'-Groat's 8.25 A. M., distance, 198 miles; total distance, 885 miles; total riding time, 6 days 8½ hours, beating best previous record by seven hours.

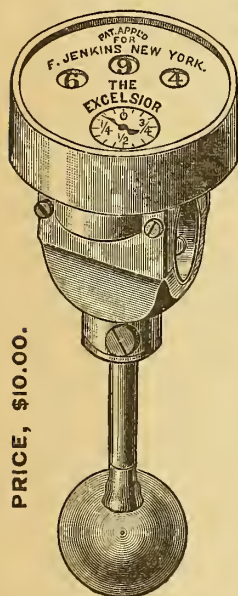
THE Boston Club has removed from its quarters at 87 Boylston street to 26 St. James street. The new quarters are very desirable, but it is expected that before many months the club will proceed with plans now under consideration for the erection of a club house at an expense of several hundred thousand dollars. The club has occupied the house 87 Boylston street for three years.

THE Wheeling, W. V., wheelmen have set the dates for their first annual road race and hill climbing contest for 13 and 14 July. The road racing will be in fifteen and thirty mile runs. The hill-climbing contest is to be held on Frelton Hill, which is a twin to "Corey" in grade and length.

*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

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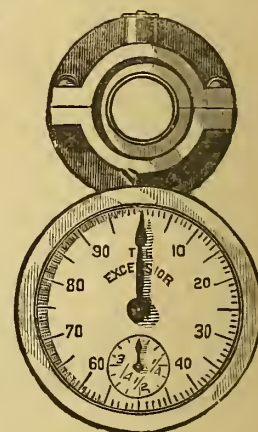
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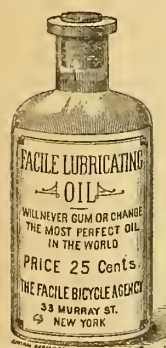
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And if your local dealer does not keep it and will not get it, send direct to headquarters for it. It cannot be mailed; but six or more bottles of OIL, or four or more of ENAMEL, will be sent, carriage paid, to any place east of the Rockies and having 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, 33 Murray St., New York. DOWNES & WOODWARD, Agents for Boston and Vicinity, 23 Water St.

AGENTS WANTED.



COLONEL ALBERT A. POPE, of Commonwealth avenue, the president of the Pope Manufacturing Company, in company with Mr. George H. Day, the manager of the factory, will sail on the North German Lloyd steamship "Aller," from New York, next Saturday, for a two months' business and pleasure trip abroad.

MUCH interest is manifested in the proposed road race of the Suffolk Wheel Club during its tour along the north shore. The race will end at the Salem Common, instead of at the Essex House, as previously announced. The course of the race is a fine one, and some excellent time is expected. The medals are now being made by E. E. Merrill, and are of very handsome design. A list of officials has been appointed, who will manage the race, and checkers will be stationed at various points along the route to guide the men on their course.

HUNTER wants an explanation. He has been barred from the races for the Pope cup, and he would like to know the reason why.

CONTRIBUTORS' CLUB

WANTED A MUD GUARD.

Editor of the Cycle: Having had rather a rainy spell in this region of late, I have become convinced that some cheap contrivance to prevent the mud from being spattered all over one's back and head while riding just after a shower, would meet with a ready sale among cyclists, as well as being of vast benefit to them in the way of saving clothes, etc.

I have ridden on an asphalt drive after a rain, and had the back of my coat so spattered with dirt as to render the color of the goods doubtful, to say nothing of the sand, etc., lodged in my hair.

It seems to me that some inventive genius could construct a small, movable guard to prevent this at a very slight expense. Please urge it.

B. CYCLE.

J. P. S. TRIES HIS HAND AT MOTORS.

Editor of the Cycle— Question: who wants to travel at no matter what speed if they must have the perfume of a kerosene lamp with them? What lover of his fellow-girls would dare to invite his lady to a ride when it would necessitate her sending her garments next day to a bleachery? Away with new-fangled trikes that run by steam, and listen to one who has not been there, and is consequently fully competent to judge accurately of everything he don't know. Away—and listen to my plan!

Let every trike be compelled by law to carry a condensed-air motor and tank. Have air reservoirs established throughout the country, supplied by force-pumps run automatically by windmills warranted to shut off connection at a certain pressure; and there you have the great to-be-desired. No weight of water or of fuel to be carried. Fresh supplies on tap at every hostelry. A hose adjusted, a fizz, and a day's power stored under your axletree in no time, and your home reservoir filled as the wind blows, without concern or care of yours. There's millions in it!

J. PARKE STREET.

TOUR OF CHAMPIONS.

Editor Cycle: Having made arrangements with the bicycle and tricycle champions, John S. Prince and T. W. Eck, to arrange contests between themselves and fast trotting horses in various parts of the country, I beg leave to make a few statements regarding the probable good result to cycling which must surely follow in the wake of such a trip. This is not the first undertaking of the kind, for our Southern and Californian trips must surely be fresh in the minds of those who read and retain in mind cycling history. Who but professionals would have the nerve to tackle such a trip as the one undertaken by Prince, Eck, Higham, and Rollinson, to California in '84? No one, I say, but the most crazy enthusiast. Yet the above quartet bravely tackled the trip to the Golden Gate, and came back thoroughly satisfied after losing over \$2,000. Not much, you say. No, not much, truly; but when I tell you it was the earnings of a year, and the greater part of it came from the hard work of a six-day race, you will say with me it was much.

Again, in the winter of '85, Prince, Eck, Woodside, and myself tackled the barren South (I say barren, because in many places a bicycle was a curiosity), and Memphis, New Orleans, Texas, and the South generally, to-day, show the golden fruit the seed to produce which was sown by the toiling professionals. Mobile, Pensacola, Montgomery, Macon, Augusta, Charlotte, N. C., Columbia, S. C., can all lift up their hands and say aye, when called upon to testify to the good results of the work done by Mr. Prince. The first cyclist in Mobile, Mr. J. T. Thorpe, was taught by me, and to-day Mobile boasts of a club. Many other instances could be related, but the above goes to prove my assertion, that professionals are the greatest help possible to spread cycling. Still, the makers and dealers show more favor to a class by courtesy called promoters, or in another polite term, "makers' amateurs." No, the efforts of the professionals have not been rightly recognized, and they are a wronged class of athletes. The newspapers have done much for professionals and have used them kindly, for which my brother pros feel devoutly thankful, and such contests as Messrs. Prince and Eck will engage in will command much attention from our friends the newspapers. There is an idea which should die an early death, that all contests between professionals on a trip of the kind now under way, must necessarily smack of that much abused and meaningless word "hippodrome." The races (handicaps) between Messrs. Prince and Eck and between the champions and the equines will be on the square, and the best will win.

W. J. MORGAN.

NEW YORK, June 20, 1886.

A WARNING.

Editor of the Cycle:—Should the tricycle of any lady tourist chance to misbehave in the vicinity of Beverly, and should she, guided by Mr. Atkin's road book, hie to the repair shop of John Wood for aid, let her be warned by another's experience, and make her bargain before hand, or, at least, insist upon being told the price per hour of work there.

For, behold, the undersigned, appearing at aforesaid establishment with a tricycle containing a mysterious squeak, which copious applications of oil seemed powerless to alleviate, was most politely attended to, her pedals overhauled, the squeak annihilated, her tool-bag supplied with a much needed handful of cotton waste, and then she herself, overwhelmed with confusion (as she reflected upon the various things she had coolly ordered done), by a complete and absolute refusal on the part of father and son to take any pay but thanks for services and time.

D. Q.

CONNECTICUT DIVISION.

THE Connecticut Division, L. A. W., held its annual meeting on Tuesday, delegates being present from all sections of the State. Chief Consul Huntington reported five hundred and fifty members, against three hundred and seven a year ago. He sharply criticised the action of the Racing Board of the L. A. W., claiming that makers' amateurs should not be classed with professionals. He closed by advising the Connecticut Division to suggest to the L. A. W. to adopt rules similar to those lately introduced by the American Cyclists' Union.

At the officers' meeting the question of publishing a State road book was discussed. The book will cover about 3,000 miles of road, and be published next fall. Changes in the racing rules were discussed, but no action was taken. It was voted to formally demand of E. M. Aaron, the secretary-editor, the sum due the division. A motion to ask a mail vote on declaring the office of secretary-editor vacant was lost.

At the general meeting, D. J. Post was elected secretary-treasurer of the division, and the report of the chief consul, C. G. Huntington, was read. The part of this report specially interesting refers to the racing interests of the division. The chief consul says: "I beg to here state that I consider the course now being taken by the National Racing Board most unwise and unreasonable. The effect of its recent action, if consummated, would cripple the tournaments, without gaining any offsetting advantage."

A discussion ensued in relation to the racing rules of the L. A. W., after which the following was unanimously adopted:—

Whereas, The present attitude of the L. A. W. towards bicycle racing has created much desertion in its ranks, and its frequent suspensions and expulsions under the ruling of the Racing Board have led to the formation of a rival organization, and have aroused wide discontent among all its followers.

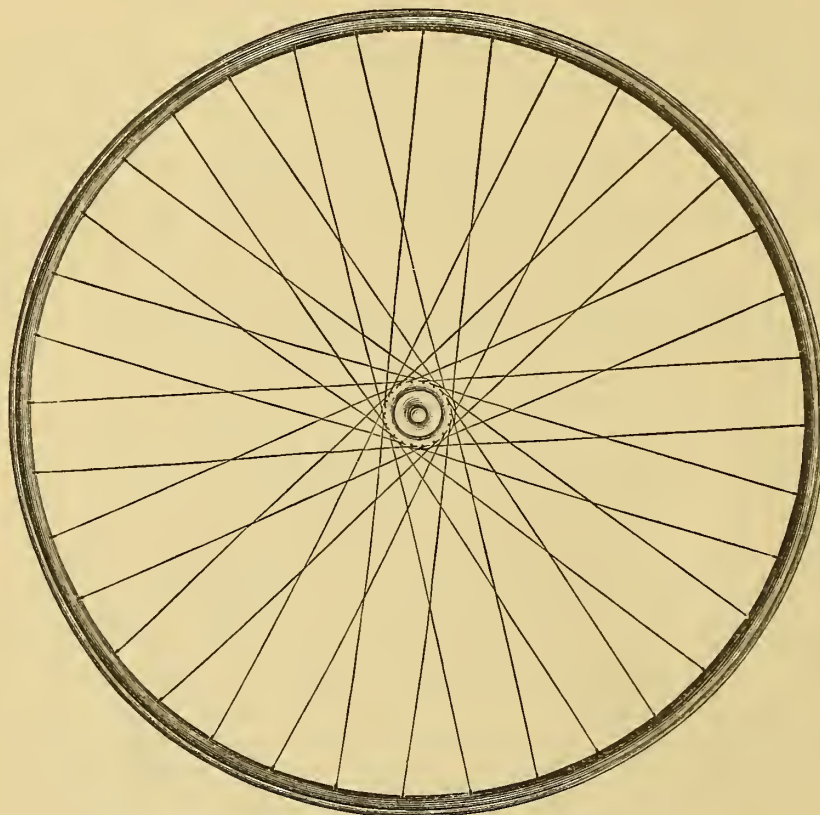
Resolved, That fairness towards those clubs who desire to continue in the future the attractive and expensive race meetings of the past, and justice in treating with those riders who have so advanced the cause of wheeling by lowering records upon the track in the honest exhibitions of speed and skill, demands a change in the treatment of this subject by the officers of the League, and we request the president of the L. A. W. and the chairman of the Racing Board to devise some means by which to avert the unfortunate results that seem certain to follow.

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.

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BALTIMORE, MD.

CYCLETS

IN order to supply the demand for a narrow tricycle that can be taken through the ordinary door, the Coventry Machinists' Company has built a Marlboro' Club thirty inches wide over all.

HENRY STURMEY met with an accident in a race 12 June, and broke his collar-bone. The tire of his tricycle came off, and he was thrown.

HILLMAN, HERBERT & COOPER have built a racing tricycle for F. S. Buckingham, with 34-inch wheels and 30-inch steerer, and with all on it weighs 30½ lbs.

THE route of the annual London-to-Bath 100-mile road race was changed this year and a much harder road taken. Macrae was the first man in. Time, 7.18.53.

THE Chicago Club has secured a benefactor, and will have a new club house.

THE Hampden Park track, Springfield, is now in good condition for training purposes, and local wheelmen have already begun practice there. It is in such condition that it could be put in perfect shape for a race meeting on comparatively short notice. With the care that is bestowed on it daily, there is no reason why it should not be productive of more records at the meeting to be held there 5 July, in connection with the sports of the Caledonian Club.

CLAMS are now ripe, and the rubber-tired wheels are making tracks in the direction of the beaches.

THE Toronto Bicycle Club is to give a reception to their members, Messrs. Webster and Eyrie, next week, who have been touring through England and France.

M. E. SANTON and George F. Warren, of Worcester, recently made a trip to Boston and back, ninety-nine and one half miles, in 8h. 30m., the run down being made in the very good time of 3h. 30m. Messrs. Santon and Warren are both members of the Worcester Bicycle Club.

Two local wheelmen have records, respectively, of one thousand and nine hundred miles, made this season and on the road. They have not selected the easiest roads either, but have done good, honest road riding, taking anything that came, good, bad, or indifferent. — *Springfield Union*.

A VERY neat and ornamental A. C. U. pin has been designed. It consists of a wheel, with wings spreading from each side at the hub, and a bar surmounting the wheel has the letters "A. C. U." across its face. Capping all will be the stone, to suit the taste of the individual wearing the pin.

SPEAKING of the action of the Missouri A. A. C., which refused to recognize Whitaker as an amateur because the N. A. A. A. had not declared him a professional, the editor of the *Bulletin* says: "The L. A. W. and N. A. A. A. do not seem to work together, as we have been told they do." We desire to say to the editor that the officers of the M. A. A. C. have been notified by the Secretary of the N. A. A. A. that their position was wrong and not in accordance with the ideas of the National Association. To show that the L. A. W. and the

N. A. A. A. are in harmony, it may be well to state that Rich was not allowed a place on the programme of the races on Saturday until the N. A. A. A. was assured by the Racing Board that his suspension was recalled.

THE Racing Board is getting up a good reputation for path work. Van Sicklen has just won the ten-mile championship, and Potter has been having a try for the tricycle event.

THE League has now very near to nine thousand members.

I RECEIVED a letter from one of the leaders in the A. C. U. yesterday. It would surprise you to hear the way he gushes about the success of the affair, and how confident he is that the League will soon be on its knees, and Bassett, instead of meting out punishment to the unruly amateurs, will himself be begging for mercy. There are some things about the Union which I like, but I certainly disapprove, and fail to understand, their methods of personal abuse upon Mr. Bassett. Why, they don't comprehend that all Mr. Bassett has done is as an official of the League, and merely carrying out the rules of that association, I cannot understand. If they only went to work in a different way they would have a far larger field of friends. Such a lot of cheap talk cannot but do them much harm. — *Jenkins, in Sporting Life*.

THE last number of the *Cyclist and Athlete* has been published. A new paper to be called *Recreation* will take its place. It will be published by the Cyclist Printing Company, and will take in cycling, tennis, cricket, lacrosse, archery, athletics, football, yachting, canoeing, and fishing. It will be published Saturdays, and the subscription price will be \$1.50 a year.

THE *Herald* says of Gerry Jones, who is newly appointed to the Racing Board: "Jones is said to be a man who does not believe at all in bicycle racing, thinks it debasing and all that. Nobody is able to give the reason why he should be appointed on such a committee." Mr. Jones is chairman of the committee that is running the big bicycle tournament set down for 5 July at Binghamton, and he is working like a beaver to have a good meeting.

WE came across a new term for the bicycle in a country newspaper the other day. It was called a "silent steed." We suppose it can be called silent, because the rubber tire makes little, if any, noise in contact with the ground. It struck us as a very happy expression.

IT was a Boston girl who broke her thumb. That was a case where the anti-scissor organ used the shears, and we used the pen.

ON 2 June, P. C. Darrow of this city started on a trip from Boston to Indianapolis on an Expert Columbia bicycle. He reached home after a tour of eighteen days. The route taken lay through Connecticut, along the Hudson River, across New York State, along the lakes, and reaching home by way of Fort Wayne and Peru. — *Indianapolis Times*.

ALBERT SCHOCK was arrested in Minneapolis, Minn., 17 June, upon a charge of having assaulted an employé in Brown Bros.' restaurant, with a carving-fork. A dispute arose over the filling of an order, and resulted in the assault. Schock's examination was to have been held 19 June.

REDUCED rates on the Concord Railroad have been secured for bicyclists attending the Meet of New Hampshire Wheelmen, at Portsmouth, on 5 July. Special rates will also be made at the local hotels.

EUGENE M. AARON has tendered his resignation as chief consul of Pennsylvania Division, owing to the poor state of his health.

THE corner stone in the foundation for the new club house of the Philadelphia Bicycle Club, located at the northeast corner of Twenty-sixth and Perot streets, was laid with appropriate ceremony 24 June. The building will have a frontage of 26 feet on Twenty-sixth street, facing the Park, on the line of the Philadelphia and Reading Railroad, and a depth of 80 feet on Perot street. The structure will be built of stone to the height of the basement, and have three stories above that, of black mortar and brick.

THE Meriden Wheel Club has now on hand \$750 of the \$1,500 necessary to construct a third-of-a-mile track at the trotting park. Of this sum the wheelmen subscribed \$400, N. L. Bradley \$100, and Mayor Doolittle and H. Wales Lines raised \$135 among their friends. The track will be ready for use in six weeks. It will be 20 feet wide.

MEMBERS of the Maryland Club are arranging for a pleasure trip for the Fourth of July. They will leave on Saturday night, 3 July, on the Baltimore and Ohio Railroad for Harper's Ferry, where they will spend the night. In the morning they will run to Winchester on their machines, a distance of 30 miles. After dinner they will again mount and run to Martinsburg, a distance of 20 miles. On Monday morning the party will run to Hagerstown, where they will be the guests of the Hagerstown Bicycle Club. The Hagerstown wheelmen have arranged a parade and banquet, and the Baltimore cyclists will participate in both. Tuesday morning the party will split. Some will go to Frederick and return to Baltimore on Wednesday. Others will go from Hagerstown home. About thirty-five members are expected to go on the trip.

THE championships seem to be going to the Rich this year. The Rich young man of New York has already taken three.

THE American Rudge has not lost its great prestige, as is easily proven by the number Stoddard, Lovering & Co. are daily shipping to all parts of the United States.

THOSE who predicted that the Safety was a thing of the past would be surprised at the way the Rudge Safety is holding its own with both old and new riders.

THE PATH.

THE fourth annual State Meet, together with the races of the Michigan Division, L. A. W., was given at Detroit, Thursday, 24 June. There was nearly two hundred wheelmen present, making it the most successful ever given in the State.

The business meeting was held in the morning, at which a new constitution and by-laws were adopted, and ordered printed.

Secretary-treasurer's report showed the division in prosperous circumstances, with a membership of two hundred, and cash to the amount of \$195.80 in the treasury. J. E. Beal was re-elected secretary-treasurer. F. A. Verner was appointed representative by President Beckwith. A vote of thanks was given Chief Consul Johnson and Secretary Beal. The meeting then adjourned.

After dinner the wheelmen were photographed, and a line was formed for the parade. The parade was short, and with the two hundred wheels in line presented such a sight as was never seen in Detroit before. Bicycle Park, around which is the new one-fourth-mile race track, just completed by the Detroit Bicycle Club. They have got a good thing; the curves and grades are easy. Taylor Boggis, of Cleveland, made a quarter in 40½s., and Van Sicken a mile in 3.03, both in practice. The attendance was about one thousand, and the club came out ahead financially. The first race was the

One-Mile Novice.—P. E. Park, Detroit (1), 3.20½; G. E. Lane, Detroit (2), 3.28½.

Two-Mile Amateur, Open.—Taylor Boggis, Cleveland (1), 7.12; N. H. Van Sicken, Chicago (2), 7.12½; George T. Snyder, Cleveland (3).

Half-Mile Michigan Division, L. A. W. Championship.—M. D. Hubbard St. Johns, (1), 1.34; George F. Keck, Ann Arbor (2), 1.37.

Half-Mile, Boys under Sixteen.—M. A. Bigelow, Birmingham (1), 1.47½; V. S. Ives, Detroit (2), 1.50½.

One-Mile Michigan Division, L. A. W. Championship.—Chas. J. Keyes, Farmington, Mich. (1), 3.11; George F. Keck, Ann Arbor (2).

Half-Mile Amateur, Open.—Taylor Boggis, Cleveland, Ohio (1), 1.29½; Karl Pardee, Akron, Ohio (2), 1.29¾.

One Hundred Yards Slow Race.—Merton Terry, Battle Creek, Mich. (1), 3.42; H. C. Nickels, Ann Arbor (2).

Five-Mile Michigan Division, L. A. W. Championship.—Charles J. Keyes, Farmington, Mich. (1), 18.34½; A. F. Peck, Detroit, Mich. (2), 18.45.

Three-Mile Detroit Club Championship.—F. X. Spranger, Jr. (1), 11.12; P. E. Park (2), 11.16.

Ten-Mile L. A. W. Championship.—N. H. Van Sicken, Chicago (1), 36.21½; George T. Snyder, Cleveland (2); Charles J. Keyes, Farmington, Mich. (3).

Rained in torrents during the last four miles of the tenth race. The consolation was postponed.

WILKESBARRE, 29 June, 1886.—John S. Prince, bicyclist, defeated the fast pacing horse Miss Brady in a 5-mile race here to-day, in 16.17. Prince won by three yards. T. W. Eck, in quarter-mile heats against the pacer Harrisburg, broke his arm by a fall when within ten yards of the wire. W. J. Morgan finished the race, making the last quarter in 40 seconds.

MERCHANTVILLE, N. J., 19 June.—Races of the Camden Club. The special race of one mile was won by B. O. Miller, in 4.23, F. A. Shaffer being second. In the one-mile free-for-all there were six entries. James Powell was the winner, the time being 3.56. The half-mile heat for the club badge was won by F. C. Shaffer in 1.48. A one-mile dash for the club cup was contested

for by five entries, and was secured by H. B. Weaver; time, 4.08. A half-mile heat had for its victor J. J. Potter; F. A. Shaffer second; time, 2.02. The two-mile dash had three contestants, and was won by H. B. Weaver in 4.48. A boys' race, half-mile, terminated the programme. It was won by W. H. Duckett. No time was given.

NEW YORK, 26 June.—At the annual meeting of the National Association of Amateur Athletes, held this afternoon on the grounds of Staten Island Athletic Club at West New Brighton, the winner of the four-mile bicycle championship was A. B. Rich, whose time was 13.22½. George D. Gidoon, of Philadelphia, was second.

PROVIDENCE, R. I., 26 June.—The first road race under the auspices of the Rhode Island Division, League of American Wheelmen, took place here to-day. The course was twenty-five miles, starting half a mile east of Red Bridge down the Warren road, twelve miles and return. The distance was intended to be twenty-five miles, but on the return the cyclometer indicated only twenty-three miles. The list of entries were: A. B. Mann, R. A. Wilbur, James Dawson, Pawtucket Bicycle Club; George R. McAuslan, Providence Bicycle Club; M. W. Turner, Bristol County Wheelmen; and A. N. Perry, Warren. The wheeling was very good. In the first mile Perry took a "header" and strained his right wrist, but pluckily kept on and finished the race. Mann slipped a tire, losing about five minutes in replacing it. The first prize, a gold medal, was won by James Dawson; second, a silver medal, by M. W. Turner; and third, a silver medal, by A. N. Perry. The times made were as follows:—

Name.	Start.	Finish.	Time.
J. Dawson.....	3.26	5.09.26	1.43.26
N. W. Turner....	3.23	5.07.29	1.44.29
A. N. Perry.....	3.11	4.58.00	1.47.00
A. B. Mann.....	3.17	5.05.47	1.48.47
G. R. McAuslan..	3.20	5.27.05	2.07.05
R. A. Wilbur....	3.14

The medals were of uniform design of a pair of handle bars, from which were pendant a plate, in the centre of which was the League design; above, a ribbon bearing the inscription, "R. I. Division, L. A. W.;" below, the number of the prize; at the bottom, "25-Mile Road Race, 1886." The first prize was of gold; the second, frosted silver; the third, plain silver.

The officers of the race were: Referee, Dr. J. A. Chase, Chief Consul; judges, H. L. Perkins, Providence; C. S. Davol, Warren; E. C. Danforth, Providence; timers, Messrs. G. C. Newell, Spencer, and Sweet.

ON Saturday afternoon, 10 July, at four o'clock, the Orange Wanderers will give a ten-mile road race for the championship of Essex and Union Counties, N. J., open only to resident L. A. W. members. The race will be run over the Orange Wanderers' five-mile course twice, starting on Central avenue at Grove street, and finishing three-eighths of a mile east of the same point.

As there are many strong and fast riders in Essex and Union Counties with no acknowledged champion, the race should invite a large field of entries, and should prove a very interesting contest. A gold medal will be awarded the winner, and silver medals to second and third. Entries close Wednesday, 7 July, with \$1.00 entrance fee.

FURNIVALL won the one-mile N. C. U. tricycle championship at Weston-super-Mare, 14 June, making it in 3.5½. Fenlon won the twenty-five mile tricycle championship same day and place, in 1.19.29½.

In a ten-mile race between Howell and Wood for £50, at Aylestone Road Grounds, the former was winner in 34.37½; but Wood claimed a foul, and the race was declared off, and it is to be run again 5 July.

THE bicycle boys think that the prospects for their handicap road race, 5 July, are beginning to be immense. Seven or eight men are known to be training, and with good roads and proper handicaps there is likely to be a good field of starters. The course is from the west end of the North-End Bridge, the start, to the Suffield House, by way of the Agawam Bridge and the distillery, and return. Capt. McGarrett has gone over the course with an accurate cyclometer, and finds the distance to be exactly twenty miles. The starting hour is 6 o'clock in the morning, bright and early, and the finish may be expected by 7.45 o'clock or thereabouts. This race, with the bicycle race on the park at the Caledonian games in the afternoon, will make Independence Day notable in cycling circles. About that time also the Springfield Bicycle Club will remove from their familiar rooms in the Massachusetts Mutual Life Insurance Company's building to their new club home, the pleasant suite of rooms lately vacated by the Winthrop Club, which are now being tastefully refitted for them.—*Republican*.

THE Prince-Neilson ten-mile championship race, the second in the series, announced to occur upon the Lynn track Saturday afternoon, was not run. Not more than seventy-five people had gathered at the track. Prince said the race had not been sufficiently advertised.

THE Lynn Club Track Association will hold the third of its series of race meetings on the new track on the afternoon of 5 July. The programme for the meeting is as follows:—

1. One-mile amateur, 3.20 class; first prize, gold medal; second prize, silver medal.

2. One-mile amateur, 2.55 class; first prize, gent's fine silver watch; second prize, gent's seal ring.

3. One-mile boys' race under fifteen years; first prize, gold medal; second prize, silver medal. Entrance fee for this race fifty cents.

4. William A. Rowe, of Lynn, will attempt to break the ten-mile world's record of 28.37½, made by himself last fall, at Springfield.

5. One-mile professional handicap, best two in three heats; first prize, \$100; second prize, \$50.

6. Two-mile amateur, 6.20 class; first prize, elegant French clock; second prize, gent's chain and charm.

7. Three-mile amateur handicap; first prize, silver tea service; second prize, base parlor lamp; third prize, silver cake basket.

Entrance fee, \$1.00 in each event. Entries close 1 July, with E. M. Bailey, secretary, 58 Chestnut street, Lynn, Mass. The races will be run under the A. C. U. rules. The association reserves the right to reject any or all entries. Races started at 2 P. M.

HARTFORD, CONN., 30 June, 1886. — The 20-mile State road race of teams from the Meriden, Hartford, East Hartford, Bristol, and New Britain Clubs was run this afternoon, from Meriden to New Britain and return. The road was very poor for about three miles, but good time was made. H. E. Bidwell, of East Hartford, finished in 1h. 25m. 30s.; Miller, of Meriden, 1h. 25m. 33½s.; Harding, of Hartford Wheel Club, 1h. 25m. 46½s.; Mills, of Bristol, in 1h. 28m. The Meriden Club scored 26 to Hartford Wheel Club 21; East Hartford, 12, Bristol, 10. Meriden wins the team prize, and the first three men get valuable individual prizes.

THE CLUB.

A NEW bicycle club has been formed, called "The Pittsburg, Pa., Wheelmen." O. T. Alter is president, Ernest Steefel secretary and treasurer, and Uriah Tinker, captain.

THE Washington, D. C., Cycle Club has elected the following officers: E. T. Pettingill, president; F. T. Rawlings, vice-president; W. G. Coburn, secretary; J. H. DeMeritt, treasurer; W. G. Kent, chronicler. Road officers: J. C. V. Smith, captain; B. S. Graves, first lieutenant; H. P. West, second lieutenant.

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

COMING EVENTS.

JULY.

- 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.
 - Races at Boston, Mass.
 - Races at East Saginaw, Mich.
 - Races at Brookline, Mass.
 - Races at No. Adams, Mass.
 - Races at Springfield, Mass.
 - Races at Lynn, Mass.
 - Parade, run and banquet to visiting wheelmen at Hagerstown, Md.
 - Caledonia Club races at Springfield, Mass.
 - Races at Meadville, Pa.
 - L. A. W. tour from Rochester to Harper's Ferry.
 - Meet of New Hampshire Division at Portsmouth, N. H.
 - Races at Millville, N. J.
 - Races at Winona, Minn.
- 10 Thursday. — Road race of Orange (N. J.) Wanderers.
- 15 to 18, Tuesday to Friday. — Tournament at Columbus, Ga. State championships will be run.

RUDGE RACERS.

ATTENTION RACING MEN.

- 1 53 Rudge Racer, used twice, . . . \$90.00.
 - 1 54 " " used three times . . . 90.00.
 - 1 55 " " never used . . . 90.00.
 - 1 55 " " never used . . . 90.00.
- Saddle on backbone, and all latest improvements. Apply early.

STODDARD, LOVERING & CO.,
152 to 158 CONGRESS ST., BOSTON.

Championships on Columbias.

SEASON OF 1886.

1-MILE BICYCLE,

L. A. W. CHAMPIONSHIP.

1-MILE TRICYCLE,

L. A. W. CHAMPIONSHIP.

4-MILE BICYCLE,

N. A. A. A. CHAMPIONSHIP.

10-MILE BICYCLE,

L. A. W. CHAMPIONSHIP.

THE POPE MFG. CO.,

597 Washington Street, Boston.

12 Warren St., } Branch Houses, { 115 Wabash Ave.,
New York. } Chicago.

FOURTH ANNUAL RACE MEETING OF THE BINGHAMTON BICYCLE CLUB

Monday, 5 July, 1886.

GOLD MEDALS GIVEN IN ALL EVENTS.

One-Mile Novice Race, Open.
Two-Mile Dash, Open.
Three-Mile, 9-45 Class, Open.
One-Mile New York State Championship.
One-Mile Ride and Run, Open.
Three-Mile Handicap, Open.
One-Mile B. B. Club Handicap.
One-Mile Consolation,
One-Mile Team Race, three men from each club, Open.

L. A. W. RULES TO GOVERN. ENTRANCE
FEE, 50 CENTS FOR EACH EVENT.

Entries close July 1, to

Chas. E. TITCHENER
BINGHAMTON, N. Y.

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

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.

ILLUMINATING OIL.

Specially prepared for Cyclists' use. Will not crust, smoke, dim, or jar out. Pints, 35 cts.; quarts, 60 cts. Lubricating Oil, free from gum or acids. In bottles, 15, 25, and 50 cts. Manufactured by W. K. Menns, Everett, Mass. For sale by Stoddard, Lovering & Co. and W. B. Everett & Co. These Oils have stood the test of five years' use.

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.

ON THE ROAD THE COLUMBIAS ON THE PATH

BOSTON, July 1, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

THE COLUMBIAS AT BOSTON.

May 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE A. B. RICH.

THE COLUMBIAS AT LYNN.

May 31.

1-MILE OPEN RACE FIRST, W. A. ROWE.
3-MILE RACE, 9.45 CLASS FIRST, CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS FIRST, CHAS. E. WHITTEN.
3-MILE LAP RACE SECOND, W. F. KNAPP.
5-MILE OPEN RACE FIRST, GEO. M. HENDEE.
3-MILE HANDICAP RACE FIRST, CHAS. E. WHITTEN.
3-MILE HANDICAP RACE SECOND, E. P. BURNHAM.
5-MILE PROFESSIONAL RACE, AMERICAN CHAMPIONSHIP, JOHN S. PRINCE.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN.

June 11, 12.

1-MILE OPEN RACE FIRST, W. A. ROWE.
1-MILE OPEN RACE THIRD, CHAS. E. WHITTEN.
3-MILE HANDICAP RACE SECOND, L. A. MILLER.
3-MILE OPEN RACE FIRST, GEO. M. HENDEE.
2-MILE NOVICE RACE SECOND, G. B. BUXTON.
2-MILE HANDICAP RACE FIRST, W. F. KNAPP.
2-MILE HANDICAP RACE SECOND, C. P. ADAMS.
20-MILE COLUMBIA CUP RACE FIRST, A. B. RICH.
20-MILE COLUMBIA CUP RACE SECOND, J. ILLSTON.
1-MILE RACE, 3.05 CLASS FIRST, E. A. DEBLOIS.
1-MILE RACE, 3.05 CLASS SECOND, E. S. HORTON.
5-MILE LAP RACE FIRST, GEO. M. HENDEE.
5-MILE LAP RACE THIRD, J. ILLSTON.
½-MILE BOYS' RACE FIRST, F. A. CLARK.
½-MILE BOYS' RACE SECOND, W. F. GRAHAM.
3-MILE OPEN RACE FIRST, W. A. ROWE.
3-MILE OPEN RACE SECOND, W. F. KNAPP.
3-MILE HANDICAP RACE FIRST, E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN.

June 17.

1-MILE NOVICE RACE FIRST, S. L. TRUESDALE.
1-MILE NOVICE RACE SECOND, HENRY MCBRIEN.
1-MILE OPEN RACE FIRST, W. A. ROWE.
Time, 2.37 2-5.
2-MILE LAP RACE FIRST, GEO. M. HENDEE.
2-MILE HANDICAP RACE FIRST, F. S. HITCHCOCK.
½ MILE PROFESSIONAL TRICYCLE RACE, World's Record, T. W. ECK.
Time, .42 2-5.

THE COLUMBIAS IN NEW JERSEY.

June 19.

25-MILE INTER-CLUB ROAD RACE FIRST, E. H. VALENTINE.
25-MILE INTER-CLUB ROAD RACE THIRD, H. CALDWELL.
On Columbia Light Roadsters.

THE COLUMBIAS AT BROOKLYN.

June 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.
The above Events won on Columbias..

LONG-DISTANCE RIDERS ON COLUMBIAS

Season of 1886.

AROUND THE WORLD (ON THE WAY) THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY),
CORRESPONDENT OF THE HARTFORD "POST."

THE COLUMBIAS IN THE WEST.

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19. — S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259½ miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best track record is 276. — *Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER. — *Indianapolis Times.*

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