

The Cycle.

Vol. I., No. 1.

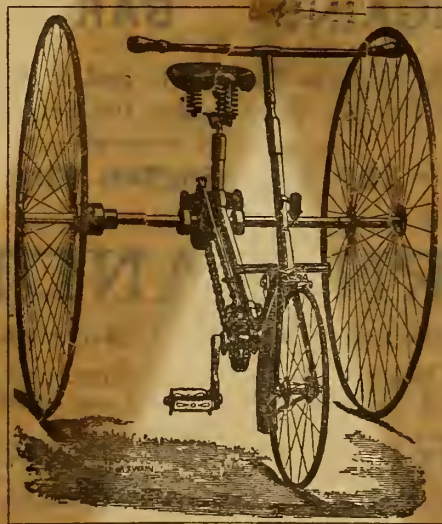
BOSTON, MASS., 2 APRIL, 1886.

FIVE CENTS.

The "Marlboro' Club."

AUTOMATIC STEERER.

CATALOGUES
ON
APPLICATION.



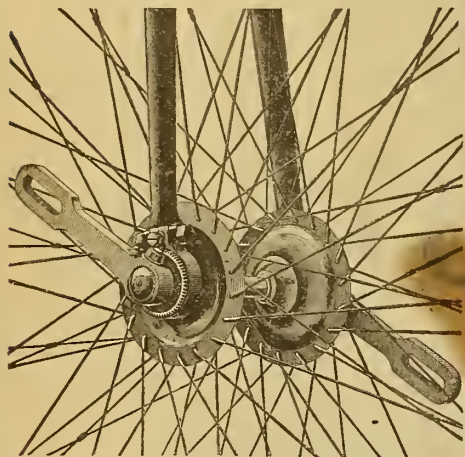
CATALOGUES
ON
APPLICATION.

THE COVENTRY MACHINISTS' CO.

239 Columbus Avenue, Boston.

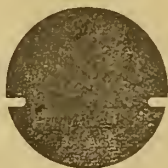
1886 MODEL ROYAL MAIL BICYCLE.

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.

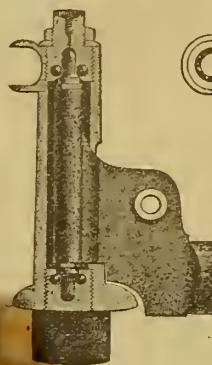
Six Improvements.



Grip Fast Rim and Tire

NEEDS NO CEMENT.

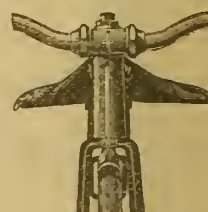
Holds firmer than Cement. No thin edge of rim to dent; whole rim stronger, also seamless.



BALL BEARING HEAD.

No friction of cones, hence no loosening nor constant tightening up. Can be run six months with one adjustment and one oiling. All parts **INTERCHANGEABLE** in Royal 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.

Before purchase, send Stamp for large Illustrated Circulars.

WM. READ & SONS, 107 Washington St., Boston,

SOLE AMERICAN AGENTS.

BARGAINS. BARGAINS!!

A Few 1885 Model ROYAL MAILS, Slightly Shop worn, and some Second-Hands of Different Makes, at Very Low Prices. Send Stamp for Second-Hand List.

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

COWHORN HANDLE BARS,

Complete with Brake Lever and Bracket, all nicely Nickelled, for \$6.00.

These Bars fit the Expert, but are extra long and specially curved on the latest English pattern. Sent by Express, C. O. D., with privilege of examination, on receipt of one dollar to cover charges.

OUR REPAIR DEPARTMENT

Is the best equipped of any in the country, and we do ANYTHING in this line. Difficult work especially requested.

Our New Whistle, the "SCREAMER," Sent by Mail, Post-paid,
ON RECEIPT OF 50 CENTS.

W. W. STALL,

509 TREMONT STREET - - - - - BOSTON, MASS.

SEND TWO CENTS FOR OUR NEW 48-PAGE CATALOGUE.

THE CYCLE - - \$1.50 PER ANNUM.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 2 APRIL, 1886.

No. 1.

TERMS OF SUBSCRIPTION.

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

ABBOT BASSETT EDITOR

ALFRED MUDD & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

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.

WE MAKE OUR BOW.

RESPECTFULLY we make our bow. Beyond this we do not care to go at present. Promises are easily spoken and more easily broken. Deeds, not words, we care to be judged by, and we appeal to our record in the past for a promise of the future.

THE CYCLE goes forth into the wheel world to do what little good it can in a modest way. It has no enemies to punish, no gigantic wrong to right, no personal desires to advance. It will endeavor to give the news fairly and impartially, and it will aim to do this in a dignified way.

THE paramount idea in every venture of this kind is to make money for those who project the enterprise. THE CYCLE hopes to be able to fill the coffers of its publisher. Without this idea, the paper would not exist; but there is allied to it a feeling that money unfairly earned is never enjoyed, and true enjoyment is our end and aim.

THE question uppermost in the minds of wheelmen to-day is the action of the Racing Board in the matter of the so-called "makers' amateurs." The best solution of the problem should engage the earnest attention of those who have the interest of the sport at heart. We are forced to admit that we do not yet see what appears to us to be the best way out of the difficulty.

THERE are those who say we must have but two classes, the professionals and the amateurs. They are satisfied with the law as it now exists, and they demand a rigid enforcement of it. We think it safe to say that a count of League members would show nine in ten with this view of affairs.

BUT there is another class who hold strong opinions which are worthy of serious consideration. They are interested in racing, but they want to see it conducted without the environment of professional sport. They are satisfied that the promateurs have given us the fairest races; for, when a man rides to advertise a wheel, he must ride to win, and want of success means to him loss of favor with his employer, and consequent loss of salary. Those of this inclination are now found to be divided in their ideas, for while some are crying, "Down with the Racing Board, and let us return to the old order of things," others are heard to call for an intermediate class of riders which shall include the promateurs and exclude the professionals. The formation of this intermediate class is beset with difficulties, for those in its ranks would be ranked as professionals by the League, the N. C. U., and all athletic associations, and they could hope to race only with their own members. Were a movement in this direction made, it would be useless to pursue it without the co-operation of English riders, and its success would depend largely upon the wise direction of those who engineered it.

A THIRD class would do away with the amateur law altogether. They have a hopeless task, but should they, by any stroke of luck or *finesse* get the League to repeal the law, a new association would immediately spring up, with the amateur law as a cornerstone.

IT has been averred that the action of the Racing Board is illegal and without precedent. Can it be thought for a moment that the Board would take such a step without knowing just how they stood in this respect? If they were called upon, the Board could cite any number of precedents; and the courts have decided, again and again, that an association, such as the League is, has a perfect right to take such action as this. We will cite one precedent. The National Association of Amateur Oarsmen keeps a close watch on amateur oarsmen, and if it finds a man travelling about the country, participating in races, and incurring expense which it is evident he cannot afford, they immediately declare him a professional, and he remains so until he proves himself an

amateur. This goes a little further than the Racing Board.

THE question will come before the Boston meeting, and the League will be obliged to put itself on record. That it will vote by a large majority for the strict enforcement of the amateur law we do not for a moment doubt, but we believe the members will deal fairly with the promateurs, and place them in a class by themselves, if a way is provided that meets their ideas of the fitness of things. Towards a solution of the problem in this direction we believe the friends of the suspects should work.

THE Racing Board has been revising its rules for the season of 1886. Very few changes have been made, and it speaks well for the rules that this is so, for they have stood the test of several seasons, and the only important alterations are in the way of additions. The Board has added to the rules the spirit of the votes passed a few weeks since, which provides that no records on board tracks or against time shall be accepted, and those which place restrictions on the championships by providing that no prize at the meeting shall exceed \$50 in value, and all entries shall be revised by the board. It is provided that the curb shall be *fixed* as well as "continuous and well-defined." The fifteen and twenty-five mile bicycle championships have been given up, and a twenty-mile bicycle and two and five mile tricycle championships have been established. It is provided that if two of the three watches mark the same time, that shall be the official time. If all mark different time, the intermediate time shall be taken. The start and finish will hereafter be taken by the *front* wheel instead of the driver. Two rules have been added. One defines a class race, and it reads as follows:—

A class race is open only to those who, up to date of the closing of entries, have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances according to the appended table.

One mile.	Two mile.	Three mile.	Four mile.
2.45	5.40	8.30	14.30
2.50	5.50	8.45	15.00
3.00	6.10	9.15	16.00
3.10	6.30	9.45	17.00
3.20	6.50	10.30	18.30

One of the greatest sources of trouble has been the races where a majority of heats won decides the final winner. It is an easy matter to determine the destination of the first prize in these, but it often happens that the second and third places are in dispute. A new rule provides that points shall be counted in these races just as they are in a lap race.

A CYCLING RETROSPECT.

BY JAM SATIS.

IT is hard to realize, when one thinks of the great number and variety of bicycles and tricycles in use all over the country, that it is just ten years since the first bicycles were brought over from England and exhibited at the Centennial Exposition at Philadelphia.

It is true that we had the "bone-shaker" in 1869, but we speedily lost interest in it when we found that it was practically useless on the road, as no one but an athlete could get up a hill on it, and it caused every horse to fall into hysterics, and every driver into "cursory" remarks.

In England, however, as their roads were better, men kept on riding, and the machines were steadily improved.

James Starley was the real inventor of the modern machine, being the first to realize that the rear wheel of a bicycle was merely needed to prevent the rider from going over backward, and the less weight it carried the better the machine would go. He therefore began to make the front wheel larger, and reduced the size of the hind wheel to some twenty inches. This necessitated a step on the backbone to enable the rider to mount, and he added one accordingly.

This invention of a machine with one large wheel to carry the rider, and a small trailer behind, was all that was needed to give the trade the impetus which has carried it on to its present size and prosperity.

The machines shown at the Centennial in 1876, — though they would now be genuine curiosities, they were so clumsy and ill-proportioned, — yet really contained most of the *principles* upon which the machines of to-day are constructed. The changes in the material used, and in the proportions of the machines, and in the workmanship and finish, have made modern machines look so differently that it is hard to believe they are essentially the same.

Cycling was started in this country in 1877, chiefly by Mr. F. W. Weston, and the machines imported then by him and by a few others, were considered the best to be had in England.

It sounds incredible, but at that time ball-bearings did not exist, hollow forks were looked upon as too weak to be safe, as was also the Stanley head; and a suspension saddle as hard as a stone was a luxury.

Speaking generally, the first machines brought over had solid forks, hollow, but very heavy, backbones, open steering heads, and plain or coned bearings; the handle-bar was about eighteen inches long, and straight and solid.

The weight of a 54-inch machine was about sixty pounds until 1879, when hollow forks came into general use, and the substitution of steel for iron enabled makers,

while greatly reducing the weight of their machines, to retain the requisite strength. This was especially noticeable in the backbone, which, when made of iron and of small diameter, had to be very thick, while, as soon as steel was used, the diameter was increased and the thickness greatly reduced. This gave a lighter, stronger, and greatly stiffer backbone, besides improving the looks of the machine.

Up to 1882, there were many changes and improvements in bicycles, not to mention a vast number of contrivances and rattle-traps which were finally discarded, though for a time they were used. To mention a few: —

Various "rigid wheels," spring steps, ground, spring, and back-wheel brakes; backbones with a receptacle for space spokes; besides endless bearings of all sorts and kinds.

But by 1882, makers and riders had made up their minds pretty thoroughly as to the real requisites of a good machine, and the changes made since then have been mostly improvements in details only, — very little has been added.

The most conspicuous improvements are the use of tangent spokes and long dropped handle-bars. The tangent spoke had been used before, but the method of attachment was bad, and they fell into disfavor. As at present used, they certainly are a valuable improvement, but cannot justly be called a great change.

In order to see what changes have been made since 1882, I have made a careful comparison of the description of a popular light roadster of the highest grade, in the Indispensable of 1882, with the description of the same machine in the makers' catalogue of 1886, and find only six points of difference, viz: —

Warwick hollow rims for crescent solid; steel hubs instead of gun-metal; hollow dropped handle-bar instead of straight solid; ball pedals instead of plain; tangent instead of direct spokes; weight of 50-inch machine, thirty-five pounds instead of thirty-eight.

The result of all these changes is a machine which is lighter, stronger, faster, and in many ways better, but it cannot be called a *different* machine, nor can much be said to have been added to it.

In short, we may say that the ordinary roadster bicycle is about as good as it can be made with the materials to be had to-day. If aluminum ever becomes cheap enough, we may see much lighter machines certainly, but I doubt if the design will change perceptibly.

In succeeding chapters I shall take up tricycles and safety machines, and trace their development.

NOTES OF A CYCLIST.

To promote the use of the wheel is made by the constitutions of many bicycle clubs one of the duties of the club. But I question if there is anything pertaining to club duties which is more generally overlooked. Of course, the force of example counts for something, and a well-ordered club produces an effect on the community. This is very well as far as it goes, but it surely does not go far enough to satisfy the spirit of such a clause. Every wheelman does a twofold good by doing more than this. If he can

promote cycling by making converts, he confers a benefit upon every convert he makes, and he helps himself by making the number of cyclists larger, thus securing the advantages of numbers and influence.

ROUGHLY speaking, there are two means to be employed to promote the cause. The most natural and common one is the force of example, and that of course must always appear. Still, I am free to assert, this form is rarely used as fully as it might be. Too many wheelmen are only "butterfly riders," — of them, more anon. The trouble in this respect is that the example is usually presented only when air and roads are fine, and Nature draws out-of-doors to exercise even the most lazy and indolent. The uninitiated think, and rightly, that anybody might ride then. The usefulness and practicability of the wheel are more clearly shown by its use when the roads are bad; in storm as well as sun; and by use for such necessary purposes as business and shopping. In other words, it should be shown by constant and varied use that the wheel is a practical all-around mount.

THE other way to promote the cause is the diffusion of information. What will do more than anything else to make converts among those past boyhood, and especially among ladies, is to demonstrate that it is the easiest, pleasantest, and most healthful exercise in the world. Intelligent people are waking up to the fact that out-door exercise is an absolute necessity to good health, and many are casting around for the best means to secure it.

CYCLING could never have reached the development already attained, had it not promised something beside pleasure. Nearly all the older men who ride, and they number thousands, have taken it up for other reasons. Cycling is destined to grow and secure permanency according as its ranks are swelled by a good proportion of all classes. It is necessary to diffuse information required by different classes, and advance the arguments needed to convince them, is order to bring them into the ranks.

IF one has a hobby, he must harp upon it. I am so firmly convinced that everybody ought to use a cycle, that I am tempted to believe that nearly every other body might be induced to do so, if they could only be convinced of its potent effects. So I am, perhaps, too prone to urge upon fellow-wheelmen the wisdom of looking upon the matter from all sides, and urge them to lay great stress upon the health argument.

WHEN I wrote in the first paragraph the words "bicycle clubs," I felt the same twinge of regret that I always feel when I see the phrase; but still not the indignation that I yield to when I read of "ladies' tricycle clubs." I mean that "bicycle club" implies the exclusion of ladies, and that the need of a "ladies' tricycle club" anywhere indicates that ladies are struggling against circumstances in being compelled to organize separately.

THIS is not as it should be. As an exercise for ladies, cycling is beyond all praise. To encourage them, clubs should welcome them and aid them. It is perfectly possible to arrange all club affairs so that the appearance of ladies will in no way interfere with any member's plans. Some active and growing clubs already have good-sized lady membership. Look at the three Orange ladies who last year averaged two thousand miles, and see if they do not make strong riders.

THERE is no better way to help cycling than to secure the co-operation of the ladies. Many a wife and mother has started husband or son on the wheel. It is a politic as well as a sensible and manly course to welcome ladies to club membership. 5678.

FROM A FEMININE POINT OF VIEW.

THANKS, Mr. Editor, for your kind invitation to be present at the house warming. I shall be rejoiced to take my old friend by the hand in his new domicile, and to wish unnumbered blessings upon all that it contains.

THERE can be no greater comfort, and no greater joy, than one drinks in under the shadow of his own vine and fig-tree; and I extend my congratulations and my best wishes for the realization of the fondest hopes that have been created during the building of the new house.

THE old roof has given me kindly shelter, and I have none but the kindest thoughts in regard to it. That I may find as much joy under the new thatch is my sincere desire.

THE approach of spring has given me a keen desire to be abroad, and I await with impatience the arrival of my steed for 1886. Among so many fine machines, it is no easy matter to choose the best.

I HAVE been looking at the cut of a machine that pleases me not a little. It is a bar steerer built especially for ladies. Those who think the bar steerer unfit for feminine use may change their minds when they see this, for its axle is but a few inches from the ground, and the mount is easily made. This is accomplished by depressing the axle after the manner of a herdic cab. All the chains are well covered, and there seems to be little danger of soiled dresses.

A FRIEND of mine asked me the other day for some facts concerning the membership of ladies in the League. She felt that she ought to belong to the institution, and was anxious to find out what advantage she would gain thereby. After a talk with the editor, I was able to lay before her the abstract and concrete advantages, and among the former I enumerated the privilege of wearing the League uniform. She would have been untrue to her sex if she had not at once plied me with questions concerning the color of the uniform, the texture and the cut of the garments. Here I was at a loss, and it occurred to me that I might get from some reader of the CYCLE an idea or two in this direction.

I AM told that a light weight cloth is made for ladies' wear. Has it been tried, and with what results? I should be glad to hear from any lady who has tried the material, for if it is a good thing, it will be worn by our coterie of riders the coming season, and should be aired for the first time on the occasion of the League Meet.

I AM more than pleased with the promises of the May gathering. I am assured that a double quartette of lady riders from New Jersey will be in Boston, mounted on the front seats of as many tandems. New York city will send not less than half a dozen, and Philadelphia will contribute a goodly number. I am inclined to believe we shall have to call upon the writers of circus posters to give us adjectives to describe the affair.

THE invitation is open for all. Boston will show the world the most numerous patronized ladies' run the world ever saw, and its fame will be sent down to posterity in the usual way by the employment of photography.

DAISIE.

DETROIT.

SEVERAL members of the Detroit Bicycle Club will participate in the Big Four tour this year.

CHIEF Consul J. H. Johnson, of Detroit, with the aid of members of the Michigan Division, is compiling a road book of the State. The routes from Detroit to Chicago will receive careful attention.

THE Detroit Club have formed a stock company, called the Detroit Bicycle Track Association, and will, as soon as the frost is out of the ground, commence the track. The ground selected is admirably located and easily reached by street cars.

A PROJECT is now on foot to form a bicycle race circuit, to include St. Louis, Chicago, Detroit, and Cleveland. It is being worked up, and will prove a great boon to racers, as they can visit the different cities with less expense, and the racing can be done with about the training it takes for one race.

CAPT. SNOW will keep an accurate record of the miles ridden by members of the club. Reports will be sent in monthly, showing weekly mileage. To the member riding the greatest number of miles, a handsome gold medal will be given.

DETROIT.

SAVE THE MILE GROUND.

BOSTON wheelmen are aroused over the proposed destruction of their best road out of the city. The proposed construction of a cable road from Brookline to Boston over Beacon street, having its termination at the corner of Beacon and Tremont streets, is meeting with an emphatic remonstrance from every one who believes that Boston should continue to possess one highway outlet unencumbered with car tracks. Prominent among the opposition are the owners of carriages and bicycles. The argument that an ordinary service railroad in a public street, and more so as a cable railway, interfere with the com-

fort and safety of riding, has passed into an axiom. A hearing on the question of granting a charter to the cable syndicate is to be held at the State House soon. Petitions of remonstrance have been placed in each of the local bicycle warerooms, and wheelmen are earnestly requested to immediately call and add their signatures to the list of remonstrants. We have a blank at this office.

DURYEY'S NEW WHEEL.

THE *Post-Dispatch* thus describes Mr. Duryea's new bicycle: In a rear room on the second floor of the Turner building, a peculiar looking machine was being ridden around to-day by a few wheelmen of the city. The thing had such a weird look that one beholder said it reminded him of a nightmare. A spectator observing first one man and then another get into the machine and ride off easily, could scarcely believe that he was gazing on the first spokeless and hubless bicycle ever made. But such it was, and it proved to be the one that the fertile brain of Charles E. Duryea has evolved. Mr. Duryea, up to a few months ago, was a resident of this city, and for two years studied on the original idea of making a bicycle without spokes. Last fall, after getting the details well worked out, he went to Peoria, Ill., where he has since devoted all his time to inventing, and especially to making a model of this wonderful idea. Being a practical wheelman himself, and the inventor of several bicycle appliances, including the Duryea saddle, he was not long in getting the model put together. To do this he used only the roughest kind of material, and consequently the machine, as shown to-day, weighed twice as much as it will when the gas-pipe is replaced by fine steel and the cog-wheels with chain gearing. The wheel is not only spokeless, but it is inclined away from the rider, which at first adds to its strange appearance. The wheel, as shown to-day, had a diameter of fifty-two inches. Not a spoke was in it, and the driving gearing was placed on the rim, the big wheel passing under the gearing by running on small idle-wheels. The pedals are of the regular tricycle kind. The rider's seat is placed on an iron support extending upward from the gearing, and as the wheel is inclined toward the right, the rider's seat is removed a few inches from the tire, over which one arm is thrown to grasp the handle. The rider thus presents the spectacle of a rider within his wheel, and at the same time over it. It gives one's ideas of mechanics a shock to see a rider propelling a wheel around under his arm. The equilibrium is maintained by means of a little wheel behind, as in an ordinary bicycle.

It has been ridden over granite, up and down sidewalks, and has worked to perfect satisfaction even in its crude form. No header can be taken on it, as the rider sits as in an open tricycle. Besides its other peculiarities, it is the first one-track cycle ever made that a lady could ride as easily as a man.

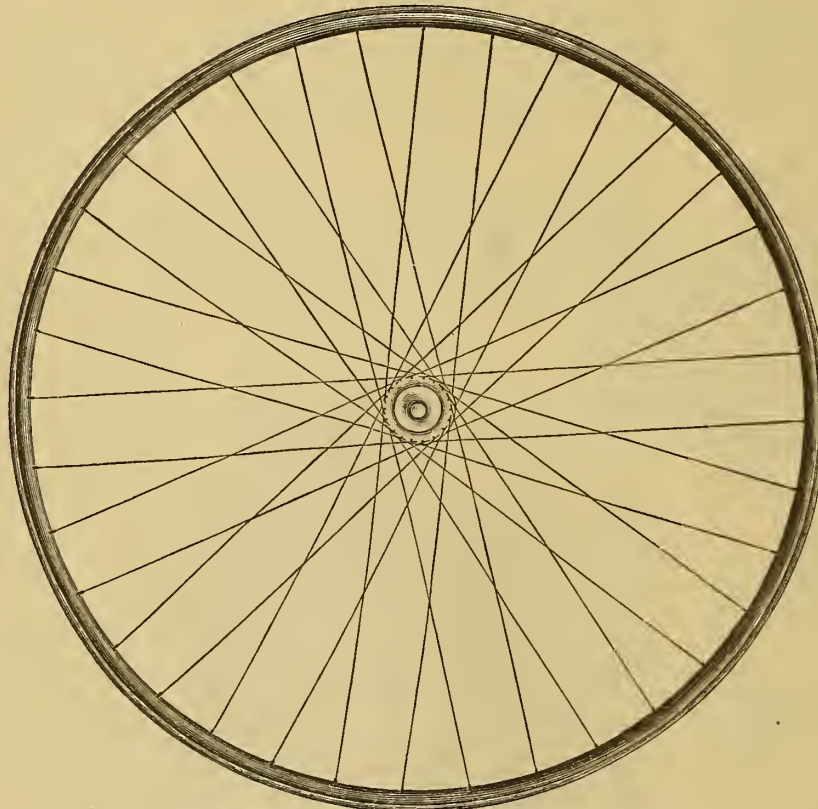
"COMMENDABLE enterprise" is what the *Cyclist* calls the action of an English maker who secured an English patent on an article put out by an American firm before the inventor could get it for himself.

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.

CONTRIBUTORS' CLUB

TO THOMAS STEVENS, WHEELING
ALONE ACROSS ASIA, 1886.

Editor of the Cycle:—The following verses from a recent collection of poems by Professor H. A. Beers, of Yale ("The Thankless Muse," Houghton, Mifflin & Co., 1885), alluding to Life's circuit from youth to old age, seem to me an appropriate invocation to the dauntless bicyclist who is now fighting his solitary way through the wilds of the Orient; and I therefore ask leave to address them to him through the first number of your paper:—

But courage still! Without return or swerving,
Across the globe's huge shadow keep the track,
Till, unperceived, the slow meridian's curving,
That leads thee onward, yet shall lead thee back.

To stand again with daybreak on the mountains,
And, where the paths of night and morning meet,
To drink once more of youth's forgotten fountains,
When thou hast put the world between thy feet.

"Delhi, India, to be kept till called for," is the address which should be inscribed on mail matter for this round-the-world tourist,—the postage rates being five cents for a half-ounce letter, two cents for a postcard, and one cent for two ounces of printed matter. His route from Teheran, the Persian capital (which he left on 4 March, after a five months' halt), lies through Meshed, Herat, Kandahar, Quetta, Delhi, and Lucknow to Calcutta; and in case he lives to reach Delhi, the discovery there of a goodly number of tokens that his American admirers have not lost interest in the journey, may help cheer and encourage him for the final and most desperate stage of it.

"The most remarkable and interesting exploit ever accomplished by a bicycle, or ever likely to be accomplished by one," is the characterization of Stevens's tour, from San Francisco to Teheran, which I print in "X. M. Miles on a Bi." (p. 483). I give no less than 8,000 words to the story of that tour, and it took me no less than eight days of extremely tiresome work to put them together. My enthusiastic interest in his adventure is a fact which I do not expect you (being a Boston man, and a tricyclist at that) to sympathize with, or even to comprehend; but accepting it as a fact, you can at least see the advantage of proclaiming it, for the simple sake of the free advertisement involved in my thus ensuring to THE CYCLE's first number a circulation as extensive as the globe.

KARL KRON.

WASHINGTON SQUARE, N. Y., 24 March, 1886.

STEEL.

Editor of the Cycle:—I have experienced two severe headers from the breaking of balls in the main bearings of my bicycle. The tempering of balls to the necessary hardness must be a severe strain upon them, as the temperature is raised and lowered through several hundred degrees of heat quite rapidly.

The subjoined item from the *Industrial World* looks as though it might have a valuable bearing upon this subject, and I send it to you, hoping that it will attract the attention of the manufacturers of bicycles:—

"Herr A. Jarolimek publishes some novel statements on the tempering of steel in *Dingler's Polytechnic*. Hitherto it has gen-

erally been considered that, to obtain a specific degree of softness, it is necessary to heat the hard steel to a particular annealing color,—that is to say, to a definite temperature,—and then to cool it rapidly. Herr Jarolimek says the requisite temper, which is obtained by momentarily raising the temperature to a particular degree, can also be acquired by subjecting the steel for a longer time to a much lower temperature."

C. E. HAWLEY.

WASHINGTON, D. C., 11 March, 1886.

TANDEM.

Editor of the Cycle:—Everything goes to show that the tandem will be a popular machine the coming year. A number of riders out in the back woods would like to hear from the riders of these machines with a view to securing the best. Can you not get a few ideas to help us? HUDSON.

CYCLETS

WHEEL ETHICS.

"TELL me, O Wheelman, ere you ride away,"
I asked, "where have you been this Sabbath day?"

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

"'T was a volunteer choir, and the rapturous notes
That fell on my ear, as the tiny throats
Seemed bursting with praise of the Maker's name,
Thrilled with such joy I was glad that I came.

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

"I remember the text, too, 'God is love,'—
'T was everywhere written, around me, above,
On the stately columns that rose at my side,
To the vaulted arch so blue and wide.

"Upbreaching to the very throne of Grace,—
'T was a grandly solemn, sacred place,
And I almost forgot how cold and drear
Is the earth, sometimes, heaven seemed so near."

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

CHARLES RICHARDS DODGE.

WE are here.

WE ask your kind indulgence.

AND your esteemed favor in the shape of patronage.

WE have come to stay, for we feel that we will be welcome.

THE CYCLE starts out with a large circulation, and you will find it round.

OUR correspondent "5678" has written a little pamphlet on "The Advantages of Cycling." It is a readable little book, and a good thing to put into the hands of a beginner, or any one contemplating taking up the wheel. We are promised a few copies, and will mail one to any address on receipt of a two-cent stamp.

WHEN the League comes to Boston, the members will be entertained one evening at an improvised beer garden in Music Hall. This is a very generous move on the part of the Massachusetts wheelmen, but are they sure that the Cincinnati and Buffalo mem-

bers will not sigh for home during the evening?

THE editor of the *Bulletin* has just given us an editorial, which he heads "Snowed Under." We are also under a similar cool mantle, for our mail has been so large the past week, we find ourselves unable to attend to it without delay. For the many kind words of encouragement we have received, we are deeply grateful; and we shall feel that the debt of gratitude is increased if those who have sent us letters of congratulation will find in this paragraph an acknowledgment of their kind favor.

ST. LOUIS newspapers think the Racing Board has an especial grudge against that city, and they have the coolness to say that the Board refused to accept board-track records, because St. Louis was making them, and suspended the promoters because a road race was on the tapis in that city. The Racing Board has no power over coincidences.

MASSACHUSETTS just holds her own at the time of election of the League consul and representatives. Fourteen representatives may be elected by ballot, but in the near future we shall have nineteen.

THE following from the *Smithville Mechanic*, which is the organ of the H. B. Smith Machine Company, gives the views of that company on the makers' amateur question: "It must be admitted that if an amateur rides for money, whether as a stake or for wages, he should be a professional; at least that would be our definition of a professional,—one who rides for money, either wages or stake, or both. We have had but few applications of the kind, and have never accepted any, nor have we ever paid a professional for racing. We think if makers and dealers will respectfully decline to hire amateur riders, the Racing Board will have less trouble in the matter. Amateur rules should be liberal enough to allow worthy amateurs to be helped in the way of expenses by their friends, or perhaps some of our best men who may be poor could not appear on distant tracks; besides, the well-to-do young man would have all the advantage of travelling, training, etc., which would be unfair."

GORMULLY and Jeffery have been awarded the first prize for a collective display of bicycles at the New Orleans Exposition.

L. D. MUNGER has been taking a record at New Orleans. On 27 March, he rode twenty-five miles on the asphalt road from Lee Circle to Carrollton in 1.24.46½. The best previous record was 1.54.0 by W. A. Rhodes, 27 June, 1885.

MATTERS in litigation between the Pope Manufacturing Company and the Overman Wheel Company have progressed very little the past week. The Overman Wheel Company has given the required bond in the insolvency proceedings at Hartford. A hearing was set down for Wednesday last on the removal of the attachment for \$73,000, but was postponed to Monday of next week at the request of the Overman Wheel Company. Several parties, who have been offered as surety, have been examined before Commissioner Hallett, and of these nearly all will be accepted by the Pope Manufacturing Company.

SINGER'S

THE * APOLLO * LIGHT * ROADSTER

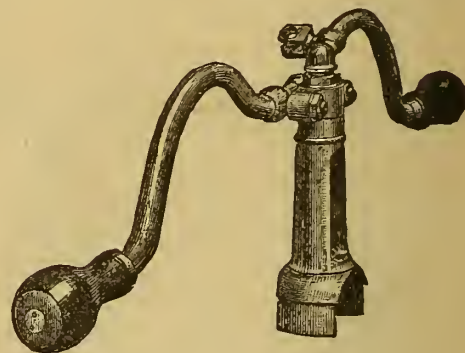
FOR 1886.



Ball-Bearing Head,

Detachable Handle-Bars,

True Tangent Spokes,



Bearings Brazed to Fork Ends.

THE APOLLO SEMI-RACER

For Light Weights and for Road Racing.

ACTUAL WEIGHT OF 50-INCH, 30 POUNDS.

Weight Stamped on the Head of Each Wheel, Ball-bearing Head, Three-Quarter-Inch Tires, Long Detachable Bars, Well Dropped at Ends.

KELSEY'S VENTILATED SPADE HANDLES.

The NATIONAL, Our New Wheel at \$80,

Is Ahead of anything yet shown at that Price. Balls to Front Wheel, Parts Nickelled

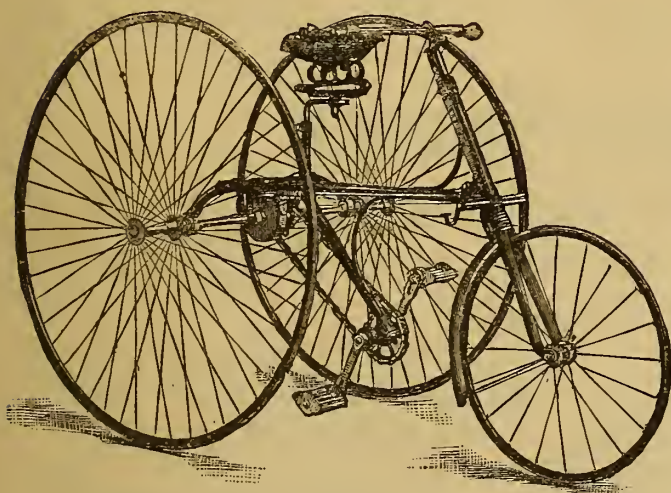
1886 LISTS NOW READY.

W. B. EVERETT & CO.

6 and 8 Berkeley Street - - - BOSTON, MASS.

== CYCLES. ==

S. S. S.: Singer's Straight Steerer.



PERFECTION AT LAST,

COMBINING

Strength, Lightness *and* Durability.

40-inch Drivers, 22-inch Steerer,

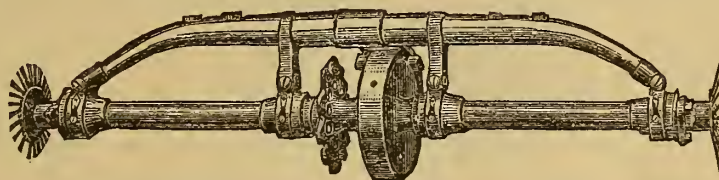
FOUR BEARINGS ON THE AXLE.

Selling as Fast as Shown.

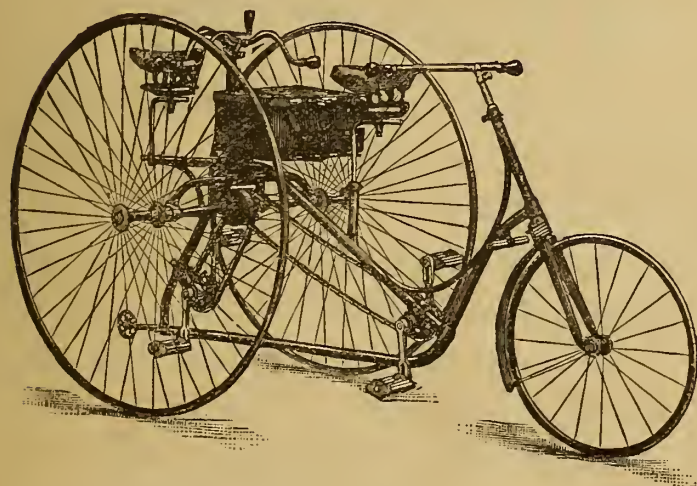
Place Order at once.

LADIES' PATTERN IN A FEW DAYS.

SINGER'S
PATENT AXLE.



AS USED ON ALL
1886
Tricycles and Tandems.



Springfield Tandem,
Automatic Steering,
Double Power Brake.

LEADING AGENCIES.

SMITH BROS. & CO.
Washington, D. C.

A. OONINGSBY CO.
Philadelphia, Pa.

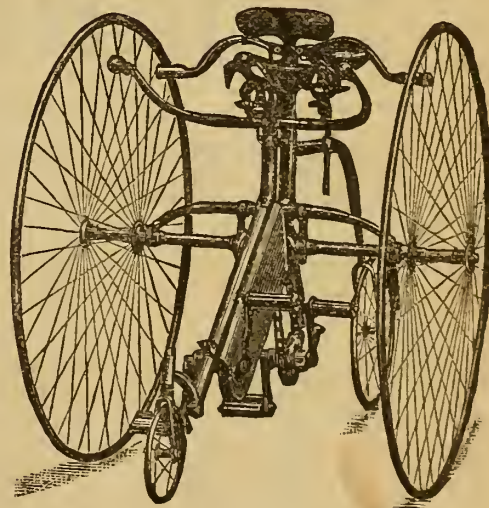
J. P. MAYNARD,
Chicago, Ill.

F. R. PARKER,
Manchester,
For State of N. H.

D. EDGAR HUNTER,
Salem,
For Essex Co., Mass.

L. M. WAINWRIGHT,
Noblesville,
For State of Ind.

A. O. COOK & SON,
San Francisco, Cal.



Traveller Tandem, Improved Humoer Type.
BOTH SEATS ADJUSTABLE.

MAHER BROS., Brick Church, for the Oranges, N. J.

D. C. PIERCE, Brockton, for Plymouth County, Mass.

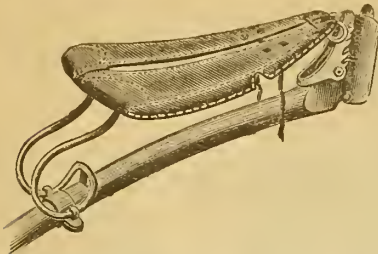
D. N. MILLEY, Buffalo, N. Y.

J. F. IVES, Meriden, Conn.

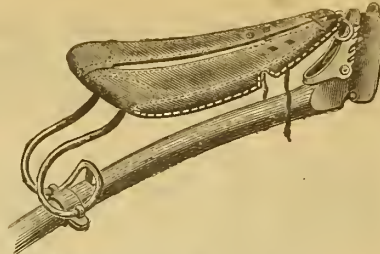
Dr. J. W. JEWETT, New Haven, Conn.

W. L. VAN HORN, Denver, for State of Colorado.

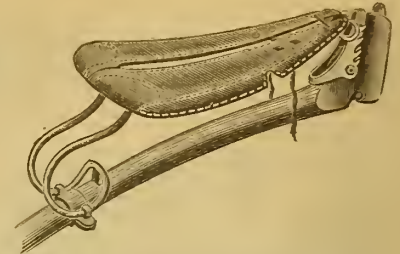
W. B. EVERETT & CO., 6 and 8 Berkeley Street, BOSTON.



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



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

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

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

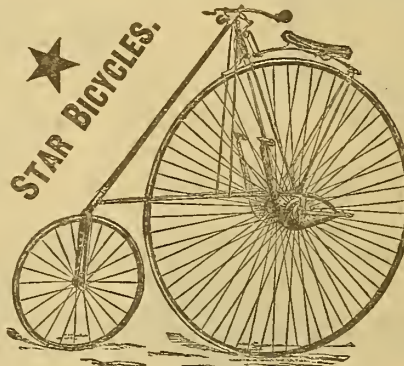
FREEMAN LILLIBRIDGE, Rockford, Ill.

THE BOSTON BICYCLE SHOE.

The Perfect Shoe for Cycling.

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

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



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

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

Three L. A. W. Championships for 1885.

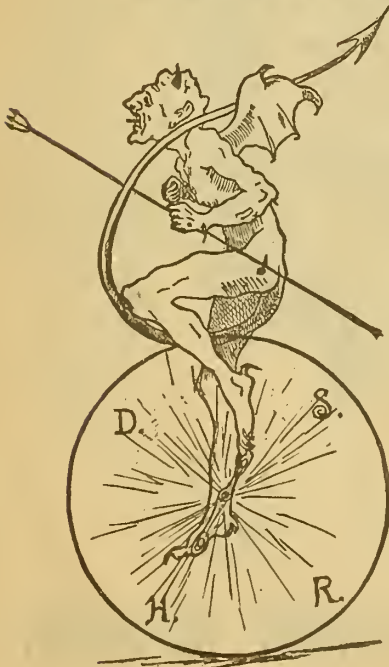
Won all Hill Climbing Contests, both as to Speed and Grade.

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

NEW CATALOGUE READY.

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

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.

WILLIAM D. MCPHERSON, a reporter on the South Framingham *Tribune*, during the riding season collects the local news astride a bicycle.

CHIEF CONSUL DUCKER has appointed Fred Burckes League consul for Somerville, and T. M. Cunningham for consul, Clinton.

THE Lynn Cycle Club Track Association held a meeting at the rooms of the Lynn Cycle Club Friday evening, and incorporated with the following officers: President, T. A. Carroll; vice-president, S. S. Merrill; clerk, Edwin M. Bailey; treasurer, William Forsyth; board of directors, T. A. Carroll, S. S. Merrill, W. A. Rowe, J. H. Thurman, E. G. Gordon, George Butler, George Porter, William Bond, and W. W. Stall, of Boston. The track will be in condition to race by 1 May, and will be three laps to the mile, a dead level, with raised turns, and it is expected to be as fast as any track in the world.

THE Faneuil House has been appointed League hotel for Brighton.

THE Hartford wheelmen are busy pedaling on the home tracks, and are making some excellent records. George C. Dresser recently made a quarter in 22, half in 46½, three quarters in 1.0½, and the mile in 1.34.

THERE is promise of a bicycle tournament in New Orleans in 1887 "to rival the Springfield affair," says the *Picayune*; and a grand effort will be made to popularize cycling in the South.

W. D. WILMOT, the fancy bicyclist, has just been presented with a handsome gold medal by the Massachusetts Bicycle Club.

THE West will support to a unit T. J. Kirkpatrick, chief consul of the Ohio Division, for the presidency of the League.

AFTER 1 April the League dues will be but seventy-five cents for the remainder of the League year, nine months.

6 MARCH, the League had 6,340 members. The largest number enrolled in 1885 was 5,176.

RECORDS in the home-trainer contest have been made as follows: Joseph J. Miller, Buffalo, N. Y., 20 January, 1886, one mile, 1.51; George C. Dresser, Hartford, Conn., 23 Feb., one mile, 1.36½; P. J. Duke-low, Rochester, N. Y., 8 March, one mile, 1.29½.

HARRY A. GREEN has been nominated by the San Francisco Club for the position of consul of the California Division of the League.

AMONG the new devices shown at the Stanley Show was Wood's Non-Vibrating Steering Gear. The feature of the invention consists in substituting for the usual pinion a pair of india-rubber wheels, between which the steering-rod is made to pass. The rod has a "waved" or corrugated surface, which gives a grip to the rubbers, and being held tightly by the rubber rollers, the hand can be taken from the steering-handle when on a straight road without any fear of the machine swerving and causing an upset, whilst all tricyclists will appreciate the advantages it possesses in requiring no oiling and in its perfect noiselessness. It is adjustable in case of wear, and if the rubbers wear out, they can be replaced at a small expense.

THE reception committee for the League Meet has been enlarged by the addition of some fifty men. The original committee was composed very largely of ornamental members, but the new men have young blood in their veins. They are drawn from the clubs hereabouts, and they will attend to all the depot and hotel work that comes in their line.

THE last number of the *Phonographic Monthly* has an article describing the second ladies' run to Cape Ann, written by one of the participants.

THE last athletic entertainment of the Massachusetts Club will be held on Saturday evening next. There will be fencing and sparring, and a home-trainer race for one fourth and one mile. Mr. Ethier has sent over to Harvard College an offer to spar any athletic young man they may send to represent them on this occasion.

MR. GEO. H. DAY, who has charge of the Pope Manufacturing Co.'s works at Hartford, has gone to Havana on account of ill health.

A NEW device put out to prevent vibration of the spokes of a bicycle is the Lancaster binding ring. The system consists in affixing to the spokes on each side of the wheel a ring of No. 13 spoke wire at a distance of eight to twelve inches from the hub, according to size of wheel. This ring is placed against the outside of the spokes, and is then lashed to each one with fine wire, the lashings being secured when done with solder. The *Cyclist* says: "We can readily see that the ring would have the effect of preventing, to a great extent, the vibration of the separate spokes, and would generally hold the wheel together, whilst the makers inform us that they have thoroughly tested it over one or two seasons, and that machines that have regularly been subject to broken and stripped spoke threads and buckled wheels have been quite free from these defects since being fitted with the binding rings, and they quote in particular one 54-inch racer which buckled under a nine-stone rider, and has, since being fitted with the rings, successfully carried a thirteen-stone individual."

WE like to have good records on the books, and we will, if any racing man makes a mile in two-thirty, make a minute of it.

THE mail boy on duty at the warerooms of the Pope Manufacturing Company has been fitted out with a very gorgeous uniform, trimmed with gold cord, and bearing "Columbia Bicycle" on the front of his cap.

THE Florence Cycle Club has voted to petition the city government to change the bicycle ordinance, so that riders will be allowed to use the sidewalks for twenty-four hours after a rain storm, or when the roads are so muddy as to make wheeling bad.

MR. SINGER, head of the firm of Singer & Co., Coventry, took steamer for America on Wednesday last. He comes directly to Boston, and will spend some time in America.

THE Citizens' Club, of New York, is about to take a new departure: Mr. Richard Nelson, a member of the club, recently purchased a four-story brown-stone house,

No. 328 West Sixtieth street, which he proposes to lease to the club for seven years on very favorable terms. Privilege to make the necessary alterations is also given, and the offer having been accepted, work will be begun as soon as the deed is signed. The ground floor will be converted into a large wheelroom, the partitions all being removed and iron girders substituted. This will give a clean sweep of twenty by fifty-five feet, and, if necessary, a one-story extension will be built in the yard, which will increase the depth to one hundred feet. The parlor floor will remain intact, and the back parlor converted into a billiard room. On the second floor will be the dressing and locker rooms; the third floor will be used for card and committee rooms, and the fourth floor will be fitted up for bachelor apartments, and for the use of non-resident members who may desire to use them while in town. The neighborhood is excellent, and the boulevards and Central Park are even more convenient of access than from their old headquarters. The income of the club last year was \$2,500, and the treasury showed a balance at the end of the year. Mr. George R. Bidwell will occupy the old quarters with his cycling business.

A. G. SPALDING & BRO. had seven cases of Humber bicycles on the Oregon.

THE New Jersey Division of the League has interested itself in a novel test case involving the bicyclers' and tricyclers' rights on the road. About a year ago, Dr. G. F. Marsden, of Red Bank, accompanied by a friend, was riding on a double tricycle in that town. The horses, driven by Frederick Massey, of Keyport, became frightened at the strange vehicle and ran away, destroying and ruining both harness and wagon. Massey brought suit for \$100 damages before Justice Warner, of Keyport, and judgment by default was secured against Marsden. Marsden has appealed the case, and it will come up before the Common Pleas Court in Freehold next May. The Division has taken up the matter, and decided to make it a test case, to be fought, if necessary, through all the courts in the State. With a view to the protection of wheelmen's rights, a bill will be introduced into the Legislature to secure them statutory right to use public highways. During the past three years, several damage suits similar to the above have, in the lower courts, been decided against the wheelmen in that vicinity.

F. A. ELWELL's Bermuda party arrived back in New York, 27 March. They report a most enjoyable trip. Although the season in Bermuda has been unusually cold, they were fortunate in striking a run of fine weather. The hotels and boarding-houses on the island are full to overflowing, and but for arrangements made early in the winter, the party would have been unable to secure rooms in the Hamilton Hotel. The two weeks on the islands were devoted to riding, sailing, sight-seeing, and the enjoyment of summer weather. The evenings at the hotel were very gay, dances, card parties, etc., filling the hours. On the return trip a very rough time was experienced in the Gulf Stream, unpleasant at the time, but now the subject on which the story-tellers of the party do much dilate.

THE CYCLE,

AN INDEPENDENT CYCLING PAPER.

\$1.50 A YEAR.

THREE COPIES FOR THREE DOLLARS.

THE statement that bicycles were to be substituted for cavalry horses in some military operations was at first not unnaturally treated as a joke by most people. Yet in the recent manoeuvres of the Austrian army, scouts mounted on bicycles and tricycles outdid cavalry in endurance, and now the cycle is formally adopted in the Austrian military establishment.

THE SPRINGFIELD GAZETTE.

THE following paragraph has been going the rounds of the papers:—

"The Overman Wheel Company placed an injunction on the undelivered copies of last week's edition of the Springfield Wheelmen's *Gazette* for alleged breach of contract in allowing the Pope Company to occupy the first page of the paper with its advertisement, when, as it is averred, the former company had a contract with the publishers which entitled them to the disputed space. Out of the trouble a discussion has arisen among the proprietors of the paper, one of them going so far as to file proceedings to dissolve the concern."

In explanation of this Mr. Ducker tells us that the Overman Wheel Company has had the first page of the *Gazette* for a long while, but its contract had expired, and in January last a contract was signed with the Pope Manufacturing Company, agreeing to give them this space beginning with the April number.

In proceeding to carry out the contract, the *Gazette* people placed the advertisement of the Pope Manufacturing Co. on the first page; but Mr. Overman saw the papers going through the press and objected, claiming the position to be his by right. Mr. Ducker agreed to see Col. Pope, and to change the advertisement if that gentleman would release him from his contract, but he found that the colonel was in Florida, and he could not see him. Meantime Mr. Overman saw Mr. Fisk, a partner in the *Gazette*, and stated his case, and Mr. Fisk agreed to use his influence to let him have the front page. This caused trouble in the house-

hold of the *Gazette*, and an open rupture resulted. A suit was threatened and Mr. Ducker came to Boston and saw Col. Pope, who had returned, and that gentleman agreed at once to release him from his contract, and give the front page to the Overman Wheel Co., rather than stop the paper. But things had gone too far, and the result shows that the *Gazette* Publishing Co. is dissolved, and Mr. Ducker will at once start a new paper to be called *The Wheelmen's Gazette*.

TEAM ROAD RACING.

THE organization of the new New York and New Jersey Team Road Racing Association was perfected at a meeting held at the Citizens' club house last Saturday night. Twelve of the sixteen clubs interested in the matter were represented. The committee on a constitution presented their report, and the constitution reported was adopted, after a few modifications had been made.

The distance chosen was twenty-five miles; teams will consist of four each; the cup will be a perpetual challenge cup, held for six months by the winning club, and will cost not less than \$250. Races will occur on Decoration and Election Days. The location of the first one was left to the executive committee.

The following officers were elected by the association for the first year: President, E. J. Shriver, of the New York Bicycle Club; vice-president, C. Lee Myers, of the Hudson County Wheelmen; secretary-treasurer, M. L. Bridgeman, of the King's County Wheelmen; executive committee, the three officers, and C. R. Zacharias, of the New Jersey Wheelmen, C. H. Luscomb, of the Long Island Wheelmen, and T. L. Bingham, of the Harlem Wheelmen.

Below is the constitution as adopted.

CONSTITUTION OF THE NEW YORK AND NEW JERSEY TEAM ROAD RACING ASSOCIATION.

ARTICLE I.—Name.—This organization shall be known as "The New York and New Jersey Team Road Racing Association."

ARTICLE II.—Object.—The object of this Association shall be the promotion of Team Road Racing between its Members.

ARTICLE III.—Members.—*First.* Its members shall be the following Cycle Clubs, or such of these as may hereafter qualify by subscribing to the constitution and paying initiation fee within thirty days, and such other clubs as may hereafter be admitted: Harlem Wheelmen, Brooklyn Bi. Club, Long Island Wheelmen, Citizens' Bi. Club, Pegasus Bi. Club, Hudson County Wheelmen, Orange Wanderers, New Jersey Wheelmen, New York Bi. Club, Elizabeth Wheelmen, Ilderan Bicycle Club, King's County Wheelmen, Bellerophon Wheelmen, Rutherford Wheelmen, Mt. Vernon Bi. Club, Morrisania Wheelmen.

Second. Organized clubs located within a radius of thirty miles of New York City Hall, may be admitted by a two-thirds vote of all the clubs in the Association. Applications for membership shall be made three months previous to a meeting of the Association, and referred to the Executive Committee, who shall notify each member of the Association and report at the next meeting.

Third. Each club shall be represented by two delegates.

Fourth. Each club shall have one vote in all matters pertaining to the Association.

Fifth. Due notice shall be given by letter to the Secretary of this organization, of any change in the representation of any club, by the Executive Officers of such Club.

ARTICLE IV.—Officers.—*First.* The officers of this Association shall be a President, Vice-President, Secretary-Treasurer, and an Executive Committee.

Second. The Executive Committee shall be composed of the President, Vice-President, Secretary-Treasurer, and three members to be elected by ballot at the annual meeting in March.

Third. The officers and members of the Executive Committee shall each be elected from a separate club.

ARTICLE V.—Duties of Officers.—*First.* The President will preside at all meetings of the Association and of the Executive Committee. Should the President be absent, the Vice-President shall act in his stead.

Second. The Secretary-Treasurer shall keep a correct account of all the meetings, and report the same at the next meeting. He shall send all notifications to members and delegates, and keep a correct roll of the membership. He shall care and be responsible for the funds, collect all dues, pay all bills approved by the Executive Committee. He shall keep a correct account of the financial affairs of the Association, and report the same at each business meeting.

Third. The Executive Committee shall have full management and control of all the property, effects, and assets of the Association.

ARTICLE VI.—Meetings.—*First.* There shall be a regular business meeting of this organization, on the first Saturday in March, at 8 P. M., and the second Saturday in September, at 8 P. M., of each year. The Executive Committee shall decide the place of all business meetings, and due notice of the same shall be given by the Secretary-Treasurer to each delegate.

Second. There shall be regular Race Meets on Decoration Day and Election Day of each year. At the regular business meeting in March and September, the place of holding the next Race Meeting shall be announced, and a Committee of Arrangements appointed by the Executive Committee.

Third. Special business meetings, when considered necessary, shall be called at the written request of five clubs, setting forth the purpose thereof. Notice of such meetings

shall state their object, and no business other than that stated shall be transacted.

Fourth. None but delegates shall be present at any business meeting.

ARTICLE VII.—Quorum.—One third of the membership shall constitute a quorum. No voting by proxy shall be allowed.

ARTICLE VIII.—The order of business shall be:—*First.* Roll call.

Second. Reading minutes of last meeting.

Third. Report of the Secretary-Treasurer.

Fourth. Report of Committees.

Fifth. Election of officers.

Sixth. Election of new members.

Seventh. Unfinished business.

Eighth. New business.

ARTICLE IX.—Initiation and Dues.—*First.* The initiation fee shall be the sum of fifteen dollars, payable on election.

Second. The regular dues of each club shall be five dollars per year, payable semi-annually in advance at each regular business meeting.

ARTICLE X.—Trophy.—*First.* There shall be a trophy, which shall be known as the New York and New Jersey Team Road Racing Association Cup.

Second. It shall be the permanent property of the Association.

Third. It shall be held in trust by the club whose team wins at each Race Meeting until the following Race Meeting, when it shall be delivered to the Executive Committee. The winning club shall be held responsible for the trophy while in their possession.

Fourth. The date of each race, with names of club and winning team, shall be engraved on the trophy.

ARTICLE XI.—The Races.—*First.* The first race shall be run at such place and over such roads as the Association may decide.

Second. The club winning the trophy shall name the course for the next race at the regular business meeting preceding that race.

Third. It is in the judgment of the Executive Committee, the race shall be impracticable on the appointed date, they shall name an early subsequent date therefor.

Fourth. The distance named for each race shall be twenty-five miles.

Fifth. The races shall be run between such members of the Association as shall decide to enter their teams, and who notify the Executive Committee of such decisions at least thirty days previous to the Race Meeting.

Sixth. If the entries are of such number as to warrant the Executive Committee in so doing, they shall arrange for trial heats.

Seventh. Each man competing shall be distinctly numbered.

Eighth. Each Team competing shall consist of four, and be consecutively numbered.

Ninth. The first man completing the course shall count as many points as there are men competing, each man competing counting one point less than his leader at the finish, but those not finishing within one hour after the leader shall count zero.

Tenth. The member whose Team aggregates the greatest number of points shall be the victor.

Eleventh. Every man competing must be an active member in good standing of the club he represents for a period of at least three months previous to the Race Meeting in which he competes.

Twelfth. The Rules of the League of American Wheelmen shall govern the contests.

ARTICLE XII.—Souvenirs.—*First.* The first and second man finishing in the contest at each Race Meeting shall receive a souvenir.

Second. The souvenirs shall be provided by the Executive Committee from the Association's funds.

ARTICLE XIII.—Suspension or Expulsion.—Any club violating the provisions of this Constitution, or acting contrary to the spirit or intention of this Association, may be suspended or expelled by a two-thirds vote of the members. Ten days' notice of the charges must be served upon the offending club before action.

ARTICLE XIV.—Amendments.—This Constitution may be amended at any regular meeting by a two-thirds vote of the delegates present, providing two weeks' notice shall have been given of the proposed amendment, and a copy thereof supplied each member.

THE PATH.

JOHN S. PRINCE and R. A. Neilson have agreed to run a series of races to decide the professional championship of America. The prize will be \$300 a side. Articles of agreement were drawn up last Saturday for a series, and Prince, winning the toss for choice of naming the first race, put the distance at five miles. The date and track for this contest were not definitely settled, but there is a probability that it will be run about 30 May, at Lynn, on the new track now in process of construction there. The second race will be for ten miles; and if a third is necessary, the man winning the

toss is to have the privilege of naming the distance, from one to fifteen miles.

The track is not yet selected for either of the three races, but each will be run one week after the preceding one. The races will be run under the rules of the League of American Wheelmen, with Abbot Bassett of the CYCLE as referee, and Charles S. Howard of Boston as starter, each man being allowed to select two judges. The *Globe* is final stockholder, and the first deposit of \$100 a side was made by the backers of the men. The second deposit of \$100 a side is to be made next Saturday, 3 April, when the dates and track for the races will be selected. The final deposit will be put up one week previous to the first race.

H. O. DUNCAN will leave Montpellier for England on 7 April, breaking his journey at Paris in order to be present at the De Civy-Gika match at Longchamps on the 11th prox. On reaching England, he goes immediately to Leicester, and will there give the finishing touches to his preparation for the twenty-mile championship that takes place on 17 April. On the following Saturday he intends riding in the fifty-mile championship, on Easter Monday in the ten-mile championship, and on the following days in the mile championship and the mile handicap at Wolverhampton. After that he returns at once to France, in order to take part in important events fixed for next day.

THE date of the fifty-mile road race of the St. Louis Wheelmen has been changed to 26 April, instead of Saturday, 24 April, owing to the latter day being in Lent.

THE CLUB.

THE Gloucester Club will reorganize this spring, and adopt a uniform of dark green.

THE Waltham Cycle Club will hold an entertainment and ball at the Waltham Skating Rink, 15 April.

THE Stoneham Club is to have an exhibition and ball on the evening of 7 April.

THE Newton Club will hold its annual dinner on the evening of 6 April. It will probably be held at the store of W. W. Stall, 509 Tremont Street.

THE Chelsea Club had a meeting last week, and the funds of the club were equally divided among the members, each receiving \$5. A new club is to be organized soon, and a progressive policy is promised. Chelsea has long needed a go-ahead man to put life into its club. As a tricycle centre, the little city across the bay has made a good reputation.

ATLANTA Wheelmen, Newark, N. J., organized 11 March, 1886, with ten members. Officers: President, W. S. Gregory; vice-president, C. A. Woodruff; secretary and treasurer, W. F. Coddington; captain, A. W. Snow; first lieutenant, C. G. Halsey.

THE Buffalo Bicycle Club stands third in point of membership in the New York Division of the L. A. W. The club boasts about \$1,000 worth of furniture in the clubhouse, and a reserve fund of \$480 in the treasury. The number of active members at present is seventy-six, and no deaths have occurred since its organization, seven years ago, for bicyclists are healthy men. Some

good records of endurance have been made by individual members during the past year. Mr. R. H. James rode 3,890 miles, and nine other members made over 1,500 miles each. The longest single ride was made by Mr. James, 206 miles in twenty-nine hours. The next longest by Mr. Rummell, 154 miles in twenty-four hours.

THE Roselle (N. J.) Ramblers are officered thus: President, H. R. Benedict; secretary and treasurer, John L. Warner; captain, R. L. Stewart; lieutenant, T. H. Burnett.

THE Syracuse (N. Y.) Bicycle Club has reorganized under the name, "Syracuse Cycling Club," and has engaged rooms in the new Y. M. C. A. building. A meeting was held there last week, at which thirteen members were reported. It was decided to have uniforms of brown mixed cloth. The first trip will probably be on Decoration Day. Several of the club will attend the L. A. W. meeting at Boston.

AT a meeting of the Wilmington Wheel Club, 12 March, the following officers were elected to serve for the ensuing year: President, J. N. Robinson; secretary, C. W. Todd; treasurer, C. M. Sheward; captain, R. R. Tatnall; lieutenant, S. E. Finley; bugler, J. N. Robinson; executive committee, C. E. Smith, C. I. Kent, and Harvey J. Wiley.

OFFICERS elect of the Northampton Wheel Club: President, E. E. Davis; vice-president, H. R. Graves; secretary and treasurer, L. L. Campbell; captain, H. S. Campbell; first lieutenant, A. A. Chabot; second lieutenant, C. J. Shearn; bugler, J. A. Ross.

THE Orange Wanderers have forty members, nine of whom are ladies. They use twenty-three different makes of wheels, as follows: Seven Humber tandems; five Experts; four Victors; three Light Ridges; three Sparkbrook tandems; two Royal Mails; two two-track Columbia tricycles; and one each Rudge Safety, Kangaroo, Crippler, Lady's Humber, Rucker, Victor tricycle, three-track Columbia, two-track Royal Mail, Sanspariel, Humber, Star, Howe, Harvard, Yale, and Robinson & Price.

THE new house of the Philadelphia Club, to be erected at the corner of Twenty-sixth street and Pennsylvania Avenue, will be completed in about three months.

THE Buffalo Club, having found the clubhouse on Virginia street too small for their use, has decided to lease the Clifton residence on Main street, just above the street-car barns. This will give them more capacious and more accessible headquarters. They take possession 1 April.

THE Albany Wheelmen's Club is a newly formed organization in Albany, New York. It starts with a large membership and the following officers: President, Wm. C. Hickox; vice-president, Addison J. Gallien; secretary-treasurer, Henry Gallien; captain, Henry E. Hawley; lieutenant, Frank Munsell. Only a few members of the Albany Bicycle Club are with the new club. The head and front of the new movement seems to favor greater activity in cycling circles, and the club will be a member of the L. A. W., of which the Albany Club now is not, having been retired about three weeks ago.

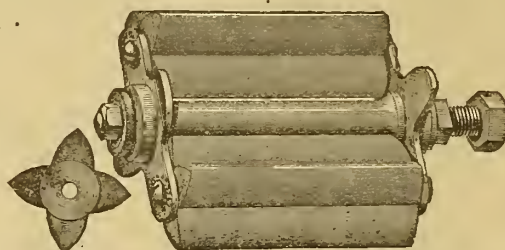
COLUMBIA SPECIALTIES

THE COLUMBIA DOUBLE-GRIP BALL-PEDAL.

All Bearing Parts Drop-Forged and .
Case-Hardened.

Interchangeable in Every Part.
Light and Easy Running.

The BEST PEDAL Ever Offered Wheelmen.



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.

THE KIRKPATRICK SADDLE.



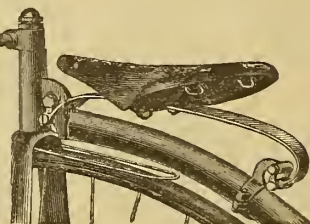
IMPROVED IN LEATHER AND IN FRONT SPRING. ADJUSTABLE FORE-AND-AFT. FIT ANY STYLE OF BICYCLE.

PRICE, \$6.00.

THE COLUMBIA SWING SPRING.

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

PRICE, NICKELLED, \$5.00.



THE KNOUS ADJUSTABLE SADDLE.

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

PRICE, \$4.00.



CATALOGUE SENT FREE.

THE POPE MFG. Co.

597 WASHINGTON STREET, BOSTON.

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

THE TRADE.

WM. READ & SONS report a large demand for the new Royal Mail bicycle. The ball-bearing head and the Fox grip rim, together with the detachable handle-bar, are features that attract the attention of riders, and the reputation for good work which the makers enjoy, give an impetus to the sale of the machines. The new handle-bar steerer with large front wheel is daily expected. The steering arrangement of this tricycle is one that was described and especially commended in R. E. Phillips' little work on the construction of tricycles. It will be a novelty in America.

THE POPE MANUFACTURING COMPANY report larger sales of machines in March than in any previous month during their business career. There is a good demand for the new low-priced wheel, which has many parts from higher grade wheels, and sells for a very moderate price. The two-track tricycle for 1886 is on the floor. It has a larger steering wheel, and the new double grip rubbers. The light two-track will be out in two months. It will have a lighter tube, a tangent wheel, and will scale very low.

THE BOSTON SHOE is undoubtedly the most successful of all shoes made for wheelmen. It is made to fit the foot, and to conform to its motion. Strickland & Pierce are just now enlarging their facilities for manufacture, and expect a large trade the coming season. Their system of self-measurement allows them to supply wheelmen in any part of the country.

W. B. EVERETT & Co. tell us that they have sold about a dozen straight-steerer tricycles. Every person who looks at the wheel likes it, and wants to ride it. Mr. E. C.

Lee has been giving the wheel a pretty thorough test, and he pronounces it one of the easiest running wheels he ever rode. The Messrs. Everett are getting out some Springfield and some Traveller tandems. The former is much improved over last year's pattern, and the latter is one of the Humber type machines.

THE RANELAGH CLUB TRICYCLE, of the Coventry Machinists' Company, though one of the first of the bar steerers, is still very popular. Having ridden the machine over good and bad roads, up hill and down, we have found it in every way an easy running wheel, and a good hill-climber. The Marlboro' Club is one of the best of the Crippler type, and the spring in the front bar absorbs all vibration. The Coventry people are well located for trying machines, the asphalt pavement being close at hand.

MURRAY is taking in a large stock of Gormully & Jeffery's wheels, at 100 Sudbury Street. This firm makes every grade of wheel, from the low-priced yonths to the new Champion, which they claim to be the equal of any imported wheel. Murray will carry a full stock of these goods in addition to the very large stock of Harvard and Yales he has now on hand in completed form and in parts.

THE STAR for 1886 is finding favor with wheelmen. The Smithville people are using the best of material this year, and much of the frame is of the best English-drawn tubing. The machine has been materially lightened, and its lines have added grace. Still, the Boston agent, has booked large orders.

STALL'S SCREAMERS are taking with the boys, who like to make a noise. He is having one made that will be twelve feet long, and he now has one that is four feet over all.

THE LILLIBRIDGE SADDLE has always been popular, and since imitation is the sincerest flattery, it has a right to claim exceeding merit. Its easy adjustability in every direction commends it to wheelmen, and the maker has had the endorsement of some of the hardest road riders in the country.

SAMUEL T. CLARK & Co. will show us the Rapid bicycle the present year. It comes with a good record made at the shows across the water, in each of which it took a first prize. The true tangeot wheel cannot buckle, and it is one of the most rigid of all wheels on the market.

DISSOLUTION OF PARTNERSHIP.—We have this day sold all right, title, and interest of the Gazette Publishing Company in *The Springfield Wheelmen's Gazette* to Chas. A. Fisk, who assumes all debts and collects all bills of said Gazette Publishing Company. Yours truly,

HENRY E. DUCKER,
W. C. MARSH,
CHAS. A. FISK,

Proprietors Gazette Publishing Co.

SPRINGFIELD, 26 March, 1886.

TO THE READERS OF THE GAZETTE:

Believing that *The Springfield Wheelmen's Gazette* has filled an unoccupied field in Cycling Journalism, and encouraged by the success of the paper, I have decided to issue in April a new cycling paper of 32 pages and cover, the size of *The Springfield Wheelmen's Gazette*, whose excellence has so often been pronounced upon. The paper, typography, etc., will be in keeping with former *Gazette*, while new features will be constantly added. To all of the former patrons of the *Gazette*, I would solicit a continuance of your patronage, and trust that the new paper, *The Wheelmen's Gazette*, will continue to please in the future as *The Springfield Wheelmen's Gazette* has in the past.

Yours truly, HENRY E. DUCKER.

SPRINGFIELD, 29 March, 1886.

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.

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.

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.

THIS SPACE RESERVED

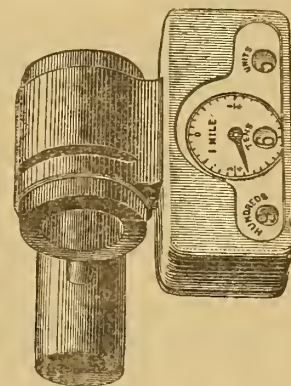
— FOR —

JENS F. PEDERSEN,

MANUFACTURER OF

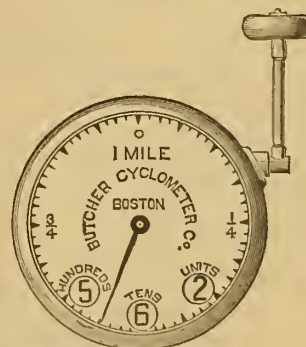
MEDALS,

11-2 Maiden Lane - - - NEW YORK.



BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

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

FIVE DOLLARS.

THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

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

ON THE ROAD.

AROUND THE WORLD....THOMAS STEVENS
10,000 MILES.....KARL KRON
9,000 MILES.....HENRY W. WILLIAMS
FROM PENNSYLVANIA TO NEBRASKA
AND RETURN.....HUGH J. HIGH



ON THE PATH.

$\frac{1}{4}$ -MILE, $\frac{1}{2}$ -MILE, $\frac{3}{4}$ -MILE, AND
1-MILE AMATEUR.
FROM 2 MILES TO 38 MILES, INCLUSIVE.
WORLD'S RECORDS.

EVERY BICYCLER AND TRICYCLER

WILL FIND IT ADVANTAGEOUS TO SEND IMMEDIATELY FOR THE NEW SPRING CATALOGUE OF

COLUMBIA BICYCLES AND TRICYCLES



SEASON OF 1886

A GENERAL REDUCTION IN PRICES



MANY IMPORTANT IMPROVEMENTS

THE POPE MFG. CO.

597 Washington St., - - - BOSTON

BRANCH HOUSES

12 Warren St., NEW YORK; 115 Wabash Ave., CHICAGO

At every League meet the COLUMBIA bicycles have been in the majority. * * More than one-half of the bicycles in the recent parade of the L. A. W. at Buffalo, N.Y., were EXPERT COLUMBIAS. * * For eight years the oldest and best riders have ridden COLUMBIAS. * * Although the COLUMBIA bicycles have been in use seven years, there never has been one so worn as to be unfit for use.—*Wheelmen's Gazette*.



GREATEST

DISTANCE EVER MADE
INSIDE THE HOUR.

20 $\frac{1}{2}$ MILES, 396 $\frac{1}{2}$ FEET.