

The Cycle.

VOL. I., No. 6.

BOSTON, MASS., 7 MAY, 1886.

FIVE CENTS.

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



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

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SPECIAL CARD TO WHEELMEN.

Bargains in Bicycles and Tricycles
AT PRICES GREATLY REDUCED.

COLUMBIA DIRECT-SPOKE LIGHT ROADSTERS

Sizes, 54 to 60. A lighter pattern of the Expert Columbia. Prices, \$120 to \$127.50, full-nickelled with enamelled wheels, and "double grip" ball pedals. We have only a few left.

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Sizes, 42 to 60.

The "Old Reliable Roadster."

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\$75 to \$180.

ALL SIZES AND PRICES IN SECOND-HAND MACHINES.

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FOR 1886

Are Confidently Presented as the
STAUNCHEST—MOST RELIABLE
AND—

EASIEST RUNNING MACHINES.

THE COLUMBIAS

Are acknowledged to be by the Majority of American Riders the

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They have withstood the
TEST OF THE ROADS FOR 8 YEARS,
And so far as known there is not a COLUMBIA
which by wear or breakage is UNFIT FOR USE.

THE RIDERS OF COLUMBIAS

Hold the
BEST RECORDS OF THE WORLD.

COLUMBIAS

Are ridden by the
MAJORITY OF WHEELMEN
And are in great majority at every LEAGUE MEET,
and are used by nearly every long-distance tourist.

Every part is Interchangeable, and can be obtained at our Branch Houses or Agencies at every important centre.

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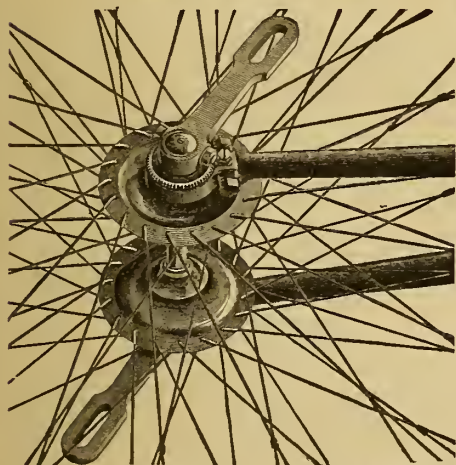
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5,056 MILES,
BEST ROAD RECORD OF 1885
On one Wheel, Won by ROYAL MAIL.



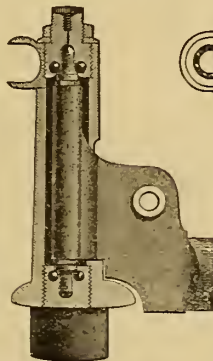
Spokes wound **SEVEN TIMES**, giving rigidity to whole wheel. No rattle. Note this tying.

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GripFast 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.

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SOLE AMERICAN AGENTS.

— READ THIS. —

Ever since the introduction of the india-rubber tire, it has proved itself, like many other things, not altogether an unmixed blessing, for the difficulty to keep it on has ever been a great one, and many and various have been the devices adopted by ingenious makers to make its fastening to the rim secure. A year ago at the Spredwell Exhibition a rim and tire had just been patented, and our opinion asked upon it. This rim was an ordinary crescent steel felloe, with the edges turned in so as to fit into a couple of longitudinal grooves cut in the rubber tire, and thus, without the aid of cement, holding the rubber firmly in its place. We at once spotted the idea as a good thing.

As will be seen by the sketch, the tires are held firm to the rims without the use of cement, and are, therefore, cleaner in application than a cemented tire. Not caring to speak of such an important matter without testing the idea practically, we have ridden it in town riding, and the tires appear, if anything, more firmly seated than ever, despite the fact that our last experiment with them was to run our steering wheel in the tram grooves, and repeatedly twist it out again suddenly, a proof which satisfies us that the invention is a success. As we have said, the tires have not yet come out with us. When they do, — IF they do, — we will let our readers know.

HENRY STURMEY, in the "Cyclist," April 14, 1886.

SPECIAL NOTICE!!!

SPECIAL NOTICE!!!

Owing to the now very common practice of prominent racing wheelmen, riding in the interest of certain makes and for their advertisement, we wish to announce BEFORE the racing season opens, that

The ROYAL MAIL has NO (nor will have any) SALARIED RIDERS IN ITS EMPLOY.

We believe wheelmen should not be and are not influenced, in selection of their mounts, by the fast riding or breaking of records by PAID riders on this or that wheel. We have in stock Royal Mail celebrated racers FOR SALE, and from their past reputation, offer them as the finest and most rigid racing wheel made. Our aim, to furnish a Perfect Roadster. We offer as such, the ROYAL MAIL.

WILLIAM READ & SONS, 107 Washington Street, Boston.

THE "AMERICAN CHAMPION,"

POSITIVELY

THE GREATEST TRIUMPH OF CYCLING MANUFACTURE IN AMERICA.

ENTIRELY MANUFACTURED IN AMERICA, with our own plant and on our own premises, and with every care to suit the TASTE and NEEDS of an AMERICAN WHEELMAN.

The first CHAMPION shipped won the World's Long-Distance Record at Minneapolis recently, Albert Schock making 1,009 miles and three laps in six days of 12 hours each, defeating Woodside by nearly 100 miles.

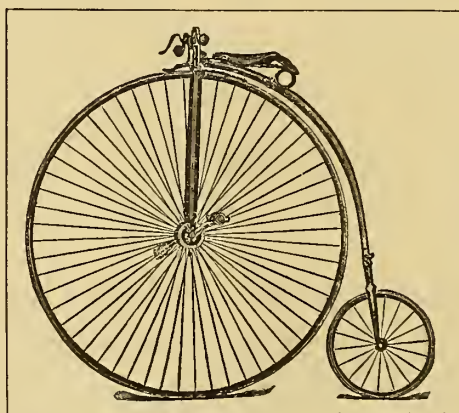
BE SURE AND SEE IT BEFORE YOU DECIDE UPON YOUR MOUNT FOR 1886.

BECAUSE

Only the best and most carefully selected Steel is used, and the distribution of the metal is so appropriate that it is the

Most Durable Machine Yet Devised.

With our patent G. & J. ball bearings all over (to pedals also), it is the **EASIEST RUNNING**. With hollow forks and backbone fitted and brazed to the patent G. & J. head and neck, it is the **STRONGEST AND MOST RIGID**. With the direct acting and thick-ended spoke, it is the **EASIEST TO REPAIR** and **LEAST LIABLE TO BUCKLE**.



BECAUSE

It has the patent G. & J. "Solid Comfort Saddle," which fits close to the backbone and is the

Most Comfortable to Ride.

It has the patent G. & J. Adjustable and RUBBER CAPPED STEP. It has all the advantages both of a compressed and a contractile rubber tire made from the best RED PARA RUBBER. It is the most graceful in its lines of any known bicycle, combining **EQUAL STRENGTH** and **RIGIDITY**.

WITH THE G. & J. HOLLOW, DETACHABLE AND ONE-PIECE COW-HORN HANDLE-BAR, IT IS

The Easiest to Steer, and there is Little Danger of the Handle-Bar Breaking.

IT IS SOLD AT A REASONABLE PRICE.

50-inch, Standard Finish (Enamel and Nickel), \$102.50.

And numerous other reasons which prove conclusively that it is the MOST SATISFACTORY BICYCLE on the Market, as can be determined by applying for our NEW AND HANDSOMELY ILLUSTRATED 48-PAGE CATALOGUE, Containing a minute description of this Machine, and an extended line of

BICYCLES, TRICYCLES AND SUNDRIES.

GORMULLY & JEFFERY,

222 and 224 No. Franklin St., Chicago, Ill.

N. B.—WE ARE MANUFACTURING A NEW LINE OF LAMPS AND BELLS. MENTION THIS PAPER.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 7 MAY, 1886.

No. 6.

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

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

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

ABBOT BASSETT EDITOR
W. I. HARRIS EDITORIAL CONTRIBUTOR

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.

WE said a few words last week anent the new class of riders which it is proposed to form for the especial benefit of those who cannot be amateurs, and do not wish to be professionals. All propositions of this kind look to the admission of this new class of men to League membership. This portion of the proposition is now impossible of solution at the League Meet in May. The Constitution provides for its own amendment, not at the annual meeting, but at a constitutional convention which must be called by the president at the date of the annual meeting, and he must give at least one month's notice of the convention. To call such a convention for the 28 May is now impossible, and any alteration of the Constitution must be made by a mail vote. It does not look as though we were to have any but amateur wheelmen in the League at present.

To bring about a change in the by-laws, included among which is the amateur rule, notice must be given of the proposed change to every member of the board of officers. The by-laws, it seems to us, are defective in that they do not provide for amendment by the general meeting; but we believe the

general meeting is perfectly competent to change the laws, always provided that notice has been given. Those that have amendments to offer must publish them not later than the 21 May issue of the *Bulletin*.

THE Springfield Club requests that specific charges be made in the cases of some of its members who have been declared professionals by the Racing Board. The Board having disposed of the cases refuses to furnish specific charges; but it may be worth the while to state that proceedings were instituted against two of these men on the basis of a document furnished the Board, and signed by the President of the Springfield Club.

WE believe in the League of American Wheelmen, its Racing Board, and all of its rules, except Rule H. . . . Was there ever a more absurd rule adopted by a body of men elected to serve their constituents' interests? — *Wheelmen's Gazette*.

Among the records of the Racing Board is a vote on the Racing Rules taken in February last. The editor of the *Wheelmen's Gazette* was a member of the Board at that time, and his vote is recorded in favor of Rule H.

WE have always contended that clubs should be allowed to pay the expenses of a favored member. — *Wheelmen's Gazette*.

Among those who have been suspended for receiving expenses, there is not a case where the proceedings were instituted because the man allowed his club to pay his expenses.

CONTEMPTIBLE is the best word we can find to express our idea of the flings which our Tremont-street contemporary is making at our lady correspondent. When gentlemen make war upon a lady, they merit the contempt of all right-minded persons.

OWING to change of circumstance, Abbot Bassett, of the *Cycle*, will run again next year for the office of chairman of the Racing Board. — *Globe*.

WE have conferred with the gentleman referred to in the above, and he tells us that he cannot well see how a man can run for an office that comes within the appointing power of the president of the League. Nor can he see anything so attractive in the posi-

tion that a man would be tempted to run for it. We do not believe our friend will run very fast if he sees any one moving in the direction of the office, nor will he try to head any aspirant off. Moreover, in the present aspect of things, it cannot well be told whether there will be in the future such an office as chairman of the Racing Board, whether the present occupant would accept it again, or whether the League would have him in the position.

CONTRIBUTORS' CLUB

THAT BICYCLE PROBLEM.

[WE can't begin to publish all the answers we have received to the problem. We give a few more this week. — ED.]

Editor of the Cycle: Your correspondent "Cy" proposes a problem, without stating conditions. Supposing I said, "I sold my bicycle for \$100, how much did I make?" You would immediately say, "There's the door and here's the editorial boot; promulgate." If "Cy's" machine was an American Rudge, and cost \$110, and he had paid for it, I should say he lost \$60 on his first transaction, and made \$20 on the second, total net loss being \$40. If he stole the bicycle, I should say he made \$50 on first transaction and \$20 on the second, or a net gain of \$70, with a good prospect of state prison if he got caught. HERMES.

Editor of the Cycle: In that bicycle problem, the question is not how much was made on the wheel, but simply is, "What is the gain on the two transactions?" The reply is, \$5 gained on the first, and \$20 on the second. We are to go no further. The \$45 which remains at the close represents the bicycle (or the capital), and, as it was unknown and not considered in the beginning, should also remain unknown and ignored at the close of the transaction.

JOEY LADLE.

Editor of the Cycle: Let me put the bicycle problem in another way. A is a bicycle dealer. He has a second-hand wheel which he took in trade for \$50. It stands him \$50, and he hopes to get that for it. B comes in and speaks for it. Does n't pay for it, but deposits \$5 to bind the bargain. B never shows up again, and A scoops the \$5, which is all profit. C then comes in and buys the bicycle for \$65, and A has made \$15 on that trade, or \$20 in all.

Editor of the Cycle: I send my clerk to State street with a United States bond of \$50, with instructions to sell it. He sells it at par, and brings back \$50. The next day

I go away, leaving \$50 in the drawer. The market is off that day, and my clerk goes down and buys the bond back again for \$45, and the bond lies in the drawer with a \$5 bill side of it. The next day the clerk sells the bond for \$65, and when I come back he hands me \$70, or \$20 more than I left with him. If the profit is \$25, as one of your correspondents says, where is the other \$5?

BAN KERR.

Editor of the Cycle: The bicycle problem is too easy to waste time over. A is in business, and he determines to bank all his profits and live on faith. He sells a bicycle for \$50. He has forgotten how much it cost him, and he does n't know whether he made a profit or not. A thing is worth what it will bring, and so it is fair to suppose at this point that the wheel was worth \$50. B comes back again and wants to sell the wheel. A buys it and gives his check for \$45. He now has a five-dollar bill and a bicycle for which he paid \$45. He banks the \$5. C comes along. By some circumlocution of trade he has come in possession of A's check. He gives to A the check for \$45 (just the money A paid for the bicycle) and a twenty-dollar bill. Thus A has got what the bicycle cost him and \$20 besides. He banks this \$20 with the \$5, and has in the bank profit amounting to \$25.

H. T. R.

Editor of the Cycle: Here is the bicycle problem simplified:—

First cost to B, \$50.

First loss to B	\$ 5
Second cost to B	65
	<hr/>
	\$70
Deduct first cost to B	50
	<hr/>
A's gain	\$20

TREASURER.

Editor of the Cycle: We had that problem up in our clubroom the other night, and after five scrimmages, six broken friendships, and no end of emphatic language, we resolved that we did n't care a continental malediction what the profit was on that bicycle. Forwarded by order of the club.

SEC.

CYCLOS' COMMENTS.

Editor of the Cycle: At last we have an official statement of the vote of the New York Division on the Division Organ question. For, 11; against, 216; rejected, 1; total, 228, out of a total membership of over one thousand. How does this chime with Secretary-Editor Aaron's claim concerning mail votes?

S. H. M., whose thrilling "Bermudian Rambles on a Tricycle" are chiefly noticeable for the extraordinary proportion of quotations and for the high culture displayed, reminding one at once of the *Waverley Magazine* and Bartlett's "Dictionary of Quotations," is much hurt by the requests made by some League members for permission to discuss wheels in the official organ of the League of American Wheelmen. This request is "a sporadic plaint of very wearisome nature." "The paucity of ideas manifested by this contingent of the League is phenomenal." "From the vantage-ground

of some quiet neighborhood, in which a cone-bearing Standard is still the marvel and village pride, . . . this minority attempts to prescribe for us in the *Bulletin* a diet of straw." The certainty and completeness of their judgment, and the profound self-assurance of their *ipse dixit* to the majority, indicate the characteristics of people who know next to nothing."

"I protest against the appearance in the *Bulletin* of any such sawdust dessert of inane correspondence as weights so heavily the quoted *C. T. C. Gazette*."

Thus the refined and cultured "S. H. M." protests. At least he is consistent, for he has contrived to write, I know not how many pages, of "Bermudian Rambles on a Tricycle," with the very least possible amount of allusion to cycles or cycling, and a most remarkable display of quotation marks, gush and foreign phrases in italics. He "protests against the appearance in the *Bulletin* of any such" sawdust dessert of inane correspondence "as discussions of the merits and demerits of various forms of wheel construction, and gives us in place of it column upon column of "lovely" writing, of which the following choice bit is a fair sample:—

"There was another Gertrude, celebrated by Campbell in his tale of Wyoming, who was not a brighter fancy to the poet than this accomplished namesake in her jaunty Tam O'Shanter cap, who lingers in our memory with the notes of the grand Russian hymn. Near her then as always in Bermuda, was the graceful form of her Fidas Achates. This *petite* Missourian *ingenue* was as intrepid as she was charming. *A son excellent pere qui est un invalide, cherche un autre climat plus doux pour sa sante*, she had come from the States alone, protected *en voyage* by only six devoted friends."

There, is n't that just too sweet for anything? Just thing of a "petite Missourian *ingenue*" sufficiently intrepid to go around alone with "six devoted friends" and a "Fidas Achates," and in a warm climate, too. And, to think that there be those who, "from the vantage-ground of some quiet neighborhood," where a cone-bearing Standard is a marvel, and "French in Six Lessons" and "Bartlett's Quotations" are unknown, would ask the secretary-editor to consign S. H. M.'s commencement-day eloquence and French and Latin to the w. p. b. or the *Waverley Magazine*, and replace it with discussions of nasty oily machinery, in plain English.

S. H. M. has something to say about "the visible tendency of the bucolic writers to affect a peculiar idiosyncrasy of style," and the charge *sounds* formidable; but it is to be hoped that few bucolic or other writers will "affect" the "peculiar idiosyncrasy of style" that leads S. H. M. to use a plural verb to express the action of a singular noun, and to interlard his "pieces" so freely with irrelevant quotations and foreign phrases. Routes, meetings, tours, and even races have their places, and reports of them should have their places in the columns of the *Bulletin*; but to shut out a discussion of wheel construction from the columns of a paper professedly devoted to the interests and enlightenment of wheel users, is simply absurd.

We must and will discuss these things, if

not in the columns of the *Bulletin*, then elsewhere; and if we could be prevented from so doing, how is the resident of "some quiet neighborhood" ever to learn that there is something better than a cone-bearing Standard, and what that something is. It is through such discussion that improvement comes; and if I find my Columbia Light Roadster of to-day a lighter, stronger, swifter, and more delightful mount than my old cone-bearing Standard of five years ago, it is largely because discussions in the wheel papers have posted me on the advantages of hollow forks, hollow rims, ball-bearings, etc.

If any one should feel that I have been severe or unjust in my criticism of S. H. M.'s literary style, I beg of them to turn to page 287 of the L. A. W. *Bulletin* of March 2, 1886, and read, aloud, if possible, "Bermudian Rambles on a Tricycle, by S. H. M., XI.," and then say if I have not let the author off very easily?

In New York here we are looking forward to great things under the new administration. Our new chief consul, Mr. Bidwell, is one of the pioneers of cycling, has plenty of executive ability, believes in road riding and touring, and is deservedly popular. With such a chief consul we hope the New York Division L. A. W. will be as conspicuously at the head as it has heretofore been at the other end of the L. A. W. procession.

I hope nobody will charge my plain talk up against the editor. I am the responsible party, and my personality is hardly a secret, though in these columns I prefer to sign myself

CYCLOS.

WHAT JAM SATIS DOESN'T KNOW.

Editor Bicycling World: Your correspondent, in the issue of 23 April, gives his opinion that, "rear-steering tandems have never become a leading type of the machine." In rebuttal kindly accept the enclosed clipping from about the best cycling authority in England.

The plurality of the gentleman's statement alone saves it from absolute inaccuracy. Rear-steering tandems, as a class, have really never been extremely popular, but the one type built and patented by the Surrey machinist Company, of London, has been a marked success and is exceedingly popular in England, being practically a class by itself. The Invincible is certainly safer than the Humber types, and easier handled, while a great many riders believe that, with equally powerful men on it, the Humber would not even have the advantage in speed.

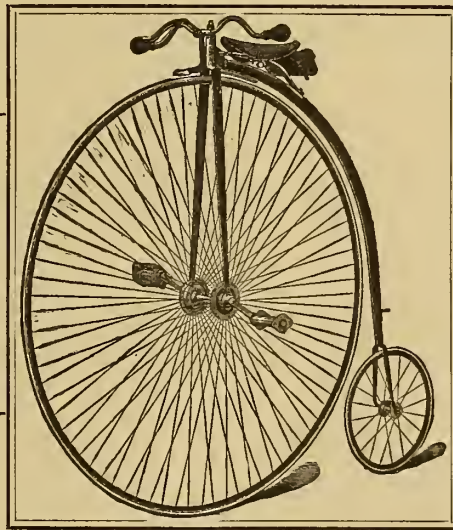
The Surrey machine is safest because the weight of both riders is balanced on and back of the driving axle, so that to cause a spill the front rider must lift the entire weight of the rear man against a leverage of over two feet; and it is possible, without any remarkable exertion of agility or care, for the front rider to run the machine alone without any one on the back seat. There is, too, none of the sudden swerving when at speed characteristic of the Humber patterns, as the steering is controlled by a simple turn of the wrist, and an obstruction meeting one wheel, cannot swing the machine around against the rider's wish or will as it does with Humpers, where the leverage is bound to be against the steerer. The "peculiar bowling motion spoken of as characteristic of

THE AMERICAN RUDGE,

THE WHEEL FOR 1886.

IT HAS NO EQUAL AT THE PRICE.

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AMERICAN RUDGE. PRICE, 50-INCH, \$107.50.

READ WHAT THEY SAY OF IT.

"The American Rudge is a dandy; staunch and easy running."—H. C. OGDEN, Middletown, N. Y.

"For business purposes and general road riding it has no superior."—J. H. BROWN, Rochester, N. Y.

"Have ridden my 56 American Rudge 1,500 miles, and cheerfully recommend it."

C. W. SEAMAN, Lewisburg, Pa.

"It takes at sight. Those who intend getting a Bicycle should get an American Rudge."

E. E. CUMNER, Lewiston, Me.

A few Shopworn and Second-hand Machines in Stock at Low Prices. Send for list.

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Weber and Kluge lead the Grand March at St. Louis,
in the 50-mile road race.

50 Miles in 3 Hours, 7 Minutes, 42 $\frac{1}{2}$ Seconds !!

BEST RECORD BY 7 MINUTES, 56 $\frac{1}{2}$ SECONDS FOR THE DISTANCE.

NOT BAD FOR THE BLAWSTED **STAR** DONCHERNO, ME BOY.

“But the Crank Riders took Headers,” we hear remarked.

We beg to suggest, why in thunder didn't they ride a safe machine as well as a fast one? Who ever heard of a STAR rider getting knocked off his machine in a road race, and who ever heard of a road race wherein more or less of the crank riders were not knocked silly by headers?

There is no doubt of the superiority of the STAR Wheel on practical work. At St. Louis a stiff wind prevailed and a number of heavy grades were to be surmounted, and the STAR proved its great abilities by coming in a handsome winner, taking both first and second places.

The H. B. SMITH MACHINE CO., Smithville, N. J.

—SOLE MAKERS OF THE—

STAR BICYCLE.

SEND STAMPS FOR CATALOGUE.

W. W. STALL, 509 TREMONT ST.

Sole Agent Boston and vicinity.

the Humber is not wanting on the Invincible, whose broad strong hubs, hollow rims, tangent spokes, and large soft rubbers make it as nearly free from vibration as it is possible for any machine to be, and it is at the same time no heavier than the genuine Humber, to say nothing of the imitations. It is clear to my mind that James Satus has never mounted one of the machines in question.

"The position held by the 'Invincible' machines is unique and second to none, and as soon as the subsidized amateur is barred from the amateur racing path these machines will be as popular as any other make both on the road and the cinder path. The name 'Invincible' is singularly appropriate. The general plan of these machines is well known; plenty of rubber, few and thin spokes, hollow rims, and light frames, being especially identified with this type of machine. The rear-steering Tandem so well known down the Ripley Road has proved to be a pronounced success, as it might well be, seeing that its designer puts it almost daily to a practical test.

"The remarkably light frame, stayed scientifically up to a point of remarkable rigidity, the high-g geared wheels, and the beautiful poise of the machine, all go to make it noticeable among the tandems of the year. A certain number of riders, however, yearn for a front-steerer, and their wishes in this direction will be gratified in 1886, as we were favored last week with a private view of the new F. S. 'Invincible' Tandem. This, as may be supposed, carries out, on the lines of a front-steering tandem, all the points to which we have referred above. The axle is light, but runs in four bearings, whilst a long 'bowsprit frame' runs out to a large front wheel, which, combined with the lengthened wheel-base, will prove very effective.

"The 'Invincible' Safety Bicycle will also be heard of. As to these small machines, the principles of 'Invincible' construction are applied with singular success, whilst of the merits of the full-sized racers and roadsters it is scarcely necessary to speak. Where the sub-amateur does not exist, and all the racing men are amateurs with free choice in the matter of machines, the 'Invincible' racer is mounted by a majority of riders." — *Bicycling News*, 12 Feb., 1886.

LORD DOLPHIN.

DISQUALIFIED BICYCLERS.

THE action of the League of American Wheelmen, in disqualifying so many of the leading riders of the day and forcing them into the professional ranks, should be the means of adding greatly to the interest taken in bicycling. The professionals sadly wanted an infusion of new blood, the performances of Prince and Woodside and their few assistants becoming very monotonous. With a score of fast riders now compelled to retire permanently or else ride in professionals there should be plenty of racing and matches during 1886. The cleansing of the amateur ranks in this manner, though it may be a damper to begin with, will undoubtedly be productive of good, as new men will be induced to race who previously had little encouragement to do so when such men as Hendee and Rowe were so much their superiors.

Now that makers' amateurs have been got rid of, the League managers must not relax their efforts, and by a little watchfulness the necessity for such a wholesale act of disqualification is not likely to arise again. — *Philadelphia Press*, Sunday, 25 April, 1886.

Editor of the Cycle: The above expresses very fully and emphatically the views of the majority of the riders of Philadelphia. I have noticed a remark that no club has yet "endorsed" the action of the Racing Board; doubtless from the fact that the said action is so evidently a good one that it requires no endorsement with thinking men.

L. D.

PARADES.

Editor of the Cycle: A contemporary of yours is expending a great deal of force in trying to argue away the parade at the League Meet. I do not see that the talk has any effect. The wheelmen are coming to Boston not only as guests of the division, but indirectly as guests of the city. We owe the citizens of Boston a duty in so far that we should make an appearance before them in the capacity of wheelmen in a body.

The parade is an educator. It may be urged that Boston people do not want to be educated up to the advantages of cycling, but I believe the effect of a thousand men in line would be a good one. The wheelmen are not slow to ask the dealers to pay the bills of the Meet, and if they do away with the parade, what particular benefit will the dealers derive? I believe in the parade, and think it can be made one of the most effective features of the celebration.

DEALER.

NEBRASKA DIVISION.

ON 27 April, in response to a call for a meeting of bicyclists to form a state branch of the League of American Wheelmen, a number of young men met at the Millard Hotel. An organization was perfected, with the election of the following officers: Chief consul and State representative, W. S. Rogers; secretary and treasurer, B. F. Fell; committee on constitution and by-laws, W. S. Rogers, B. F. Fell, Charles Woodman, Lucian Stephens, and Mr. Hughes; racing board, J. G. Hitchcock, Thomas Blackmore and O. H. Gordon. Much enthusiasm prevailed, and steps were taken to encourage wheeling in Nebraska. The meeting then adjourned, to meet 5 May at the same place, when the constitution will be submitted for approval.

We organize with an active force of fifty-two members, and expect to accomplish a great deal the coming season.

BENN F. FELL, *Secretary-Treasurer*.

SOUTHERN TOURISTS NORTHWARD BOUND.

IF all goes well they will probably reach Boston in time for the L. A. W. Meet. The Pioneer touring party of the South, consisting of Messrs. A. M. Hill, C. M. Fairchild and H. W. Fairfax, all members in good standing of the N. O. Bicycle Club and L. A. W. They left New Orleans early on the morning of the 25th inst. fully equipped and eager for the long, self-imposed journey of over 1500 miles.

At the present writing they are toiling along somewhere in the State of Alabama. The weather has not been all that could be desired; the plucky trio having already received several thorough drenchings which have not, however, dampened their ardor in the least, as, when last heard from they were in good spirits and confident of success.

These three cyclists besides being enthusiastic on the subject of wheeling, are all first-rate riders, and gentlemen in every sense of the word, and we bespeak for them the kind attention and encouragement of the wheel world generally. The riders of the North and East can form but a faint idea of the interest that is centered in this trio of Southern wheelmen. Since their departure, the men, and cycling matters generally, have been discussed in places and at times where but the day before the subject would not have aroused the least interest, and we can safely say that the tour now in progress will do more to farther the cause of cycling in the South than all previous exploits combined.

The route chosen is as follows: New Orleans to Mobile, Ala., to Perdido, Sparta, Greenville, Union Springs, Ala.; to Columbus, Macon, Milledgeville, Warrenton, Ga.; to Hamburg, Columbia, Camden, Cheraw, S. C.; to Laurel Hill, Toomer, Raleigh, Weldon, N. C.; to Sussex, Petersburg, Richmond, Fredericksburg, Washington to Baltimore, Philadelphia, New York, New Haven, Hartford to Boston.

Br.

N. Y. AND N. J. T. R. R. ASSOCIATION.

Editor of the Cycle: The constitution of the above association provides that "there shall be regular race meets on Decoration Day and Election Day of each year." The location of the first race was left to the executive committee of the association.

The following statements as to the time and place of holding the first race have appeared in various papers:—

1. That they "may be prevailed upon to have their first race somewhere in the vicinity of Boston, on one of the dates set down for the League Meet."

2. That they have "decided to have the first race on Decoration Day over a course in Orange. It is an eight mile course."

3. At a meeting of the Association, "the sense . . . was to hold it on June 5, unless trial heats compelled its postponement to the 12th."

4. Over a course, "commonly known as the Milburn Course, extending from Irvington to and through Milburn, 12½ miles straight away."

5. "Beginning at the foot of the first hill below Irvington, thence down towards Milburn, and along the valley road towards Montclair, 12½ miles and return."

Most of these statements appear to have come from parties connected with the Association. The facts, however, seem to be: The race is not to be in Boston nor on the day named in the Constitution.

That it is to be in June, and somewhere in New Jersey.

That it can't be from Irvington "to and through Milburn" as no rideable race course

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SECURE
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SINGER'S CYCLES
 VERB CAP

APOLLO.

Singer's
 Challenge,

Singer's
 Straight
 Steerer,

Springfield
 AND
 Traveller
 Tandems.

SEE THE BEST.

of anything like 12½ miles runs in that direction.

That neither can it be from Irvington "along the valley road toward Montclair 12½ miles" for, to ride so far straight away they would be compelled to leave the macadam for roads unfit for racing. The 12½ miles might, however, be completed by a detour through Orange.

If this last course is chosen, it will embrace a number of hills, one of them *long and steep*, a short stretch of dirt roads very muddy in wet weather over a mile of very narrow side path unfit for spurting, and a long stretch of worn macadam.

It is to be hoped that not over six teams will be allowed in the final. Even the twenty-four men that that would give would be more than ought to be racing on the road. It seems to me that it would be far better to hold trial heats in each of the three sections, and have each section send its champions to the final.

N. J.

THE ENGLISH CYCLING CHAMPIONSHIPS.

THE time standard of the English championships this year is as follows:—

The One Mile Bicycle.—Time standard, 2m. 48s.; present holder, Sanders Sellers.

The Five Mile Bicycle.—Time standard, 15m.; present holder, M. V. J. Webber.

The Twenty-Five Miles bicycle.—Time standard, 1h. 20m.; present holder, R. H. English.

The Fifty Miles Bicycle.—Time standard, 2h. 40m.; present holder, R. H. English.

The One Mile Tricycle.—Time standard, 3m. 5s.; present holder, P. Furnival.

The Five Miles Tricycle.—Time standard, 17m.; present holder, R. Cripps.

The Twenty-five Miles Tricycle.—Time standard, 1h. 30m.; present holder, G. Gatehouse.

The following are the dates and places for this year's championship races:—

May 22—Five miles tricycle championship, at Queen's Park Ground, Glasgow.

June 14—One mile tricycle and twenty-five miles bicycle championship, at Weston-Super-Mare.

June 26—One mile bicycle championship, at Jarrow, Newcastle-on-Tyne.

July 17—Twenty-five miles tricycle championship, at Crystal Palace, London.

July 24—Five miles bicycle championship, at Long Eaton.

Aug. 14—Fifty miles bicycle championship, at Crystal Palace, London.

A WATERBURY young man is soon to wed a fair Naugatuck girl, and the romance of their courtship is as follows: The young man is an enthusiastic bicyclist, and careering along the road that leads by this fair girl's home one day, a year ago, he took a "header" directly in front of the house. The young woman happened to be seated by the window, and thinking the victim to be an acquaintance rushed to his relief. As he picked himself out of the dirt she saw her mistake. There was a charming, blushing confusion, an embarrassed young man, an invitation into the house to repair damages, an acquaintance, a courtship with objections from the girl's parents, an overcoming of all obstacles by the young people, and now there will be a marriage.



TRANSPORTATION TO BOSTON MEET.

WHEELMEN attending the meet at Boston should, where possible, make their journey over the League trunk lines, as illustrated in map. These lines work very closely in the interest of wheelmen, and form the foundation of present facilities accorded the craft in the United States. The main Northern trunk line is the Michigan Central R. R. Through trains run from Chicago to Boston, with connections in Michigan, Canada, and Ohio. From St. Louis its through sleepers run over the Wabash, connecting with the Michigan Central at Detroit. Its connection from Cincinnati and Ohio points is the Cincinnati, Hamilton & Dayton R. R., also connecting with the Michigan Central train at Detroit.

Hence, by proper timing the entire West could be concentrated over the M.C.R.R. from Detroit East. From Cleveland and Eastern Ohio points the Lake Shore road runs through cars connecting with the N. Y.C. at Buffalo. The Baltimore and Ohio R.R. old and staunch League road, can take Southern members as shown in map, passing through Philadelphia and New York, and thence to Boston via the Fall River Line, steamer and rail through Newport, R.I. There is no League trunk road in New England save the Fitchburg. Wheelmen in the State of New York should take the West Shore road, which is the only line running through cars over the Fitchburg R.R. The Boston connection of the New York Central from Albany East, is a road that practically prohibits wheel travel over its lines during the year, but makes concessions to our parties when travelling over its lines in numbers. The Fitchburg is its competitor and accommodates wheelmen all the year around, when travelling alone as well as in parties.

From Eastern Pennsylvania and southern New York, the New York, Lake Erie and Western, and the Lehigh Valley roads afford every accommodation. From Portland down, the Eastern R. R. has worked closer with us than any other road. The above map is a perfect general index of L. A. W. trunk lines. The regular printed transportation list will show all other lines. Arrangements for transportation can be made very conveniently by G. R. Bidwell, New York, he being in correspondence with all lines running from New York and Philadelphia to the East. W. S. Bull, Buffalo, can arrange matters with lines running from Buffalo and Canada to the East, while F. T. Sholes,

Cleveland; H. S. Livingston, Cincinnati; W. M. Brewster, St. Louis, and the undersigned at Chicago, place their services at disposal of the craft journeying from their respective section of country.

B. B. AYERS, *Chairman.*

Chicago, April 21, 1886.

THE LEAGUE MEET.

Preparations for the League Meet are going actively forward.

ENTERTAINMENT.

The entertainment committee for the L. A. W. Meet met at the Massachusetts Club house Friday evening, to perfect arrangements and discuss matters. Capt. A. D. Peck, Jr., of the Massachusetts Club, was chosen chief usher, and will select ushers from the local wheel clubs. All will wear full dress. The tickets for the minstrel entertainment on 28 May, at Music Hall, are already selling rapidly. The price of admission was fixed at fifty cents, seventy-five cents for reserved seats. A discount of twenty-five cents on these prices will be made on presentation of L. A. W. ticket for one ticket only. Tickets can be obtained from the captains of the Massachusetts, Boston, Cambridge, and Dorchester Clubs, of A. D. Salkeld of the Massachusetts, and L. T. Field of the Boston Clubs. There will be fifty men in the acts of the first part of the minstrel show. The second part will consist of vocal and instrumental music, athletics, and local hits. The Cadet Band will furnish music.

RECEPTION.

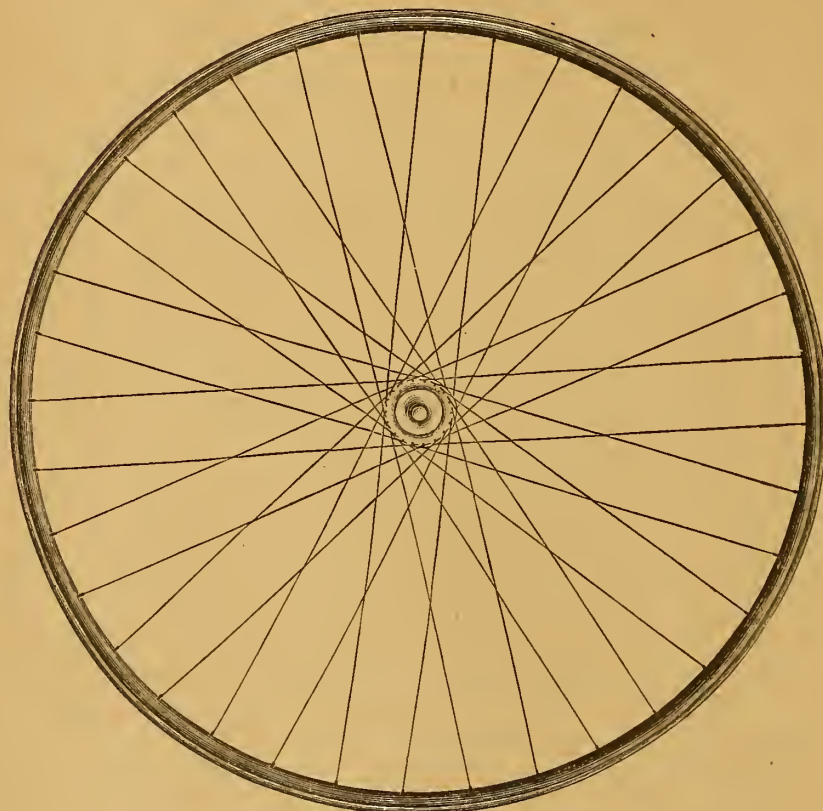
Chairman Whitney of the reception committee reports upon the extensive arrangements which are being made to receive the visiting wheelmen. He is to be assisted by a committee of fifty prominent members of the various local clubs, several of whom will meet every incoming train at the depots and escort the wheelmen to the quarters assigned them. Barges for transporting wheels and baggage will also be in attendance. Mr. Whitney is to have charge of getting up the badges of the various committees. These are to be of a very tasteful design in metal, similar to the regulation league pin, pendent from which will be the ribbons of various colors. The chairman requests that all wheelmen from a distance advise him how and when they will arrive, so that some one may meet them. Address

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

"NEW RAPID" BICYCLES,

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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.

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ENERGETIC AGENTS WANTED

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BALTIMORE, MD.

E. G. Whitney, chairman reception committee, Hotel Vendome, Boston.

TOURS AND RUNS.

The following is a corrected list of the tours and runs at the League Meet:—

THURSDAY, 27 MAY.

Morning Run.—Leave Mechanics Building at 9 A. M. sharp, for a run to Chestnut Hill reservoir over the mile ground through Brighton. Return by way of Beacon street to Corey Hill in time to take in the hill-climbing contest. The committee on tours and runs will be in charge.

Afternoon Run, No. 1.—Leave Copley square at 2.30 sharp. To the Reservoir and Great Sign Boards. Return through the Newtons over some of the finest roads, and still finer coasts. In charge of A. L. Atkins and F. Alcott Pratt.

Afternoon Run, No. 2.—Leave the Vendome at 2.30 sharp. Run to Cambridge, Arlington, Belmont, Watertown, Waltham. On this run visits will be made to Harvard College, the Hemenway Gymnasium, the Cambridge Club rooms, and also those of the Nonantum Club at Newtonville. Passing the Washington Elm, under which Washington took command of the army, Longfellow's late residence, the route of the troops to Lexington in 1775, the factory of the American Watch Company, and other places of note. In charge of Capt. A. D. Peck, Jr., and H. W. Hayes.

Afternoon Run, No. 3.—Leave Mechanics Building at 2.30 sharp. Run to Dorchester over Mt. Bowdoin, over River street (equal to any race track), to Mattapan and Dedham. This will take riders over the course of the road races run last fall in which many records were broken. In charge of Dr. W. G. Kendall and H. Robbins.

FRIDAY, 28 MAY.

This being the day of the business meeting, no runs have been called until late in the afternoon.

Afternoon Run.—Leave Mechanics Building at 4 P. M. sharp. Run to Echo Bridge. Here can be heard an echo that repeats itself fifteen times. In charge of A. D. Peck, Jr.

SATURDAY, 29 MAY.

Scorchers run out to and around the Reservoir. All those who like to ride with a fast party can join and return in time for the League parade. In charge of Dr. Wm. G. Kendall.

SUNDAY, 30 MAY.

All-day runs to various points, viz. Lynn, Salem, Brockton, Lexington, South Natick, etc. These runs will be bulletined a day or to before the 30th.

MONDAY, 31 MAY.

All-day run to Lynn to attend the races that are to be held on that day.

The committee on tours and runs are A. D. Peck, Jr., F. A. Pratt, Henry Robbins, A. L. Atkins, H. W. Hayes, W. G. Kendall.

THOMAS STEVENS.

MR. WILLIAM M. NORTH, the Agent of the British Telegraph Company at Teheran,

Persia, sends the following in regard to Thomas Stevens, the intrepid wheelman, who is girdling the globe as special correspondent of *Outing*.

TEHERAN, April 5, 1886.

Mr. Thomas Stevens arrived at Meshed on the 29th of March, after the most severe journey he has yet experienced. He reports two feet of snow twenty miles from Meshed. He is not able to decide which way he will go, as he may not be allowed to pass through either Siberia or Afghanistan. It is to be hoped that he will not attempt the latter route, the natives being very treacherous and hostile to strangers. The weather throughout Persia unsettled, rain and snow alternating, with a bright day at intervals. Papers continue coming for the "Sahib who rides on a wheel." Shall inform you when Mr. Stevens starts, with further particulars.

Your obedient servant,

(Signed) W. M. NORTH.

THE ENGLISH MAKERS' AMATEURS.

At a meeting of the N. C. U., 13 April, several riders were suspended for having, as "makers' amateurs," broken the amateur laws of the Union. A full discussion took place as to the length of the period of disqualification necessary to be passed on each suspended rider in order to fulfil the object the Union has in view in endeavoring to purify the amateur ranks, and at the same time to avoid inflicting an injustice on members of a class of riders whose trespasses against the amateur laws were by no means equal in character. Ultimately, the following resolution was agreed to: "That the suspensions passed at this and previous meetings of the executive upon riders who have offended against the amateur law by riding as 'makers' amateurs,' be terminated one week from the present date, but that the attention of each suspensee be drawn to the fact that any further infraction by him of the Union rules will be carefully watched, and will entail permanent disqualification." In answer to an inquiry as to the application of the rule limiting the value of a prize to £10 10s., the secretary was requested to state that the rule referred to open races only, and not to club races.

Mr. Todd has sent a circular to the press, in which he narrates the story of the makers' amateur business *ab initio*. He concludes as follows: "After a very careful and anxious consideration of the matter, the executive decided upon the following course of action: All riders who have been suspended are let off with the warning implied in their having been suspended for a short period. The executive now give notice that in the future they will investigate promptly and thoroughly every case which may come before them in which a rider is reasonably suspected of being paid by any manufacturer for riding his machine, and if the suspicion is not removed, they will, in the exercise of the power placed in their hands, effectually bar the riders from taking part in any contest held under N. C. U. rules. Whilst taking every care to avoid any injustice to individuals, the executive are determined that to the utmost of their power they will seek to put an end to an abuse which, if allowed to exist, can only render the name of amateur cyclist a laughing stock; and they feel confident that in

this endeavor they will receive the cordial support of the bodies which rule over kindred sports."

DISTANCE TABLE.

THE following table will be useful to those who wish to compare French racing records with those of America:—

200 metres,	forty rods.
800 "	half a mile.
1,000 "	200 rods.
1,200 "	three quarters of a mile.
1,600 "	one mile.
2,000 "	one mile and a quarter.
2,200 "	one mile, 120 rods.
2,400 "	one mile and a half.
3,000 "	one mile, 280 rods.
4,000 "	two miles and a half.

FROM A FEMININE POINT OF VIEW.

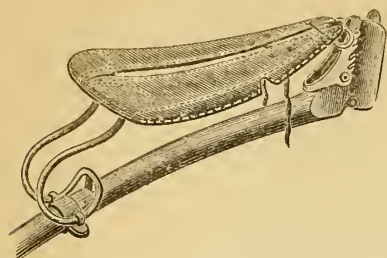
I HAVE to thank Mr. Ayers, of Chicago, for sending me a set of the colors which will be worn by League members while touring. Royal purple is selected as the common color to be worn by all, and this is combined with other colors to designate the particular division the wearer is connected with. I have one more cause to be thankful that I was born in the East, for that section is given red, which makes a remarkably pretty combination. The old gold and the white look well together, but I hesitate at the blue, and think this might be improved. The colors can be used in many ways to great advantage, for they can be worked into the suits of the ladies and the gentlemen in a way to relieve the sombreness always incident to clothing of uniform color throughout.

"MERRIE WHEELER" has been telling the story of the North-Shore trip of last fall, in which the ladies accompanied the gentlemen. She makes a very interesting story and places it before a class of readers outside the wheel world, through the columns of the *Phonographic Monthly*.

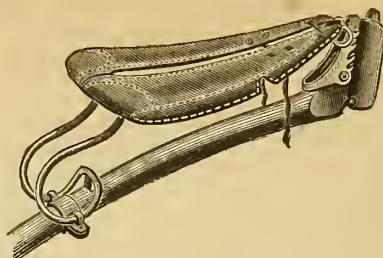
SHE advances one idea in harmony with my own thoughts, and I will reproduce it here:—

"Although fuss and feathers should have no part or lot in a lady's cycle suit, beauty should not be entirely sacrificed to utility, for with taste and ingenuity the two can be successfully combined. Now, an ordinary hat or bonnet is apt to give the wearer the look of a novice, sort of a trial trip as it were, while, on the other hand, a regulation jockey cap is too "horsey"; but a cap of modified jockey shape, higher in the crown and broader visor, with a little feminine touch in the shape of a feather tip or bow, is both stylish and suitable for the purpose. A nicely fitting Jersey jacket and skirt, not too long or full, all to be of dark brown, navy blue, or gray, with gauntlet gloves, make a very becoming tricycle suit."

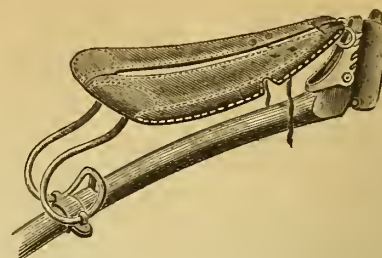
THE ladies will not and they should not make guys of themselves. Did you see the Mikado? and did you notice that the men were Japanese from the sole of their foot to the top of their head? Did you observe the ladies in the chorus? If you did, you are probably aware that they were Japanese, all



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.

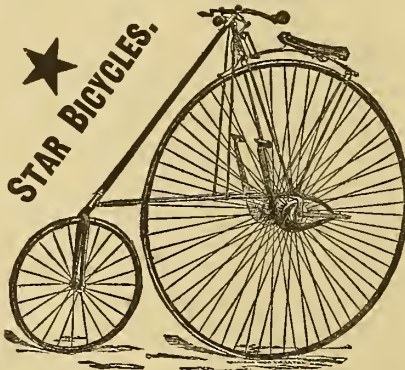
The Perfect Shoe for Cycling.

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.

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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.

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THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

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ADHESIVE TIRE TAPE.



The Best Tire Binder Made. Just what is needed for Instant Use.

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HOWARD A. SMITH & CO.

Successors to ZACHARIAS & SMITH, Newark, N. J.

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Of any kind, send stamp to

A. W. GUMP
DAYTON, OHIO,

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

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

BARGAINS THIS WEEK:

52-inch ENGLISH ENAMELED BICYCLE, ball bearings	- - - -	\$50
54-inch ENGLISH BICYCLE, new tires, parallel bearings	- - - -	40
VICTOR TRICYCLE, good order	- - - -	80
SOCIABLE TRICYCLE, good order	- - - -	85



but their hair. A woman's hair is her crowning beauty. Change that and good-bye to all beauty. The chorus girls drew the line at the hair, and contented themselves with inserting numberless fans in their coiffures. They looked very pretty but they were not Japanese above the eyebrows. I should not envy the manager who tried to make them dress their hair in regular Japanese. To look beautiful is a desire implanted in the female heart, and any pleasure that is purchased at the expense of beauty will be neglected by the ladies.

ANOTHER authority on dress I desire to quote at this time. It is "Violet Lorne." She says: "One wants something which looks as well out of the saddle as in, and is as graceful and elegant when one is dismounted as when one is riding. I have tried almost every variety of style, and find nothing so suitable and pretty as a tweed material for winter, and beige for warmer seasons; dark gray, brown, or heather mixture in color, made with a deep kilt, well taped on the skirt, finished above with a sash drapery in front, and long, plain draping attached to the skirt at the back. The skirt must not be too full, and must be well tied back. No steels must be worn. The bodice should be a round one, the skirt buttoned to it, and finished with a neat belt. This transfers all weight to the shoulders, and insures great ease and comfort. The hat should be close-fitting and plain. Shoes must be worn, not boots."

A LADY writes from Newark: "Can Daisie give any information regarding the arrangements made for ladies at the coming League Meet?" I hardly comprehend the scope of her question. The lady riders of Boston will attend to the entertainment of the ladies who come to the Meet, and will make it pleasant for them. We shall have a short run the first day, in which it is hoped all will join and become acquainted. After that no formal plan will be arranged. We prefer to consult the wishes of our guests in regard to the runs of Friday and Saturday, and the longer tours of the succeeding week. We shall do what we can for the comfort and convenience of our guests, even to providing storage for their machines. All the details I will try to give in a future letter.

I WISH to hear from every lady who intends coming to Boston for the Meet. If each and every one of them will write me the time of her intended arrival, how long she will stay, what she will ride (single or double), whether she will have a gentleman escort or not, whether she would like to go on an extended run or a series of short ones, etc. etc., the Boston ladies will be materially assisted in preparing for the entertainment of their guests. We have in view a number of plans for the week succeeding the Meet, and would like to know how numerous a party we can depend upon. DAISIE.

A LITTLE bottle of Ardill's Enamel will do as much for a bicycle as a little soap and water will do for the face. It will make a garden of delight out of a desert of ugliness. A little touch here and there will keep a machine looking at its best, and it takes less time to apply it than to rub up nickel plate.



THE AMERICAN RUDGE.

MANUFACTURED BY RUDGE & CO., CVENTRY, ENGLAND, AND IMPORTED BY STODDARD, LOVERING & CO., 152 TO 158 CONGRESS STREET, BOSTON, MASS.

THERE is a large class of wheelmen, and would-be cyclists, whose desires for a good wheel far exceed the capacity of their purses.

Until within a couple of years very many have been compelled to put up with a poorly made machine, or, in their ignorance, have been led to buy some second-hand and discarded rattletrap.

We are pleased to say that that day has gone by, for the machine which we have in mind, The American Rudge, is what has long been wanted for this market; viz., a machine which, while low in price, is handsome and well made, and just the thing for those who find it difficult to raise the cash to purchase a more expensive mount, and yet whose desire is to own a machine one need not be ashamed of.

The American Rudge is fitted with crescent steel rims, $\frac{1}{8}$ and $\frac{3}{4}$ inch red rubber tires. The hubs are nickelled gun metal, well recessed and pierced with eighty and twenty No. 11 direct spokes, making the wheel immensely strong and rigid.

The backbone is a round, weldless steel tube, nicely tapered and curved, terminating in a nicely shaped rear fork. The head is of the Humber pattern, with long centres, similar to the well-known Andrews, and is protected by a neat dust shield.

The spring is plain, flat, and broad, and slides at the tail on a small steel plate attached to the backbone.

The handle-bar is solid, gracefully curved, and of good length, and to which is attached a stout double-lever spoon brake.

The front forks have received the makers' special attention, being hollow and elliptical, calculated to stand any strain that will be put upon them.

The bearings are the celebrated Rudge's "Unequalled" balls to both wheels. These bearings are so well known that comment is unnecessary. Plain parallel pedals are fitted, or ball pedals at a slight extra charge.

The machine has a leg guard and a saw step, and is fitted with either Lamplugh's and Brown's or Brook's long-distance saddles, and furnished with tools and oil can.

It is in a great many respects similar to

the Rudge Light Roadster, the only points of difference being the wheels where we have gun-metal hubs, direct spokes and crescent felloes instead of tangent spokes and hollow felloes. The handle bar being curved solid instead of hollow.

Having their house in Bradford, which brings them in direct communication with Messrs. Rudge & Co., its American agents are enabled to place large orders and handle this wheel on a very small margin, and it is especially intended to reach that large number of wheelmen who want a first-class article, but who cannot pay a high price.

The great popularity attendant on this wheel during the last three years, and the large number which Messrs. Stoddard, Lovering & Co. have sold, convinces them that the American Rudge has filled a want long felt by the large class of American riders; viz., a first-class, thorough, reliable, easy running, and carefully built all-round roadster at a low price; and it can unhesitatingly be said that there is no machine either on the English or American market that can compare with it, either in quality, workmanship, or finish.

In fact, many customers have sent unsolicited testimonials saying they prefer the American Rudge to other wheels costing from \$20 to \$25 more.

Before buying a second-hand wheel it would be well to consider whether it would not be better to add a few more dollars and order a new American Rudge. — *Adv.*

NOTES OF A CYCLIST.

SINCE my last notes were written I have had two struggles with the "Rover" Safety. The duration of the first struggle was, perhaps five minutes, and, I must admit it, the "Rover" won. Then I tried to balance on the step, I sailed along for a little distance quite gayly, but the moment I dropped into the saddle and caught the pedals I was ignominiously tumbled off. This sort of amusement is very good for the bystanders, but a little monotonous for the exhibitor. So I soon desisted.

A FEW days later I met my friend, the "Rover," again. Being naturally somewhat ashamed of my recent defeat, I embraced the opportunity for another trial. I mounted the machine, and was pleasantly surprised to find that I could ride it. I was not very graceful, it is true, but I could keep the saddle and go along, and could feel something of the qualities of the wheel. My ride was a short one, but I had conquered.

I do not believe that anything less than a reasonably long experience with an object, or wide observation and comparison, can possibly entitle a man to an *opinion* which will carry any weight. On the contrary, an *impression* is usually formed almost at first sight, and possesses some interest, if little value.

I WILL confess that my impression of the "Rover" was more favorable than I had thought possible. I had so often said that so-called "safety" machines were not real safeties, and that they looked so absurd, that I was hardly prepared for a real safety that looked well, and had a pleasant motion.

THE advantages of this machine seem to be real safety, good appearance (as compared with ordinary dwarf "safeties"), and a smooth, pleasant motion. Its disadvantages seem to be its very sensitive steering which must always be more or less tiresome (though practice will largely change that), and the probability that it will not stand the wear and tear that the ordinary wheel will. Should I have further experience with the "Rover," I shall have something more to say on these points.

EVERY little while something creeps into the wheel papers about the length of handle bars for bicycles. The protests against the short bars of a few years back brought a beneficial change, but the matter has now been carried too far.

I AM free to assert that bars of thirty-inch and over are a cause of discomfort, and an injury, especially if curved down. Very few men indeed can stretch so far comfortably, and hardly one can do it without acquiring a wretched and ungainly stoop of the shoulders. The extreme distance on roadsters, should, I believe, be twenty-six, twenty-seven, or twenty-eight inches, according to the size of the wheel, and the rider's build. These lengths will give the best results for road riding. I have used various lengths up to thirty-one inches, and find on a 54-inch light roadster that those of about twenty-seven or twenty-eight inches are most comfortable. Other riders tell me of the same results.

5678.

CYCLETs.

THE TEST.

In this fleeting world of ours,
Memory holds most dear
Those in whom our lives are bound,
Be they far or near

Fond associations dwell
Where love sheds its light,
Where true friendship proves its worth,
Ever strong and bright.

Ties of blood to many minds
More than others bind;
What is blood, if hearts divide?
Less than summer wind.

Often held by other ties,
Friends prove true and strong;
Heart and deed are test of worth,
Love, and service long.

That which true and perfect is
Wins at last its way;
That on which we can rely
Claims regard alway.

When the days and months and years
Prove what we can trust;
Then we cherish for its worth,
Then we love it most.

Sing I blithely of my steed,
Always fresh and bright;
It has proved on many roads
True and strong and light.

Ever fast and ever firm,
'T is surpassed by none;
For my wheel has never failed,
Love and faith has won,

P.

MR. T. J. KIRKPATRICK declines to stand as candidate for president of the League. We are glad to know he has so much business on hand that he cannot attend to anything else, but we are sorry to hear that the League is to lose the benefit of his services as president.

DEALERS report that riders are selecting smaller wheels than usual. A 54-inch is a large wheel nowadays.

THE cyclist who races for gold,
Tra-la-la,
Has nothing to do with this race.
Promoteurs can't be enrolled,
Tra-la-la,
And so they have often been told,
Tra-la-la,
That is the state of the case.
And that's what we mean when we say or we sing,
They can't enter this race if they stay here all spring.

Spectator.

ARTHUR YOUNG, of St. Louis, defeated Weber, Kluge, Greenwood, Davies, Beckers, and a host of other experts in the hill-climbing contest at Clarksville, he being the only man who succeeded in climbing what is now known as "crank hill."

ST. LOUIS and Chicago talk of a team race. The *Spectator* says: "In the team race between Chicago and St. Louis, the names already mentioned to represent St. Louis are: S. G. Whittaker, Percy Stone, R. C. Gordon, A. A. Hart, and one other yet to be chosen. The date should be settled upon when the Chicago boys are down here on the 15th. If they will not come and meet us on our hills, we will go to Chicago and meet them in a fifty-mile road race on their boulevards. May 31 would be a good date, as it will be celebrated as Decoration Day."

THERE seems to be a natural order of things when a Weber gets on a spider wheel.

ON Sunday, 18 April, Messrs. Thomas Barber and Eugene Crist broke the road record from Washington, D. C., to Cabin John's Bridge. At 2 P. M. they started from the cycle store of Crist & Higham on a Hummer tandem for Cabin John's Bridge, the distance from the starting-point being about ten miles, and made it in fifty minutes.

WHILE the Boston Club is looking askance at the League parade, the Massachusetts Club is actively at work laying plans to take the record for numbers and appearance. We think they will do it. Seventy-eight is, we think, the largest number that any one club ever turned out in a parade, and it was n't a League club either.

W. M. WOODSIDE has a very pretty and wealthy lady admirer in Minneapolis. The lady's family, however, don't take kindly to the mode of life adopted by their prospective son-in-law, and have made vigorous "kicks" to no purpose. When all other plans failed to win their daughter from the six-foot record breaker, they sent her two hundred miles away, much to the young Irishman's sorrow. Four days later, however, when in the midst of a six-day race, the following telegram was handed to him on the track:—"Keep up courage. Although far away, my heart is with you. EMILY."

The spurt that followed surprised Schock, and the rafters of the rink re-echoed with applause from the admiring throng of spectators. Did they know the cause of the spurt? We guess not.—*Sporting Journal*.

BICYCLING on the asphalt was one of the

diversions of the Seventh Regiment of New York on its recent visit to Washington. A number of the Citizens Club, including the president of the League, were with the regiment.

THE cycling editor of the *Herald* has been astonishing the natives by tremendous spurts on the mill-dam. He is getting into condition for the scorcher's run during the League Meet.

MR. L. S. KING, of Belmont, has just finished a very unique bicycle picture which we have had the pleasure of inspecting. It is done with pen and ink in white holly, and consists of a number of spaces laid out to resemble cards overlapping one another, on which are sketches of incidents in the life of a bicyclist. The sketches are well drawn and contain a good deal of humor and many fine points. The frame is also of holly, and is also decorated with sketches showing the "Seven Ages" of a cyclist's life, his winter amusements, etc., etc. The whole is protected by a coating of shellac well polished. The picture goes to Philadelphia as a present.

DAN CANARY is just now the rage in Ireland. The Dublin papers devote columns to describing his wonderful performances. During the week of 11 April he was taken down to Ballsbridge and was shown the track. "Canary," says the *Irish Sportsman*, "was quite surprised with it; he had no idea that we had anything like it in Ireland. He says that it is a perfect model, and is far superior to the majority of the tracks in England and America. We got him a machine, and he sprang into the saddle and rode a lap. He then stood in front of the stand and looked about him (here one of the ground men, who happened to be present, opened his mouth). He then rode down the straight backward, and returned on one wheel, wagging the hind one as a fish would his tail (ground man's mouth wider). He then stood upon the saddle, and guided the machine with one foot on the handle. He then dismounted, ran backward, and vaulted into the saddle with his face toward the hind wheel. The ground man now opened his mouth so much that all his other features disappeared. He could scarcely speak, but he managed to mutter that in his opinion Canary was a sanguinary smart chap."

THE New Orleans wheelmen who started for Boston last, are as follows: A. M. Hill, jeweller, 38 years old; weight, 150 pounds; height, 5 feet 7½ inches; who will ride a 51-inch light roadster. Harry W. Fairfax, son of J. W. Fairfax, proprietor of the *City Item*, 5 feet 9¾ inches high, 135 pounds, who will ride a 53-inch light roadster; and C. M. Fairchild, 23 years old, 5 feet 9 inches, 135 pounds, who will also ride a 53-inch Medinm. All three are well-known wheelmen, and Mr. Fairchild is the captain of the New Orleans Bicycling Club.

A. T. LANE, of Montreal, sends us his catalogue for 1886. It has an illuminated cover in black and gold, and contains a full list of cycles and accessories kept on hand by our enthusiastic Montreal friend.

IT has been proposed to erect a mural tablet to the late H. L. Cortis, in Ripley

Church. The Ripley Road is a favorite highway for London cyclists; and during the height of the season a short service is held at the church on Sunday afternoons, to which all cyclists are invited.

THE first organized tour ever held in California will take place under the direction of the Division Touring Board, starting from San Francisco 15 May and returning 22 May. An additional week's tour may afterwards be taken.

"So you call that well water?" remarked the stranger, spurring the offending liquid from his mouth. "Great Scott! how must it have tasted when it was ill!"

ANY amusement or pleasure in which woman can have no part or lot, is deservedly unpopular with them, and as a young wife remarked, when her husband rode the bicycle and would go off on long trips, she wished such a thing as a wheel had never been invented. Now, since the advent of the tricycle, and its adoption by herself and husband, she wished they had been invented a good deal sooner.—*Merrie Wheeler in Phonographic Monthly.*

THE annual "wheel around the Capitol," by the Capital Club, in celebration of Mr. H. S. Owen's birthday, will take place 7 May, at 4.30 P. M. from 409 15th Street. This is one of the peculiar institutions of Washington, and one which is always most heartily enjoyed.

THE Worcester Bicycle Club has offered three prizes to the members who shall cover the greatest number of miles from April 1 to December 1. The club will hold a race meeting some time this month.

S. G. SPIRE of New Lebanon, N.H., will start from Albany, N.Y., some time this month, with the intention of riding to San Francisco on a Columbia bicycle.

AN English cycle club will shortly hold a hill-climbing contest to decide whether an ordinary or safety is the better climber.

JAMES P. BRUCE of Vicksburg, Miss., proposes to get up a grand cycling tournament in that city next September, especially in the interests of Louisville, New Orleans, Cincinnati, St. Louis and Memphis wheelmen. A daily paper will be issued during the meet.

THE California division touring board of the League of American Wheelmen has arranged the following tour: Leave San Francisco Saturday morning, 15 May, wheel to San Jose; spend forenoon of Sunday, 16, at San Jose and vicinity, wheeling to Gilroy after lunch. Monday, 17, Gilroy to Monterey via Pajaro. Tuesday, 18, spend day at Del Monte Hotel. Wednesday, 19, yacht excursion across Monterey bay to Santa Cruz. Thursday, 20, Santa Cruz and vicinity. Friday, 21, Santa Cruz to San Jose via Los Gatos. Saturday, 22, return to San Francisco on the Alameda side of the bay via Haywards and Oakland. After returning to San Francisco, if a sufficient number desire, an additional week's tour will be taken through Sonoma and Napa counties. A liberal estimate places the expense of the first week's tour at \$15 per capita.

FRED E. VAN MEERBEKE, who started from New York, 1 March, arrived at Mobile, Ala., 27 April. He was on the road forty-six days, taking off twelve days, when he

stopped on account of heavy rains. Actual riding time: To Lynchburg, four hundred and thirty-five miles, in 133.11; Lynchburg to Atlanta, four hundred and ninety-nine miles, 161.5; Atlanta to Montgomery, one hundred and seventy-five miles, 44h; Montgomery to Tensas bridge, one hundred and sixty-three miles, 57.20; Tensas to Mobile by rail. Mr. Van Meerbeke started the same afternoon for New Orleans, where he expects to take a two weeks' rest before starting for San Francisco.

PRESIDENT DUCKER has received a letter from Christiana, Norway, asking advice as to the construction of a bicycle track; its shape, material to be used, etc. He has also had another letter from New Zealand, asking for full particulars in regard to the fall tournament.

THE Lynn Cycle Club will have a cottage at Nahant, this summer.

MR. GEORGE SINGER sailed from New York for England, Wednesday of last week.

THE first handicap bicycle race is said to have been ridden in 1869.

THE Springfield Club's banquet will be held this Friday evening.

THE demand for tandems for use by ladies and gentlemen during the League meet is brisk.

THE Massachusetts Club is contemplating giving a several days' tour soon after the League meet.

It is estimated that there are upwards of 1,500 cyclists in Chicago, including fifty lady tricyclists. There are four leading clubs, as follows: The Chicago, with more than one hundred members, heads the list, and is the oldest cycling organization in the West. The Dearborn Cycling Club, in point of numbers, comes next, and is more of a social club than the former, with a number of lady cyclists in its ranks. The Owl Club is an organization of live and enthusiastic young men who have done much to popularize the sport. The Wanderers' Club is now in process of formation.

MR. EDWARD DUNTEN of Augusta, Me., has offered a gold medal as a reward to the local rider who shall cover the most miles on his cycle during the present season.

CHARLES S. FISKE and Martin B. Breck won the Springfield Club whist tournament. They won five games and lost one.

It is becoming quite the thing with Boston wheelmen, who are fond of anything English, to turn the tops of their stockings down over the calves of their legs, fastening the stocking just below the knee with an elastic band. This method has at least the advantage of helping to conceal nature's shortcomings.—*Globe.*

THE wonderful performance of W. M. Woodside at Minneapolis, last Saturday, entitles him to the credit of having ridden fifty miles, at least a mile faster than any other man on earth.—*Sporting Journal.*

THE record was 2.44.37 on a board track. How about Keith-Falconer's out-door record of 2.43.58½, Mr. *Journal.*

MALTBY, the trick rider, is in California, and will go to Australia.

CHICAGO enthusiasts are claiming that their city will be the centre of cycling in five

years. And yet St. Louis is moving forward. We believe the latter city has the best racing records still, and she has what Chicago never yet could take, a Corey Hill record. Competition between the two great cities of the West is always interesting.

THE extensive buildings of the new bicycle factory at Rockaway, N. J., are completed, and most of the machinery in position to commence work. The entire plant is under the supervision of a machinist from England, who has occupied a position of prominence in the Coventry works. This company, it is said, intends to turn out a wheel somewhat after the pattern of the Royal Mail, but which will be a superior machine, and not so expensive. Operations will commence in about thirty days.

THE tricycle fever has struck Haverhill. J. Fred Adams has just purchased a Ranelagh Club, and is delighted with it.

A THIRD assessment of ten per cent on the capital stock of the New Jersey Cycling Association has just been called for by the directors. This will make \$3,000 paid in.

STODDARD, LOVERING & CO. are pushing their sundries, of which they have a very large stock. Their leading goods are the Buffer saddle and the King of the Road lamp, which stand in the front rank in their respective lines.

MR. GASKELL tells us that he is going to have a full line of his wheels at the Boston show, and then we may see some of the new tandems made in Crimper lines from the Marlboro Club. The Coventry Machinists' Company still pin their faith on the Ranelagh Club, which avoids the jar of the Crimper form, though they make the latter. We are anxious to see the new Marlboro', which terminates its front wheel fork in a coil spring to avoid vibration.

W. C. MARVIN, the well-known bicyclist of Ovid, Mich., died Tuesday, the 13th inst. He held the 1½-mile State championship medal for 1884. Mr. Marvin was the founder of the *Western Cyclist* and made it a very entertaining journal. He had push and enterprise enough to make the name of the little town of Ovid well-known in the wheel world, and to draw the attention of the country to the doings of himself and his club.

THE Massachusetts Club has voted \$200 for the League Meet fund.

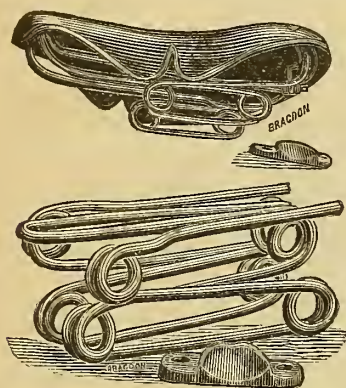
THE Wilmington (N. C.) Bi. Club has drawn up a petition to the turnpike company that forbids riding on its pike, and this has been signed by the entire club, by many leading citizens and by a large number of stockholders in the company. They submit a series of regulations that they agree to abide by if allowed on the road. It is thought that the petition will be granted, and the North Carolina case will thus be settled for the present.

THE Overman Wheel Co. has raised the bond required to dissolve the John Harrington attachment, and business is now running along smoothly with them.

THE Boston Cycle Show will be one of the most attractive features of the Meet. There will be shown not only the familiar mounts, but the importers are bringing over all the new goods.

Cut Prices on all Bicycle Sundries.

Cow Horn Handle Bars, brake, lever, and bracket complete to fit any machine, any drop desired, heavily nickelled, handsomest and best in the market, C. O. D. \$4.00. O. W. Co.'s Duplex Whistle with chains, other dealers 75 cents, our price 25 cents. One-inch Rubber Tire (black or red) for 50-in. wheel, only \$6.40; 54-in., \$6.80; 7-8 in. Tire for 52-in., \$4.90; 3-4 in. 18-in. wheel, \$1.38. All sizes 15 per cent less than other dealers. Quality guaranteed. Rubber Bicycle Handles, Nash's \$2.00 handle only \$1.35 pair; \$6.00 Spade Handles, nickelled, \$3.75; \$1.25 Yale Bicycle Lock with chain only 89 cents; "Perfection" brass lock, two keys, 59 cents; Bicycle and Lawn Tennis Shoe Rubber Sole, 80 cents pair; \$3.50 Shoes for \$2.80; Stockings, \$1.00 to \$1.40; Belts, 40 cents; 25 cents Nickel Paste, by mail, only 16 cents. Repairing, Nickel Plating, and Painting, lowest prices, skilful mechanics. Machines bought, exchanged for new Wheels, and sold on commission for only 7 1-2 per cent. Write what you want to buy or sell. Send stamp for price lists. Rubber-handled Revolvers only \$1.10. Guns and Rifles and Revolvers 20 per cent off list. THE CYCLISTS' SUPPLY CO., 241, 243 and 245 Main Street, Fitchburg, Mass.

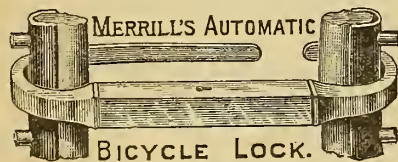


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COW-HORN HANDLE BARS.

HANDSOMEST, STRONGEST AND BEST

Cow-Horn Bars in the market. Complete with brake lever and bracket, all nickelled,

Only \$4.50.

We make them to

FIT ANY BICYCLE.

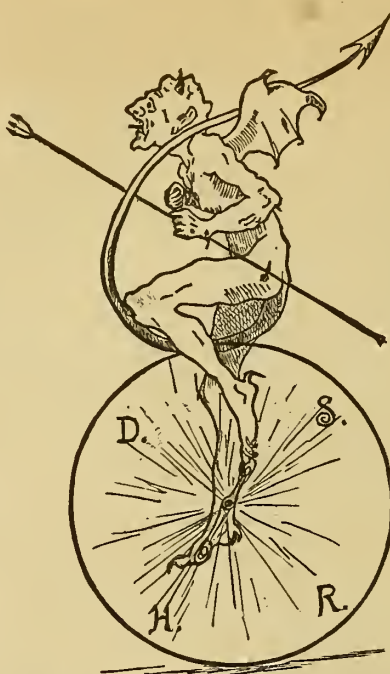
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O. W. CO.'S DUPLEX WHISTLES, 35 Cts

All Bicycle Sundries Cheap.

SPINNEY & FRANCIS,
FITCHBURG, MASS.

Our bars are made of the best of steel and are not the cheap IRON ones as advertised for \$4.00 by other parties. The best is the cheapest.



INVINCIBLES WIN!

Furnival beaten from Scratch!

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

Send for catalogue of the Invincible.

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Biographical Sketches of over Two Hundred Leading Wheelmen. Description of Different Makes of Leading Wheels. Full and Complete Record Tables, English and American. League Officers, with Biographical Sketches. Table of Racing Events of the Year. A Club Directory. Hints on Touring. The Care of Cycles etc.

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MACHINES FOR HIRE DURING THE MEET.

We supply first-class Bicycles or Tricycles, and the user will have no bother or further expense, getting a nicely cleaned and oiled machine each morning.

TERMS ON APPLICATION

LEAGUE STOCKINGS

We have on hand a small job lot of L. A. W. Stockings, which we will close out to League members only, at \$1.25 by mail, postpaid.

Sizes, 9 $\frac{1}{2}$, 10, and 10 $\frac{1}{2}$.

CASH MUST ACCOMPANY ORDER.

GOODS GUARANTEED.



Parties sending crated machines to be used at the League Meet, may consign to our care, when we will uncrate, set up, and adjust properly, ready for use. Will store crates, and after the Meet recrate and ship at reasonable charges and without trouble to the owners.

Please notify us and send B. L. when shipping.

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

BOSTON BICYCLE CLUB SHOW.

THE FIRST EXHIBITION OF BICYCLES, TRICYCLES and ACCESSORIES,

Under the auspices of the Boston Bicycle Club, will be held in Mechanics Hall, Huntington Ave., Boston, Mass.

MAY 27, 28, 29 and 31.

All dealers should apply for space immediately to J. S. Dean, 28 State Street, Boston. Special Wheelman's Season Ticket, admitting bearer at all times, when in uniform, can be obtained only of Theo. Rothe, 625 Washington Street, Boston. Price, Twenty-five Cents.

NOT many applications for championships were received up to the time of closing the list, 1 May. Cleveland wants one as usual, and so does Hartford. Three new applicants have entered the field, the Michigan Division and the Genessee Club of Rochester, New York, and also the California division.

THE PATH.

THE Spring races of the Hartford (Conn.) wheel club will be held on the afternoon of May 22, when the following events will be decided, and to the winners of each handsome prizes awarded: One-mile club championship; one-mile Hartford wheel club; one-mile club handicap for those who have not beaten 3.40; one-mile club, 3.10 class; one-mile open, riders 18 years old or under; one mile open; one-mile open, boys on forty-eight-inch or smaller machines; one-mile club, 2.25 class; two-mile open lap race; three-mile open ten-minute class.

THE Yale Bicycle Club held a meeting last week, and appointed Messrs. Coddington, '86, and Iverson, '87, as a committee to take charge of the spring races, which will probably be held on Friday and Saturday, June 11 and 12. The club has voted to change the style of its uniform.

An attractive programme of events has been arranged for the annual race meeting of the Woodstock Bicycle Club, which is to be held on May 24 and 25. Among the events is a mile sweepstake, professional race for the championship of Canada and a gold medal. Entries close May 18 with D. A. White, Woodstock, Can.

THE twenty-mile professional bicycle championship race, run at Leicester, Eng., 17 April, was won by the champion Howell in 1h. 9m. 46s. On the same day, the Surrey Bicycle Club had a race meeting at Kennington Oval. The event was the ten-mile scratch bicycle race, won by Speechly, after a terrific struggle with Furnivall, who was beaten by a yard in 41.44 $\frac{1}{2}$.

THE CLUB.

NEWBURG, Y. Y. — Newburg Wheelmen: President, J. E. Wilson; secretary-treasurer, L. W. Y. McCoskery; captain, Frank Hollister.

AUGUSTA, ME. — Kennebec Wheelmen. President, G. E. Dunton; secretary-treasurer, M. S. Campbell; captain, H. L. Stone; bugler, A. Pinkham; 1st lieutenant, A. C. Walker; 2d lieutenant, W. W. Ladd.

ELIZABETH, N. J. — Elizabeth Wheelmen. Officers elected Jan. 13, 1886: President, Dr. G. Carleton Brown; captain, George J. Martin; secretary, George E. Pennell, 414 South Broad Street; treasurer, Aug. S. Crane, Journal office.

ST. LOUIS, MO. — Star Club. Election of officers, 28 April; President, F. W. Haid; vice-president, Edward Lewis; secretary-treasurer, W. W. Carpenter, Jr.; captain, Hal W. Greenwood; 1st lieutenant, E. M. Beach; 2d lieutenant, F. S. Carpenter.

WHEELING, W. VA. — Wheeling Wheelmen. Election of officers: President, Dr. Chas. E. Mason; secretary-treasurer, A. Allen Wheat; captain, Wilbur S. Wright; lieutenant, Dr. R. H. Bullard; color bearer, R. J. Smyth, Jr.; bugler, Dent A. Taylor.

CLEVELAND, OHIO. — Star Club: President, H. E. Chubb; secretary-treasurer, W. Woodruff; captain, Walter Collins.

THE Hoosac Wheelmen, a league club of Hoosac Falls, N. Y., have just moved into, and are fast furnishing in a most suitable manner, their new club rooms over the First National Bank. The rooms are pleasant, centrally located, and well adapted to meet the demands of a club. The organization is only of a few months' standing, yet so en-

thusiastic are its members that already it is making a name for itself, and associate members are joining as fast as the club rules will permit. The roads in this vicinity are now at their best, and any time wheelmen may be seen in the new club uniform enjoying the pleasures of a spin. The entire club suit is of black; coat and knickerbockers, are made of a fine thibet cloth trimmed with black braid in clover leaf pattern, making the handsomest as well as the neatest bicycle suit we have ever seen. It does the tailor, Waddell, much credit. At the next monthly meeting, 3 May, will be held the election of officers for the ensuing year. It is intended to open the new rooms soon with a little reception to the ladies and friends of the club, and it is safe to predict that whatever the Hoosac wheelmen undertake they will push, as heretofore, to a successful issue. 8565.

CAPT. C. L. SMITH, of the Cambridge Bicycle Club has arranged the following races for the season: 2 May, Quincy, dining at the Robinson House; 9 May, Echo bridge, Newton; 16 May, Colt's Tavern, Sharon; 23 May, Belmont Spring; 31 May, Lynn, dining at the Boscobel and attending races in the afternoon. Moonlight runs will be held 14, 15, 17 May.

THE Owl Club, of St. Louis have shown a rare friendlessness towards Chicago by inviting the bicycle club of the latter city to visit them. The unaccustomed invitation has been accepted, and it is promised that twenty-five machines from the Lake City will roll down into St. Louis. The visit may result in perpetual peace between the two communities.

THE date of the Maverick Wheel Club's entertainment, which is to be given at the Paris Rink, East Boston, is Tuesday, 18 May, not 21 May, as has been stated.

SOUTH BOSTON.—The regular monthly meeting of the Suffolk Wheel Club was held on Monday evening, 3 May, President Charnock presiding. It was voted to hold semi-monthly meetings in the future.

BLACK and gold were adopted as the club colors, and the S. W. C. will sail this season under a pirate's flag minus the skull and bones.

THE captain's dog was adopted as the club dog, and christened "Apollo" (of course).

THE membership was increased by eight members, and the club will this week move into larger and well appointed apartments.

THE TRADE.

MURRAY, at 100 Sudbury street, has taken in a lot of Gormully & Jeffery's Champion bicycles. This is the machine on which Schock made his wonderful record. It is sold at a very low price, and the makers are selling immense quantities of them. Call and look at the wheel and see what an American maker can do.

ARDILL's Liquid Enamel has gained a most enviable reputation. It can be easily and quickly applied, giving a smooth jet black polished surface. Price seventy-five cents. Stoddard, Lovering & Co., are the sole United States Agents.

FOR neatness, durability, stock and workmanship, the King of the Road lamp stands unrivalled. Stoddard, Lovering & Co., 152 Congress street, Boston, the sole United States agents will be pleased to send you an illustrated catalogue.

If you are in need of anything in the sundry line for your bicycle or tricycle you will do well to send to Stoddard,

Lovering & Co., 152 Congress street, Boston, and procure one of their large illustrated catalogues before ordering.

OUR compositor changed seventy to seventeen, last week, and made it appear that only seventeen per cent of the Experts sold were nickel plated, when in reality seventy per cent are finished in that way.

COMING EVENTS.

MAY.

- 8 Saturday.—Road race, Hudson County Wheelmen, New Jersey.
- Bicycle race, Madison Square Garden, New York.
- 15 Saturday.—Bicycle race, Madison Square Garden, New York.
- 20 Thursday.—Races at New Castle, Penn.
- 22 Saturday.—Races at Hartford, Conn., by Hartford Wheel Club.
- Two-mile road race of Brooklyn (N. Y.) Club.
- 24 Monday.—First day of race meeting at Woodstock, Can.
- 25 Tuesday.—Second day of race meeting at Woodstock, Can.
- 27 Thursday.—First day of League Meet. Opening of Boston Club show. Daisie's run. Runs under auspices of tours and runs committee. Hill climbing contest at Corey Hill, at 10 A. M. Entertainment at Music Hall in the evening. Officer's meeting in the evening for election of president.
- 28 Friday.—Second day of League Meet. Annual business meeting. Entertainment at Music Hall in the evening. Afternoon run. Tricycle road race of Boston Club.
- 29 Saturday.—Scorcher's run in the morning. League parade in forenoon. Races in the afternoon at 3. Banquet in the evening.
- Intercollegiate games at New York.
- 30 Sunday.—Informal runs under auspices of committee on tours and runs.
- 31 Monday.—Races at Lynn in the afternoon. Prince and Neilson championship race. Last day of Boston Cycle Show.
- Two-mile race of the Brooklyn (N. Y.) Athletic Association games.
- Essex County Wheelmen, annual meet at Lynn.
- Fifty-mile road race of Ixion Bi. Club, of New York, at Orange, N. J.
- N. Y. and N. J. Road Race Association team race at Orange, N. J.
- Races at San Francisco, Cal., by Bay City Wheelmen.

JUNE.

- 5 Saturday.—Games of the Staten Island Athletic Club.
- 11 Friday.—First day of race meeting at New Haven by Yale College Club.
- 12 Saturday.—Second day of race meeting at New Haven, by Yale College Club.
- 16 Wednesday.—Races of the Capital Club, at Washington, D. C.
- 19 Saturday.—Annual Championships of N. A. A. A. at New York.
- Annual race meeting of K. C. W. at Brooklyn, N. Y.

JULY.

- 1 Thursday.—First day of annual meeting of C. W. A. at Montreal.
- 2 Friday.—Second day of annual meeting of C. W. A. at Montreal.
- 3 Saturday.—Third day of annual meeting of C. W. A. at Montreal.
- Suffolk Wheel Club's three day's tour begins.
- 5 Monday.—Race meeting at Binghamton, N. Y.

MISCELLANEOUS

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

FOR SALE.—One 36-inch Kangaroo Safety, geared to 54-inch; first-class every way; too small for owner. H, Box 241, Cortland, N. Y.

WANTED.—Bicycle repairer; one who understands trueing wheels, brazing and repairing. Address, A. W. GUMP, Dayton, Ohio.

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

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

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

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

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

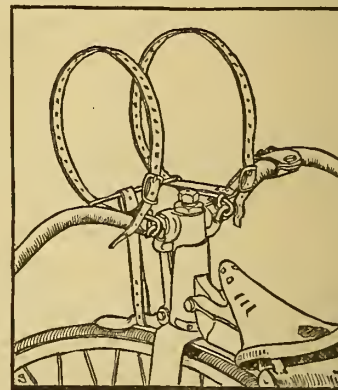
BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

GOLD L. A. W. BADGE PINS.

\$2.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. Sent by mail on receipt of Price. For sale in Boston at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington St. Will be on exhibition and sale at the Boston Club's show at the time of the League Meet.



Lamson's Luggage Carrier.



The most useful of all attachments for bicycles. Manufactured and for sale by C. H. LAMSON, Portland, Me. For sale by all dealers. Latest Detachable Form, price, \$1.00.

TESTIMONIAL.—"I never tire of advising tourists to get your Carrier, as by far the best thing of the sort ever devised."—Karl Kron.

Used by Thomas Stevens in Cycling the Earth.

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

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IF YOU WANT
THE BEST

ENAMEL



— THAT IS —

— **THE FACILE** —

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



If you want the Best

DUPLICATING APPARATUS,
FOUNTAIN PEN,
TYPE-WRITER,
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

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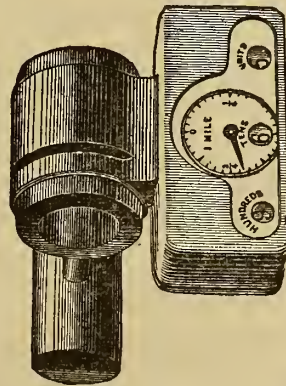
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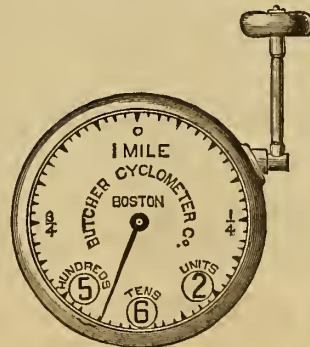
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Our 1886 Pattern

Our "SPOKE" Cyclometer

Sent free by mail on receipt of price,

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

Ten Dollars

FIVE DOLLARS.



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. •

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CLASS and SOCIETY PINS,
Made to Order and Constantly on Hand.

Latest and best Designs and Lowest Prices furnished on application. All work Guaranteed First-class.

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

LEAGUE RACES.

The following races will be held under the auspices of the L. A. W. at

Boston, 29 May, 1886,

AT 3 P. M., ON THE

Union Grounds, Dartmouth Street.
EVENTS.

- 1 Mile Amateur Bicycle. — League National Championship.
- 1 Mile Amateur Tricycle. — League National Championship.
- 1 Mile Amateur Bicycle. — Mass. State Championship. (Entries limited to Massachusetts Riders.)
- 1 Mile Amateur Bicycle. — Novice.
- 1 Mile Amateur Bicycle. — Handicap.
- 1 Mile Bicycle. — Invitation Race.
- 3 Mile Bicycle. — Invitation Race.

Entries made to Abbot Bassett, 22 School Street, Boston. Entrance fee, \$1.00. No fee for invitation races. Entries close 17 May.

Admission to the Races, 50 cents.

COLUMBIAS

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

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

SEND FOR APRIL CATALOGUE, 51 Engravings.

EXPERT COLUMBIA \$125

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

COLUMBIA LIGHT ROADSTER \$135

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

STANDARD COLUMBIA \$90

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

COLUMBIA SAFETY \$140

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

COLUMBIA SEMI-ROADSTER \$85

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

COLUMBIA RACER \$140

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

COLUMBIA TWO-TRACK TRICYCLE \$165

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

LADIES' COLUMBIA TWO-TRACK TRICYCLE \$175

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

COLUMBIA RACING TRICYCLE \$180

Weight, all on, 47 1-2 pounds.

COLUMBIA THREE-TRACK TRICYCLE \$160

With Power-Gear, \$180.

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