

The Cycle.

VOL. I., No. 10.

BOSTON, MASS., 4 JUNE, 1886.

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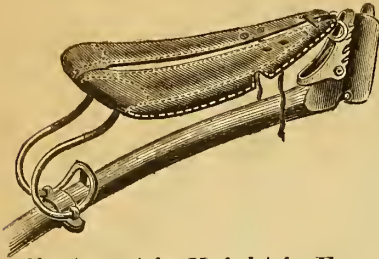
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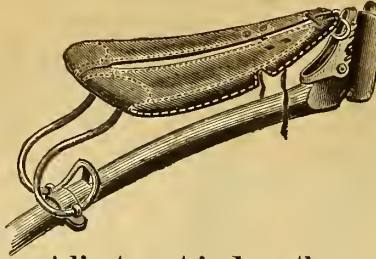
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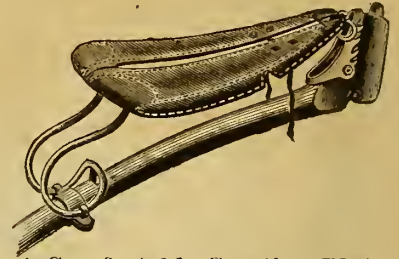
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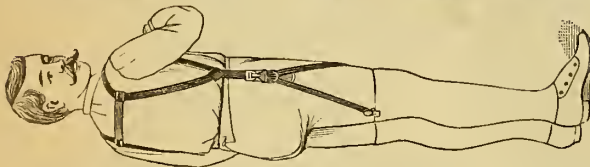
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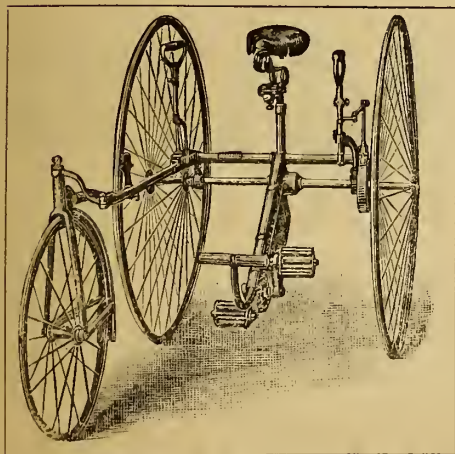
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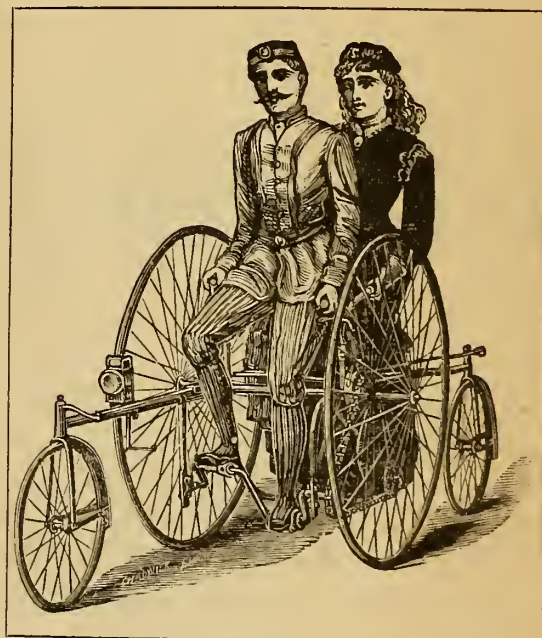
ROYAL MAIL

SECOND ANNOUNCEMENT.

We first announced, at the beginning of the year, the important improvements added to this Favorite Wheel for 1886, from which time the demand has been EXTRAORDINARY and INCREASING. From all parts of the country orders have poured in upon us, far exceeding our expectations, and taxing our ability to fill. We have been obliged to cable for a large increase of the year's complement. Such shows the appreciation of these Common Sense Improvements and the Great Popularity of the Wheel. Wheelmen can understand the increased strength of the New Rim, which having thick double edge (which in other rims is the weak point), cannot buckle and cannot become dented or put out of true. Especially adapted to rough American roads. The Ball Head has universal praise. No other Bicycle has the Grip Fast Rim or Triggwell Ball Head. A Perfect Roadster. We have got THE Wheel.



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PRETTIEST CATALOG IN THE TRADE FREE.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 4 JUNE, 1886.

No. 10.

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ABBOT BASSETT EDITOR
W. I. HARRIS EDITORIAL CONTRIBUTOR

A. MUOGE & 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.

THIS issue of the CYCLE is full of Meet. We intend to make every issue full of meat, but in this case there is a difference.

IN our last issue we welcomed the coming and now we speed the parting guests. They have been among us and they have gone, giving us the assurance that they have had a good time.

BOSTON has done her best, and we think there is general satisfaction. The boys have had a good time. They have neglected business, the parade, and the races, and they have been out upon the roads enjoying themselves. The hotel corridors have not been thronged as they have been in other Meet cities, and it has been very hard to find the boys.

THE business meeting was not altogether successful. There was a small attendance and little enthusiasm. It put into the hands of those who desire to see it given up a very powerful argument.

THE amateur question was met and settled. There was no uncertain sound in the decision. We think the members must

have been readers of the CYCLE, for they acted and voted in accordance with our preaching, which was radically different from that of nearly every contemporary we have.

WHERE were the friends of the racing man? and where were these men who were going to down the Racing Board? They were very conspicuous by their absence. There has been a deal of talk and no end of clamor, and the final result is that the Racing Board has been unanimously indorsed. The friends of the racing men were invited to meet the Racing Board in this arena. They were given every chance to be heard. The chairman was prepared to act speedily in accordance with the instructions of that meeting, but the suspends appeared to have no friends, and there was no battle. The vote was unanimous.

AND now there is more talk and more clamor. The opposition declined battle after all their talk, and now they want to talk some more. Was there ever a more absurd situation of affairs?

A NEW society has been formed. For what? To control racing and to antagonize the League. The members say they do not intend to antagonize the League, but no other construction can be put upon their course. The new Union is doomed to a speedy death. It is in the hands of the same parties that conducted the campaign against the Racing Board. We have seen how they succeeded in the one case. The result will be same in the other. The Union not only antagonizes the League, but it antagonizes every cycling and athletic association in America and England.

UNDER the rules of the Racing Board, a man renders himself liable to suspension if he competes at a tournament not governed by League rules. The Racing Board will not fail to enforce its rules after the indorsement they have had.

THE parade was not altogether a success. It was expected that the number scored in the parade of 1881 would be doubled. It was not reached. And yet there were more wheelmen at the parade than at the business meeting, the races, or the banquet.

A DECIDEDLY novel and pleasant feature of the Meet was the ladies' programme. On Thursday some thirty ladies and half as many gentlemen enjoyed a short run, and on Friday a more extended run was taken. The Boston ladies exerted themselves to make the stay of their guests pleasant, and from every indication we think they succeeded.

THE Meet was a grand success. We can only say this or that thing was not as it should be; but, taken as a whole, no greater success has been secured by the association.

"ARE you coming down?" has been the question asked of us again and again the past week, in view of the action of our contemporary, the *World*, whose price has been made one dollar. We have invariably answered, "No." This action on the part of our contemporary only goes to show that the CYCLE has been giving it a very hard rub. We do not believe in cheapening our wares. We propose to make the CYCLE worth a dollar and a half, and we have thus far had no trouble in getting that sum from our readers. The *World* has always stood by its colors and refused to come down in price, even though every other cycling paper was put upon the market at a less sum. It did not strike its colors until the CYCLE appeared. The meaning is easily guessed. We have got them on the run. We shall give you in the CYCLE the full value of what we ask you in return, and we shall not go down to a dollar, for we think our readers want the best and are willing to pay for it.

THE LEAGUE MEET OF 1886.

THEY have been with us and they have departed. Boston has put one more Meet upon her record books, and we can well believe the visitors will pronounce the affair a grand success. On Wednesday they began to come, and Monday saw the lingering remnant at the Lynn races. The entertainments have been many and varied, and all have been well patronized. The wheelmen have not been content to remain in Boston proper, but have been out and about upon the roads of the suburbs. The hotels have been deserted during the daytime, and we fear that many have forgotten the business matters which were so important a part of this occasion.

The runs projected and carried out by the Tours and Runs Committee were very successful, and were attended by large num-

bers. They were wholly informal. In several of these runs there were very near to two hundred participants.

COREY HILL.

The first formal affair was the hill contest at Corey Hill. This was arranged to allow the visiting wheelmen to try their powers.

Several thousand people were assembled to witness the contest. The field officers for this contest were: Judges, Dr. W. G. Kendall (chairman), C. S. Howard, H. W. Hayes; starter, E. S. Wheeler; timers, N. Ethier, J. E. Savelle, R. E. Bellows, G. L. Haynes, D. C. Pierce, W. M. Rogers. The first event did not occur for nearly an hour after the time set (ten o'clock), the rider being C. E. Kluge, of Jersey City, N. J., mounted on a Star bicycle. He got a good send off, and pushing steadily reached the summit with apparent ease. He was followed a few minutes later by William Haradon, of Springfield, who won third position in the contest last year, and he had no difficulty in mounting the hill on this occasion. He rode a Royal Mail bicycle. The third starter was C. A. Crosby, of Bangor, riding an American Club bicycle; but he was not so fortunate as the others, being dismounted about half way up the course. Horace Crocker, of Newton, was the next, and easily reached the top on a Singer straight-steering tricycle. George Weber, of Smithville, N. J., on a Star followed, and easily mounted the hill with a steady and rapid motion. He started without premeditation, and without his racing rig or usual machine. This ended the contest; but Williams, the colored rider, took the hill against time, reaching the top easily. The time was as follows:—

	Half Way.	Finish.
	M. S.	M. S.
George E. Weber.....	1 30	3 16 ³ / ₈
William Haradon.....	2 45	3 42
C. E. Kluge.....	1 00	4 13 ¹ / ₂
C. H. Crosby.....
Horace Crocker, tricycle	2 00	4 14 ³ / ₈
John Williams, tricycle..	1 45	4 2 ¹ / ₂

For the bicycle contest three prizes of gold and silver medals were awarded, and in the tricycle event one gold medal to Crocker.

THE LADIES' RUNS.

Not to be behind their brothers in the practice of every courtesy and hospitality toward their guests, the lady tricyclists arranged a few runs for the entertainment of the visiting ladies. The run of the first day was called for 10 o'clock A. M. The guests were received in the parlors of the Hotel Vendome, and a happy hour was spent in the interchange of greetings and in anticipating the pleasures of the proposed journey. At 10.30 everything was in readiness for the start. The ladies took their places in line, and away the procession went, led by a couple on a Sociable, who were selected as pacemakers. It was a pretty sight as the procession moved around toward Longwood, and every window along the route was thronged with spectators. The majority of the machines were Tandem Sociables, carrying a lady and gentleman; while a number of the ladies, preferring to go it alone, moved along on single tricycles, and found genial company in the gentlemen, who in similar numbers were carried by bicycles and single tricycles.

Along the shady highways of Longwood, and through the beautiful town of Brookline to Chestnut Hill reservoir, rode the party, and thence to the Faneuil House, Brighton. Some thirty ladies were in the party, and including gentlemen forty-five sat at table for dinner. A number of the weaker riders left the party at Corey Hill, and made direct for the Faneuil House. It was intended to go to Newton after dinner, but rain came on, and it was thought best to return to the city at once. The ladies voted the affair a grand success.

The second day a trip was proposed with Harvard College as the destination, Miss Minna Caroline Smith having invited the party to visit her at the University. Some twenty ladies engaged in this trip. After visiting Harvard a run was made to Watertown and Newtonville, where a visit was made to the Nonantum Club Rooms. The ladies made about twenty-five miles on this run.

THE PROMENADE CONCERT.

The promenade concert at Music Hall was a grand success. The wheelmen were present in large numbers, and an interested crowd watched them from the galleries, the ladies being well represented. The music of the National Guard Band, William Hill, director, found the greatest favor, and the selections, which were of the popular order and well chosen, received many encores. The cyclists went to enjoy themselves, and they were not long in making themselves thoroughly at home. They sung, told stories, cheered prominent wheelmen and clubs and, as a matter of course, the ladies. Light refreshments were served, and as smoking on the floor was allowed, the sociability of the occasion was increased.

PRELIMINARY MEETING.

A preliminary meeting was held at the Massachusetts Club House on Thursday evening. Abbot Bassett was invited to preside, and John C. Gulick, of New York, was made secretary. There was an attendance of about forty members of the Board of Officers. After a general discussion on various matters, Mr. Parsons asked what the meeting was called for. President Beckwith stated that it was an informal caucus preparatory to the meeting to be held next day. A long discussion followed this, and some one raised the question whether or not the office of League secretary was vacant. At the meeting the Board held in New York last February, it was voted that the office be retained during the occupant's good behavior. The question raised was whether that rule went in force until another election had occurred.

Dr. G. Carlton Brown moved that it be the sense of the meeting that the office of secretary is not now vacant. On this being put to vote the motion was carried, 11 to 8. The New York delegation did not vote. Mr. Harris moved that the meeting proceed to nominate a list of officers. The sentiment of the meeting, however, seemed little in favor of this, and finding this to be so Mr. Harris moved that the meeting adjourn, and upon this motion the vote was unanimously in the affirmative.

This ended the programme for the first day.

SECOND DAY.

The second day was eminently a business day, and nothing was put upon the programme of events which would in any way interfere with the business meetings.

THE TRICYCLE RACE.

The third annual tricycle road race of the Boston Bicycle Club was run early in the morning from Bailey's Hotel at South Natick to Boston, finishing at a point on Beacon street not far from Charles street. The course was the most direct one, through Wellesley and Newton Lower Falls to the great sign-boards, and thence on Beacon street to finish, and was about sixteen and one-half miles in length. The contestants were C. O. Danforth, of Cambridge, and John T. Williams, of the Massachusetts Club. The two named were started from the hotel at just 6 o'clock, and E. P. Burnham was sent away three minutes later, on a run against time to beat his own record. The riders found the roads quite muddy from Thursday's showers, and were also bothered by a head wind; but in spite of these drawbacks they set out at a rattling pace and kept it up to the finish. Burnham made a most determined push for the lead from the start. At Wellesley he came in sight of the riders ahead of him, and at Newton Lower Falls, just before reaching the great sign-boards, caught up with them and passed them. From there on he gradually drew away from them, and was about ten minutes ahead at the finish. From the great sign-boards Mr. Burnham was assisted by Mr. Crocker as pacemaker, while W. A. Rhodes acted in the same capacity for the others throughout the course. Burnham's time was 1 h. 4 m., beating all records over the same course, the best time previously made being 1 h. 10 m. 40 s., in the race two years ago. The two contestants finished as they had run the race—close together—with Danforth a few seconds ahead. Owing to the early hour at which the race was run, but few of the wheelmen had gathered at the finish.

The judge at the finish was Mr. R. J. Tombs; the starter, Mr. C. P. Donahoe; and the timers at the finish, Messrs. E. C. Hodges, F. M. Robinson and H. A. Baker.

OFFICERS' MEETING.

The annual business meeting of the League's board of officers was held in the gymnasium of the Massachusetts Club House.

It was 9.45 o'clock when the meeting was called to order by President Beckwith, who stated that there was a meeting of the old board, and that it was in order to adjourn without further proceedings; and on motion this was done, and the new board at once convened. Burley B. Ayres of Chicago was unanimously chosen temporary chairman, and John A. Wells of Philadelphia temporary secretary. At the conclusion of the reading of the list of proxies represented, the election of officers was proceeded with.

J. C. Gulick of New York nominated, on the part of the New York delegation, Dr. N. M. Beckwith, the present incumbent.

Dr. G. C. Brown of New Jersey, and A. S. Parsons of Boston, seconded the nomination, and, on motion of W. I. Harris, the secretary was instructed to cast one ballot for the office.

The president was escorted to the chair, and when the applause with which he was received had subsided, he made a brief address, thanking the members for their kindness in electing him for the fourth time to such an important office.

The election for vice-president resulted in the choice of T. J. Kirkpatrick of Springfield, O.

Sanford Lawton of Springfield, Mass., was unanimously elected treasurer; and to fill the office of third member of the executive board, John C. Gulick of New York was elected.

Chief Consul Ducker of Massachusetts inquired if it was not necessary to elect a secretary, and the chairman replied that according to his construction of the rules he did not consider the office vacant, and that he had carefully looked into the matter.

On motion, the reading of the various reports, with the exception of that of the secretary and treasurer, was postponed until the general business meeting, to be held after the adjournment of the board.

In the absence of Secretary Aaron, who is sick and on a vacation down South, the secretary's report was read by John A. Wells, the substance of which was as follows:—

The total number of former members who renewed their membership for the current year is 4,379. The new members who have entered the League, to and including the list of applications 28 May, is 4,084, making a total of 8,463; and in addition fifty names have been presented during the present week for membership in the L. A. W. Compared with the membership of 1885, the present number is an increase of nearly 64 per cent. The total of 8,463 members down to May 22 is apportioned among the different State divisions as follows: New Hampshire, 138; Massachusetts, 1,341; New York, 1,432; New Jersey, 831; Michigan, 188; Pennsylvania, 1,218; Ohio, 734; Minnesota, 93; Indiana, 129; Connecticut, 518; Illinois, 374; Iowa, 97; Maryland, 165; Vermont, 58; District of Columbia, 53; Kentucky, 68; Louisiana, 45. And the following new divisions in the order of their formation: Rhode Island, 108; Tennessee, 51; Colorado, 42; California, 124; Nebraska, 50; Maine, 77.

The number of new division members is 330, of which the following States and Territories have the largest quota: Virginia, 49; Wyoming, 43; West Virginia, 32; Kansas, 31; Wisconsin, 22; Delaware, 20; Alabama, 12; Georgia and Texas, 11 each. The first four have each more than sufficient to organize a division, and in most of the cases steps toward that end have been taken.

At the conclusion of the secretary's report Mr. Wells read a report prepared by himself, in which he traced the success of the *Official Bulletin*, and told how the weekly circulation at the present time is nearly 9,000, and constantly increasing. The cost of publishing the *Bulletin* this year was less than one half what it cost last year, and he thought before another year the *Bulletin* would be self-sustaining. He concluded with some highly complimentary remarks regarding the work done by Mr. Aaron. Following this he read the secretary's report of the balance of money due the various divisions.

Mr. Harris thought that this report was not sufficiently in detail, and said that he wanted a general statement of the financial condition, which he did not think the report already read covered. After considerable more discussion, the acting secretary stated that the expenses of conducting the *Bulletin* had been during the last year, \$7,365.65; the advertising receipts, \$6,120.13; total expense over receipts, \$1,245.52, which is a gain of \$2,500 over previous years.

Mr. Harris again was not satisfied, and said that he did not think that any gentleman present could learn of the financial condition of the League by what had been read. The lengthy discussion which followed was ended by a motion to lay the secretary's report on the table until the treasurer's report had been read.

Treasurer F. P. Kendall was absent, and his report was read by Mr. Lawton.

President Beckwith stated that he had been assured by the secretary of the executive committee of a report from that committee, but it had not arrived.

On motion of Mr. Dean this report was ordered to be printed in the *Bulletin*.

Mr. Luscomb announced that he would at the business meeting, move the adoption of certain amendments to the Constitution, to wit: In Article IV., Section 1, add "and each such blank shall designate the number of representatives for whom the member is entitled to vote." Section 2, in fifth line, after words "entitled to," strike out "under these rules" and insert "on March 1st."

Section 2. Before commencement of sixth line insert, "except in divisions of 500 members or over, where special regulations governing the ballot have been adopted."

Insert after Section 2:—

Section 3. Each State division comprising a membership of 500, and such divisions as they hereafter reach such limit, may make such rules and regulations not inconsistent with the Constitution of the League, regarding the method of apportioning, casting and counting the vote for chief consul and representatives, as its officers may adopt, providing only that the number of representatives so chosen shall be indicated by the membership of the division on March 1.

After considerable more discussion the board took a recess until 2.30 o'clock, and at once proceeded to the Mechanics' building, where the annual meeting of the general membership was to be held.

BUSINESS MEETING.

Immediately after the adjournment of the officers' meeting, the general meeting of the League was convened in the Mechanics' building, the small hall being used for the purpose. The hall was finely and profusely decorated with festoons of evergreen, enlivened by colored papers in Japanese designs. The attendance at this meeting was comparatively small, as might have been expected. President Beckwith called the meeting to order shortly after 11 o'clock. He explained the reasons for the small attendance, which he said was due to the attractions which the beautiful weather and inducements for a run offered.

President Beckwith then read his report, while A. S. Parsons took the chair.

"To enter into a detailed statement of the accounts," said Dr. Beckwith, will be an un-

dertaking too arduous to receive consideration, so it shall be omitted.

"The magnificent growth of this organization has been unprecedented in any country, and the evidences now tend to show that the cycling public is gradually conceiving the necessity and benefits which will accrue to a national assembly. There may be, perhaps, no publication which has done more to assist the L. A. W. in its successful work than the publication which has received the indorsement of the cycling world, the *Bulletin*; and while here let me say a word of respect and admiration for the secretary-editor of that sheet, to whom much of our present excellent standing is due. A year ago I took great pleasure in commending the splendid work of the Racing Board, and I called attention to the fine code of laws they had given us. They have been before us very conspicuously during the past months, and have won our thanks for their bold stand and its successful issue. The touring interests of the country have been taken under our fostering care, and that we may meet with success in the future, which the past has obtained for us, is almost certain. To-day brings us to the end of the old bicycling year and the beginning of the new, and indications to-day point to a continuance of the pleasures and success of what is now a national sport."

On motion of Mr. Jones the report was accepted and ordered printed.

The report of the Racing Board was then called for, and Chairman Abbot Bassett submitted the result of the work of that committee. The report was a complete review of the work of the board for the year, and especial prominence was given to their action in the case of the makers' amateurs. The report was too long for our columns. It will be published in the *Bulletin*, and we commend it to the attention of our readers. It contained appendixes giving lists of the suspended men, cycle records accepted by the board, League champions and championships for 1885-6, and resolutions passed by the Racing Board endorsing the action of their chairman.

Mr. Dean moved to accept the report, and also moved to have it printed in the *Bulletin*.

It was asked whether or no an acceptance of the report carried with it an adoption of the recommendations.

It was decided that to accept it merely took it from the committee. The motion of Mr. Dean prevailed.

The questions brought forward in the report were then taken up, and the first item was the action taken by the board declaring certain riders to be professionals.

Chief Council Bidwell, of New York, spoke for that State, and said it was unanimous in favor of sustaining the action of the Racing Board.

Mr. C. S. Butler, of Buffalo, said he represented a club of ninety-eight members, and by a unanimous vote they had instructed him to vote to sustain the Racing Board.

Chief Consul Ducker moved that the names of all the men on the suspended list be dropped, save William Brooks and E. E. Phillips, and the motion brought up considerable discussion.

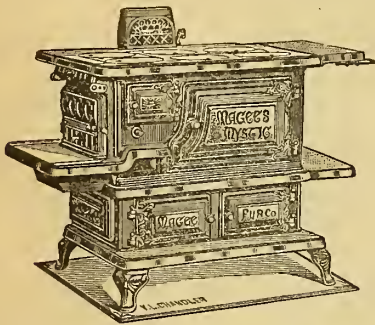
Dr. Butler thought the action of the Racing Board should be sustained through-

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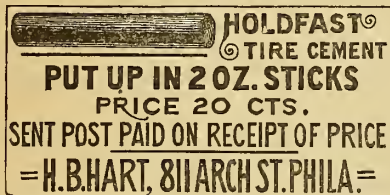
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A good Bicycle, a pretty Wife, and a MAGEE MYSTIC PORTABLE RANGE, with the wonderful DOCK-ASH GRATE, should make conditions of happiness for every young man.

MAGEE FURNACE CO.,

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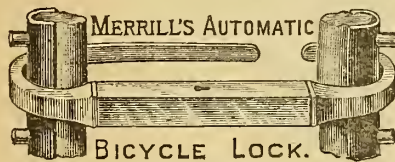


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Secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions in cycling by an experienced wheelman. Write for particulars.

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THE "MISSING LINK" FOUND.



PATENTED MARCH 20, 1886.

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

ANSON P. MERRILL & CO.,
P. O. Box 596, Fall River, Mass. U. S. A.



INVINCIBLES WIN!

Furnival beaten from Scratch!

At the Spring Meeting of the Surrey B. C. Mr. H. A. Speechly, on an Invincible, won the Surrey Challenge Cup "out-right," 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.

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MEDALS and BADGES,**

CLASS and SOCIETY PINS,

Made to Order and Constantly on Hand.

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

EASY PAYMENTS.



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

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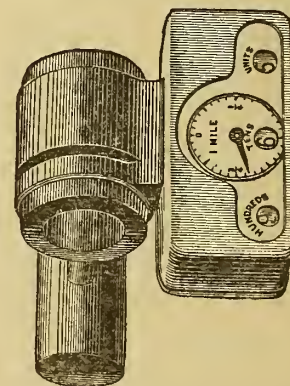
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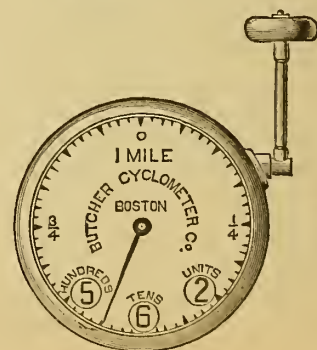
Our 1886 Pattern

Sent free by mail on receipt of price,

Ten Dollars

BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

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

FIVE DOLLARS.

out the entire list, to the exclusion of none.

Mr. Carroll, of Indiana, stated that the Indiana division had voted to uphold the action of the Racing Board, and hoped for his part that such action would be taken.

Mr. Harris favored sustaining the Racing Board, as did Mr. Cooley, of Painfield.

Consul Ducker explained that the reason for the motion was to prevent the punishment of innocent men for the guilty; and, moreover, he added, that there were men on that suspended list who would be willing to make affidavit that they were innocent of charges preferred.

Mr. Jones asked if these men were innocent, why they had not proven so when the opportunity was given, and no satisfactory answer was given.

Consul Ducker's motion was acted upon, but the meeting almost unanimously refused to accept it; and the motion of Dr. Butler, to support the Racing Board in its action, was unanimously carried.

It was then voted unanimously that the suspension of certain members until 30 May for violation of Rule H, as ordered by the Racing Board, be approved.

The report on Rules and Regulations was then called for, and Mr. Harris announced that the committee at the present time had no report to make, as the rules were deemed sufficiently good as they now existed. The report of the Transportation Committee was then read as follows and accepted: "Our president, in his report, has referred to the number of railways over the country granting accommodations to wheelmen, but your committee would rather say that every road west of Buffalo and Pittsburg is free, and nearly east of that point as well; while others charge reasonable tariff. But one railroad in the country, which has stood out against us, withdrew from its position. Yesterday the Fitchburg road issued orders making wheels free. There is every indication that the question in New England will be speedily settled, and that bicycles be placed on the same basis as theatrical troupes." *(Laughter and much applause.)*

The Touring Board's report was also presented by Mr. Ayers, who stated that the board had completed its organization, and touring marshals had been appointed, as previously published. He also gave a brief sketch of the proposed tour next fall through the Shenandoah Valley, and briefly made some statements regarding the proposed European tour next year, and told of the elaborate preparations being made for entertainment by the Englishmen.

The report of the bookmaker showed that in Massachusetts much good work had been done by A. L. Atkins, Boston L. A. W. Consul. In Connecticut there was 6,000 copies of the road-book published, and could be obtained at reasonable sums. Satisfactory reports came from New York, Buffalo, Pennsylvania and other States. Ohio was the most important State in cycling literature this year, and her division book will prove most valuable. One thousand one hundred dollars has been spent in publications, and to meet this expense a nominal charge is made for copies. Success had rewarded the efforts of the L. A. W. men in Illinois and Minnesota, and their road-book promises to be most interesting. Indica-

tions at present point to a most successful year, and a continuance of the bureau of information.

Mr. Bassett here arose and stated that the L. A. W. ought to go on record once more; and, in order to get a definite expression on the subject, moved that it be the sense of the meeting that professional wheelmen be admitted to membership in the League.

Mr. Harris moved that the motion be laid on the table.

Mr. Bassett hoped the motion would not be disposed of in so summary a manner. He had introduced it in a spirit of fair play towards the racing men. They had repeatedly asked for some such change in the laws, and he had supposed they would be on hand to represent their side of the case at this meeting. He wanted to hear their plea.

Mr. Ducker said that the League would lose many clubs and several divisions would secede, if they could not keep these men in their ranks in some way.

Chief Consul Rogers, of Illinois, said that his State was in favor of such change as that proposed, but if it did not prevail they would stay in the League and remain loyal to it.

Mr. Harris thought the League could afford to lose any division or club that was not in sympathy with it on the amateur question. The motion to admit professionals was lost.

E. J. Shriver, of New York, moved that in order that the general body have more representation in the management of the League, that the board of officers be instructed to so amend the rules that the president and vice-president be elected by the membership at large. The motion was carried.

Rev. Mr. Gregson said that the League had voted to sustain the Racing Board, but he thought it should go farther; and in view of the attacks that had been made on the board, he moved that a vote of thanks be given it for its faithful work. Carried.

Votes were passed thanking the Boston Club for the use of the hall, and thanking the Massachusetts and other clubs and the division for courtesies extended. Adjourned.

OFFICERS' MEETING.

In the afternoon the board of officers held its adjourned meeting at the Massachusetts Club House, with President Beckwith in the chair. The following appointments were announced and confirmed: For Representatives, New Hampshire, W. E. Stone of Concord; New York, A. B. Barkman and William W. Share of Brooklyn; Indiana, W. C. Edgerton of Fort Wayne; Massachusetts, Charles S. Howard of Boston; Ohio, Frank S. Casselbury of Mansfield and Frank H. Chapman of Toledo; Pennsylvania, George A. Wells of Philadelphia; Missouri, Arthur Young of St. Louis; Nebraska, Warren M. Rogers. A. A. Hathaway was confirmed as chief consul for Wisconsin. C. H. Luscomb of New York here presented the amendments which at the morning session he gave notice of, and asked that the board take action upon their adoption. W. S. Slocum of Boston rose to a point of order, stating that inasmuch as the Constitution demanded certain notice to be given of changes therein, and the required notification not being given, the meeting had no power to act upon the amendments at that time. President Beckwith sustained the objection.

Mr. Luscomb appealed from the decision of the chair, and Mr. Dean, while admitting the appeal, thought the decision of the chair but right, and hoped that it would be sustained. The yeas and nays were called on the question, and the ballot showed that 59 had voted in favor of the chair and 9 in opposition, and the amendments were withdrawn.

On motion of Dr. Butler, the secretary's report was taken from the table and accepted. On motion of Mr. Luscomb it was voted that the necessary notification be given to the board of officers of the L. A. W. of the proposed amendments to the By-Laws; and on motion of Mr. A. S. Parsons it was voted that the committee on rules and regulations be instructed to define the duties of chief consul. The same committee will also on motion of Mr. Bassett fully define the meaning of a League club, since the equivocal definition thereof has caused no little trouble among men and clubs. The same committee will add such articles to the present rules as will allow each small division 75 per cent of all dues, instead of the proportion of which heretofore they have been in receipt.

It was voted that consul blanks be furnished by the secretary of the L. A. W. to such chief consuls as may demand them.

The question of the election of officers was again discussed, and it was moved that the recommendation of the general meeting regulating such elections as made at the morning session be referred to the Committee on Rules and Regulations, and in supporting this action instances were cited in which, should the power of elections be taken from the board of officers and placed in the hands of the general membership, the result would be detrimental to the L. A. W.

The board, so Mr. J. S. Dean claimed, was able to give much better satisfaction than could the local ones, and the wire-pulling which must follow in the latter case, and which would hamper perhaps the election of good candidates, would be avoided.

Mr. John S. Rogers of St. Louis stated that his city would like to have the Meet next year, and that while he was not in a position to make a positive offer to that end he would make the suggestion, in the hopes that the attention of the board would be directed thereto, promising a royal good time to all who would attend. After the thanks of the board had been tendered to the Massachusetts Bicycle Club for courtesies extended, the meeting adjourned.

FRIDAY'S RUNS.

In the afternoon 150 bicyclists, in charge of Capt. Peck, of the Massachusetts Club, had a very enjoyable run to Echo Bridge. The party returned about 6 o'clock. They were delighted with the roads and the scenery. The members of the Citizens' Club, of New York, with an escort of Massachusetts men, went out to the reservoir and Newton Centre, and had a delightful time.

THE MINSTREL ENTERTAINMENT.

The amateur minstrel entertainment at Music Hall, last evening, under the auspices of the Massachusetts Division L. A. W., was a decided success. The Jeffries Club, of East Boston, constituted the talent, music being furnished by the Boston Cadet Band Orchestra, Percy C. Hayden, leader. There were fifty men in the circle, and the singing

RECORDS FOR THE APOLLO.

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

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

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

PRINCE MADE 1,042 MILES, 220 YARDS,

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

ALL THESE RECORDS WERE MADE ON AN

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

WITH DOUBLE BALL BEARINGS AND BALL HEAD.

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

SOLE UNITED STATES AGENTS,

THOMAS STEVENS writes of some of his hindrances on the road; "After the Russian minister at Teheran speaking to me so fair, after going to considerable expense and trouble to provide myself with Russian money sufficient to carry me clear through to Japan, via Merv, Samarcand and Southern Siberia, I received notice when half way to Meshed, that I would not be allowed to go through. Here, also, with 'Holy Russia' blocking my road on the one hand, I am assured on the other that I shall also be turned back at the Afghan frontier; that the Afghan government, unable to guarantee my safety, will simply turn me back. This is comforting, to say the least. I am here the guest of Mr. Gray, an English telegrapher, connected with the Afghan Boundary Commission. Knowing before the news reached me on the road that the Russians had refused to give me the road, he kindly sent a letter by the Boundary Commission courier explaining the difficulty to Col. Sir West Ridgway, and asking him to try and obtain permission for me to go through Afghanistan. The return courier with an answer is expected every day. The commission camp is some five hundred miles east of Meshed, and if no insurmountable obstacles present, I shall probably reach India, via their camp, Cabui and Peshawer. Great crowds are at this moment vociferously howling, 'Toma-sha! tomasha! asp-i-awhen' (Let us see the iron horse!) on the street outside. Armed guards have just been stationed at our door by the authorities to keep off the mobs.

ST. LOUIS has commenced thus early to angle for the Meet. They may have it.

LADY cyclers will do well to examine the Jersey fitting garments advertised in another column.

THE Missouri Club opened its new house 2 June.

PITMAN was in the parade with all his medals in front. We have heard that the dazzling sight completely overcame two young ladies.

THE wheelmen were given a special invitation to attend church on Sunday by the First Baptist society.

THE Boston Club attended the Lynn races in a body, and there was a good deal of spirit manifested.

THE League is organized to protect amateur wheelmen, and it cannot countenance the action of any association that opens amateur events to professionals.

THE new Union says that it is organized merely to get the League to take a mail vote, but it declares war on the League by its every action at the outset.

WE shall have no good racing until time standards are established. Make a man run his distance within a certain time, or give no prizes.

THE Lynn track is found to be a formidable rival to Springfield, but we regret that the proprietors have taken a course to ruin its prospects.

OUR congratulations to the Presidential couple. The single tricycle must now be laid aside, and a tandem secured.

IT may not be out of place to say that the bride has had no end of Folsom praise.

4th Annual Race Meeting

KINGS COUNTY WHEELMEN,

AT

BROOKLYN ATHLETIC GROUNDS,

Saturday, June 19,

AT 3 P. M.

HANDSOME AND VALUABLE MEDALS.

EVENTS.

- 1 Mile Novice, open to all Amateurs.
- 1 " " Club.
- 1 " Scratch, open to all Amateurs.
- 2 " Handicap, " " "
- 3 " " " " "
- 5 " Scratch, " " "

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

was very fine. The tambos were C. P. Lovell, E. H. Close; interlocutor, Benjamin S. Palmer; bones, J. B. McCabe, T. E. Stutson; musical director, Charles C. Roby. Applause and encores were frequent. The gem of the evening was the bass solo of Mr. T. F. Murphy, "A Hundred Fathoms Deep." The lecture of Prof. P. J. B. Stutson on "Zoölogy" was simply side-splitting, and took the audience by storm. The lecturer had "lifelike" representations of animals on a chair before him, and his elucidations were thereby emphasized, enabling his hearers more readily to grasp the points presented. The jokes of the end men were well received. The banjo quartette, — Messrs. Lansing, Grover, Paine and Chase, — were encoored for their fine rendition. The German Turners gave their exhibition of complex movements on the German horse in their usual graceful and polished style, and were deservedly applauded. Their exhibition closed with a series of pyramids. The audience was large and enthusiastic.

EVENING AT THE CYCLERIES.

In the evening many of the visitors attended the exhibition in the Mechanics' building. The Salem Cadet Band furnished excellent music, and George Hutchinson gave exhibitions of his skill as a trick rider. There were two interesting races on the home trainers for a gold and silver medal. Spencer and Dresser, of the Hartford Club, and a young fellow named Alexander participated. In the first heat Dresser made the mile in 1.38, Spencer in 1.38½, and Alexander in 1.42. In the second heat Dresser reduced his time to 1.35. Spencer made exactly the time he did in the first heat, and Alexander was three seconds slower than he was before. Mr. Dresser was awarded the gold and Spencer the silver medal.

THIRD DAY.

THE long-looked-forward-to run of the "scorchers" was started at an early hour Saturday from the Vendome Hotel. This was a run of those wheelmen who delight to rush over the roads at a break-neck pace, and some of the local flyers had announced their intention of breaking up the visitors who dared to start. Those who started were F. A. Lane and F. N. Perry of the Massachusetts Club; W. L. Orsman of the Morris Wanderers; W. T. Williams, Yantic; A. T. Lane and A. Bennet, on a tandem tricycle; W. S. Doan and W. A. Rhodes of the Dorchester Club; F. H. Keller of Richfield Springs; H. S. Wolliston and C. H. Parker of the Berkshire County Wheelmen. Away they went at a terrific pace along Commonwealth avenue and then out over the Milldam to Brighton, and thence around Chestnut Hill reservoir back to the starting point, a distance of about twelve miles. Rhodes arrived first in 44½ minutes, and Doane second, 25 seconds later.

The rest came straggling in at various distances in the rear, many sadly broken up and so tired that they could scarcely sit upon their wheels. There was only one accident on the run, but this was most unfortunate. Perry of the Massachusetts Club, while speeding through Brighton, collided with a dog who attempted to jump through the wheel, causing the rider to fall heavily

to the ground. He fell on his side and dislocated his right arm. A physician who was near by attended him, and so fixed his arm up in a sling that he was enabled to ride home on his wheel.

THE PARADE.

EARLY on the morning of Saturday the wheelmen began to assemble in numbers, and the vicinity of the Vendome was filled with people. The wheels were stacked in groups on the park and Commonwealth avenue, and Chief Marshal Beckwith and his able adjutant, George R. Bidwell, had their hands full in arranging matters. At 10.40 the line began to move.

The procession was formed according to priority of the League divisions, and the New Hampshire division, having been formed 18 Sept. 1882, was first. Following is a full list of the clubs and riders participating: —

Mounted police.

Pacemakers — C. P. White, C. A. Martin. Chief Marshal — Dr. N. Malon Beckwith, New York.

Staff — Col. A. A. Pope, Boston; Charles E. Pratt, Boston; B. B. Ayres, Chicago; Stephen Terry, Hartford; W. I. Harris, E. G. Whitney, W. S. Slocum, Boston; H. W. Hayes, Cambridge; Dr. C. S. Butler, Buffalo.

Adjutant — George R. Bidwell, New York.

FIRST DIVISION.

Commander — Henry E. Ducker, of Springfield.

Aids — Dr. T. S. Rust, Meriden; A. V. Walburg, Dorchester; J. S. Rogers, St. Louis; Dr. W. G. Kendall, Boston.

NEW HAMPSHIRE CLUBS.

Chief Consul — H. M. Bennett.

Aid — C. A. Hazlett.

Rockingham Bicycle Club, Portsmouth, 25 men, Capt. G. E. Philbrick.

Manchester Bicycle Club, 20 men, Capt. Moses Sheriff.

Crescent Bicycle Club, Great Falls, 9 men, Capt. G. H. Hanson.

State Capital Wheelmen, Concord, 10 men, Capt. J. C. Estes.

MASSACHUSETTS CLUBS.

374 men. Chief Consul — Henry E. Ducker, Springfield.

Massachusetts Bicycle Club, 87 men, Capt. A. D. Peck, Jr.; 1st Lieut. H. M. Saben; 2d Lieut. J. M. Burr. Tricycle division, Capt. J. T. Williams; 1st Lieut. W. W. Palen. Ten tricycles, four tandems. Two ladies on tricycles and three on tandems.

Springfield Bicycle Club, 22 men, Capt. A. O. McGarrett; 1st Lieut. E. F. Leonard; 2d Lieut. C. L. Bartlett.

Holyoke Bicycle Club, 10 men, Capt. C. Clark.

Dorchester Bicycle Club, 25 men, Capt. A. V. Walburg; 1st Lieut. W. S. Doane; 2d Lieut. R. E. Bellows.

Cambridge Bicycle Club, 30 men, Capt. C. L. Smith; 1st Lieut. J. H. Grimes; 2d Lieut. C. O. Danforth.

Knockabout Bicycle Club, Gardner, 8 men, Capt. A. F. Knowlton.

Worcester Bicycle Club, 25 men, Capt. E. F. Tolman; 1st Lieut. G. D. Putnam; 2d Lieut. C. Bruso.

Somerville Cycle Club, 25 men, Capt. Eugene Sanger; 1st Lieut. George Beals; 2d Lieut. F. A. Hobart. Three tricycles. Columbia Bicycle Club, North Attleboro, 10 men, Capt. Fred Gorton.

Hyde Park Ramblers' Bicycle Club, 10 men, Capt. H. S. Peare.

Northampton Bicycle Club, 3 men, Capt. H. S. Campbell.

Everett Bicycle Club, 3 men, 1st Lieut. J. H. Larkin.

Chelsea Bicycle Club, 14 men, Capt. L. H. Frost; 1st Lieut. R. E. Burnett; 2d Lieut. W. Fracker.

Nonantum Cycling Club, Newtonville, 12 men, Capt. G. F. Williams.

Puritan Bicycle Club, Salem, 10 men, Capt. E. N. Bassett.

Brockton City Club, 6 men, Capt. D. C. Pierce.

Crescent Bicycle Club, Gloucester, 9 men, Capt. D. S. McPhee.

SECOND DIVISION.

Commander, George R. Bidwell.

Aids, Gerry Jones, Binghamton, N. Y.; W. S. Bull, Buffalo, N. Y.

NEW YORK CLUBS — 135 MEN.

George R. Bidwell, New York, Chief Consul. Brooklyn Bicycle Club, 15 men, Capt. L. W. Slocum.

Ixion Bicycle Club, New York, 7 men, Capt. M. G. Peoli.

Long Island Wheelmen, Brooklyn, 15 men, Capt. C. H. Luscomb.

King's County Wheelmen, Brooklyn, 15 men, 1st Lieut. M. L. Bridgman.

Harlem Wheelmen, New York, 15 men, 2d Lieut. C. M. Phelps.

Mercury Wheel Club, Flushing, 4 men, Capt. A. P. Cobb.

Citizens' Bicycle Club, New York, 51 men, 1st Lieut. T. C. Smith, ten tricycles.

Syracuse Bicycle Club, 6 men, 1st Lieut. J. P. Becker.

Albany Wheelmen, 4 men, Pres. W. C. Hickox.

Yonkers Bicycle Club, 6 men, Capt. F. H. Keeler.

Troy Bicycle Club, 4 men, Raymond Coon commanding.

NEW JERSEY CLUBS — 42 MEN.

Dr. E. W. Johnson, Chief Consul, Jersey City.

Hudson County Wheelmen, Jersey City, 15 men, Capt. E. W. Johnson.

Trenton Bicycle Club, 3 men, Capt. F. N. Robinson.

Plainfield Bicycle Club, 4 men, Pres. J. H. Cooley.

East Orange Wanderers, 4 men, Capt. G. K. Wallace.

Morris Wanderers, 5 men, 1st Lieut. A. B. Osmun.

Elizabeth Wheelmen, 4 men, Capt. L. K. Hazard.

PENNSYLVANIA CLUBS — 25 MEN.

Philadelphia Bicycle Club, 8 men, Capt. J. E. Bartol.

Pennsylvania Bicycle Club, 9 men, Capt. J. A. Wells.

Williamsport Bicycle Club, 8 men, 1st Lieut. I. A. Dayton.

Wellsboro' Wheelmen, 7 men, Capt. Frank A. Davis.

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

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

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

COLUMBIA LOCAL RECORDS OF A WEEK.

L. A. W. RACES, BOSTON, MAY 29.

1 MILE	-	-	-	-	L. A. W. Bicycle Championship	-	-	A. B. RICH
1 MILE	-	-	-	-	L. A. W. Tricycle Championship	-	-	A. B. RICH

LYNN RACES, MAY 31.

1 MILE OPEN	-	-	-	-	First Prize	-	-	-	-	W. A. ROWE
3 MILE, 9.45 CLASS	-	-	-	-	First Prize	-	-	-	-	CHAS. E. WHITTEN
1 MILE, 3.20 CLASS	-	-	-	-	First Prize	-	-	-	-	CHAS. E. WHITTEN
3 MILE LAP	-	-	-	-	Second Prize	-	-	-	-	W. F. KNAPP
5 MILE OPEN	-	-	-	-	First Prize	-	-	-	-	GEO. M. HENDEE
3 MILE HANDICAP	-	-	-	-	First Prize	-	-	-	-	CHAS. E. WHITTEN
					Second Prize	-	-	-	-	E. P. BURNHAM
5 MILE PROFESSIONAL,					Championship of America	-	-	-	-	JOHN S. PRINCE

6 First Prizes out of a possible 8, and 2 Second Prizes, won on Columbias at the Lynn Races.

The POPE MFG. COMPANY, 597 WASHINGTON STREET, BOSTON.
Branch Houses - - - 12 Warren Street, NEW YORK; 115 Wabash Avenue, CHICAGO.



*** OIL ***

IF YOU WANT
THE BEST

ENAMEL



— THAT IS —

THE FACILE

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

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

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

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



CONNECTICUT CLUBS.

Waterbury Wheel Club, 8 men, Capt. L. A. White, one lady.
 Hartford Wheel Club, 22 men, Capt. L. A. Tracy; 1st Lieut. E. N. Way. Three Stars and two tricycles.
 Connecticut Bicycle Club, Hartford, 12 men, Capt. F. R. Way.
 Pequannock Bicycle Club, Bridgeport, 16 men, Capt. F. A. Smith.
 New London County Wheelmen, 5 men, Capt. Fred Williams.
 Meriden Wheel Club, 7 men, 1st Lieut. J. F. Ives.
 New Haven Bicycle Club, 7 men, Capt. W. H. Hale.
 Elm City Wheel Club, New Haven, 2 men, Capt. S. C. Sperry.

RHODE ISLAND CLUBS — 24 MEN.

Bristol County Wheelmen, Bristol, 10 men, Capt. A. B. Staples.
 Providence Bicycle Club, 14 men, Capt. O. M. Mitchell.

OTHER CLUBS.

New Orleans Bicycle Club, 4 men, Capt. C. M. Fairchild.
 Baltimore Cycle Club, 4 men, Capt. J. F. Baetjir.

THIRD DIVISION.

Commander, Will R. Pitman, of New York.
 Aids, A. B. Barker, East Bridgewater; F. O. Swallow, Westboro'.
 Portland Wheel Club, Portland, Me., 20 men, Capt. H. S. Higgins; 1st Lieut. W. W. Beckett.
 Maynard (Mass.) Bicycle Club, 6 men, Capt. J. E. Denniston.
 Pawtucket Wheel Club, Haverhill, 3 men, 1st Lieut. Guptil.
 East Bridgewater Wheelmen, 3 men, Pres. A. B. Parker.
 Florence Bicycle Club, 7 men, Pres. A. G. Hill.
 Representatives of the Indianapolis, East Cambridge, Bangor, Augusta, Mt. Kilburn, Wilkesbarre, Pa., Walton, N. Y., Fort Wayne, Ind., South Framingham, Racine, Wis., and other clubs.

The route over which the wheelmen passed was a long one. It would be impossible to estimate the total number of people who viewed the parade. It is safe to say that there were at least 20,000 in the throng.

Passing down Chester Park to Harrison avenue, the route then lay over the following streets: Through East Concord to James, thence through West Newton to Columbus avenue. No better position could be found from which to view the parade than here, and hundreds availed themselves of the opportunity. The sidewalks were packed by enthusiastic crowds, and the applause was long and frequent.

The parade proceeded up Columbus avenue as far as Dartmouth street, where they crossed over to Beacon, and proceeded as far as the Perkins on Brighton avenue, where hundreds of cyclists wheeled into the beautiful grounds and dismounted preparatory to the taking of a photograph.

The photographic ordeal having been safely passed, the cyclists gave a lusty shout and scampered up the hill, where a collation had been prepared for them.

The number of machines in the parade, as shown by the checking of three cyclists, which is as nearly exact as could be practically made under the circumstances, was 711, fifty of that number being tricycles.

THE RACES.

THE races were not altogether satisfactory. There was a feeling among the members of the Racing Board that since Boston had no good track it would be folly to give a race meeting, but there was a demand for this kind of entertainment, and they determined to do the best they could under the circumstances. Three hundred dollars was spent to put the track in order, and then it was very far from satisfactory. The results of the races were:—

One-Mile Novice.—Chas. A. Stenken (1), 3.17½; Harry S. Caldwell (2), 3.18.

One-Mile L. A. W. Championship.—A. B. Rich (1), 3.26; Taylor Boggis (2), 3.27½; J. R. Rheubottom (3). C. E. Kluge and Geo. E. Weber were entered for this race, but their entries were rejected by the Racing Board. This was the first time the new rule was enforced. The board reserves the right to reject any or all entries to its championships without giving a reason to the public for so doing. When the entries for this and the tricycle championship came before the board, they scratched the names of these two men for reasons discussed among themselves, but which will not be made public.

One-Mile Tricycle L. A. W. Championship.—A. B. Rich (1), 4.6; T. Fahy (2), 4.13½.

This race was run in three heats. The first heat was contested by T. Fahy, New Britain, Conn., Charles H. Potter, Cleveland, and John T. Williams, Boston. The heat was a procession for three laps, when the men bunched, and in trying to spurt to the lead Williams lost his steering and ran into the fence, throwing him from his machine. The other two continued on, followed by Williams, who had pluckily remounted and was speeding on a hopeless chase. Fahy won. Williams entered a protest of foul against the other two men, and it was allowed so far as to permit him to ride in the final heat, but this he did not care to do.

The second heat was between A. B. Rich, of Brooklyn, and C. O. Danforth, of Cambridge. The latter spurted on the second lap, and won handily in 1.42½; Danforth, 2.45½. Rich and Fahy were the competitors in the final heat.

One-Mile Handicap.—H. C. Getchell (1), 3.1½; G. E. Weber, scratch (2), 3.7½.

One-Mile Mass. Championship.—H. C. Getchell (1), 3.19; F. G. Gibbs (2), 3.22½.

There were on the programme two invitation races. The committee put these on out of compliment to the suspended riders, and they were invited to compete. Rowe, Hendee, Knapp and Rhodes entered, but only the latter appeared. He was allowed to run a mile for each event, and took the two prizes in 3.17½ and 3.20½. The officers of the meeting were:—

Referee.—N. M. Beckwith.

Judges.—A. D. Peck, Jr., Massachusetts Club; Stephen Terry, Hartford; George D. Gideon, Philadelphia.

Starter.—H. E. Ducker, Springfield.

Scorer.—C. E. Bassett, Chelsea.

Clerk.—A. L. Atkins.

Assistant Clerk.—H. L. Hiscock.

Umpires.—C. S. Howard, W. G. Kendall, E. W. Hodgkins, H. W. Hayes.

Timers.—E. E. Merrill, J. E. Savelle, George E. Butler.

THE BANQUET.

ONE hundred and fifty wheelmen sat down to the annual banquet of the L. A. W. at eight o'clock Saturday evening in the grand banquet hall of the Hotel Vendome. An excellent repast, which included Boston baked beans, was thoroughly enjoyed, and when the smoke began to curl upwards, President Beckwith rapped the wheelmen to order, and introduced Mr. Charles E. Pratt, of Boston, as toastmaster. Mr. Pratt said this was his fifth term in that position. After a short speech on the progress of wheeling, he announced the first toast: "The United States, a country slow to adopt, but foremost to carry on the interest of the favorite recreation." The orchestra and guests responded with "America." "The Commonwealth and Boston" was responded to very ably by Mr. W. S. Slocum, of the Massachusetts Club. He said he hoped the time would come when the State would make each town in it liable for accidents to wheelmen who got "headers" on account of bad roads. He referred to the wonderful progress made in getting wheelmen right of way on the thoroughfares of the State, and gave Mr. Pratt much of the credit for it. He told an amusing story of an early tour into New Hampshire. He came to a toll-bridge, and the tollman had never seen a bicycle before. The rider asked the rate of toll, and after looking bewildered for some time, he finally exclaimed: "By gosh, I hain't got you on the list." A Cambridge quartet sang "The Welcome Guest" very sweetly. Its members were G. Frank Monroe, W. L. McDonald, B. F. Gilbert, and F. L. Pratt. President Beckwith then made a speech, giving a history of the League and a eulogy of the handsome appearance of its members. Mr. C. K. Munro, the first commander of the League, responded to the toast to the past officers in a happy speech, and Mr. Abbot Bassett spoke for the Racing Board. Col. Pope gave his views on the makers' amateur question; and Mr. Stephen Terry, of Hartford, told the company that he could not run for president because he was not big enough to ride a 62-inch wheel. Mr. George T. Wilson, of the Citizens' Club, of New York, responded to the toast to the ladies in an address that enlivened the proceedings very much. He quoted freely from Shakespeare and Pope's calendar, and did his subjects full justice. Mr. McDonald, of Cambridge, sang a Scotch song, and there was more instrumental music by Mr. Yungeling, of the Citizens' Club, which did a great deal toward making the evening pass pleasantly. The party broke up a little before midnight, having enjoyed a delightful entertainment. On behalf of the League, Mr. Beckwith extended thanks to the hospitable entertainers belonging to local clubs.

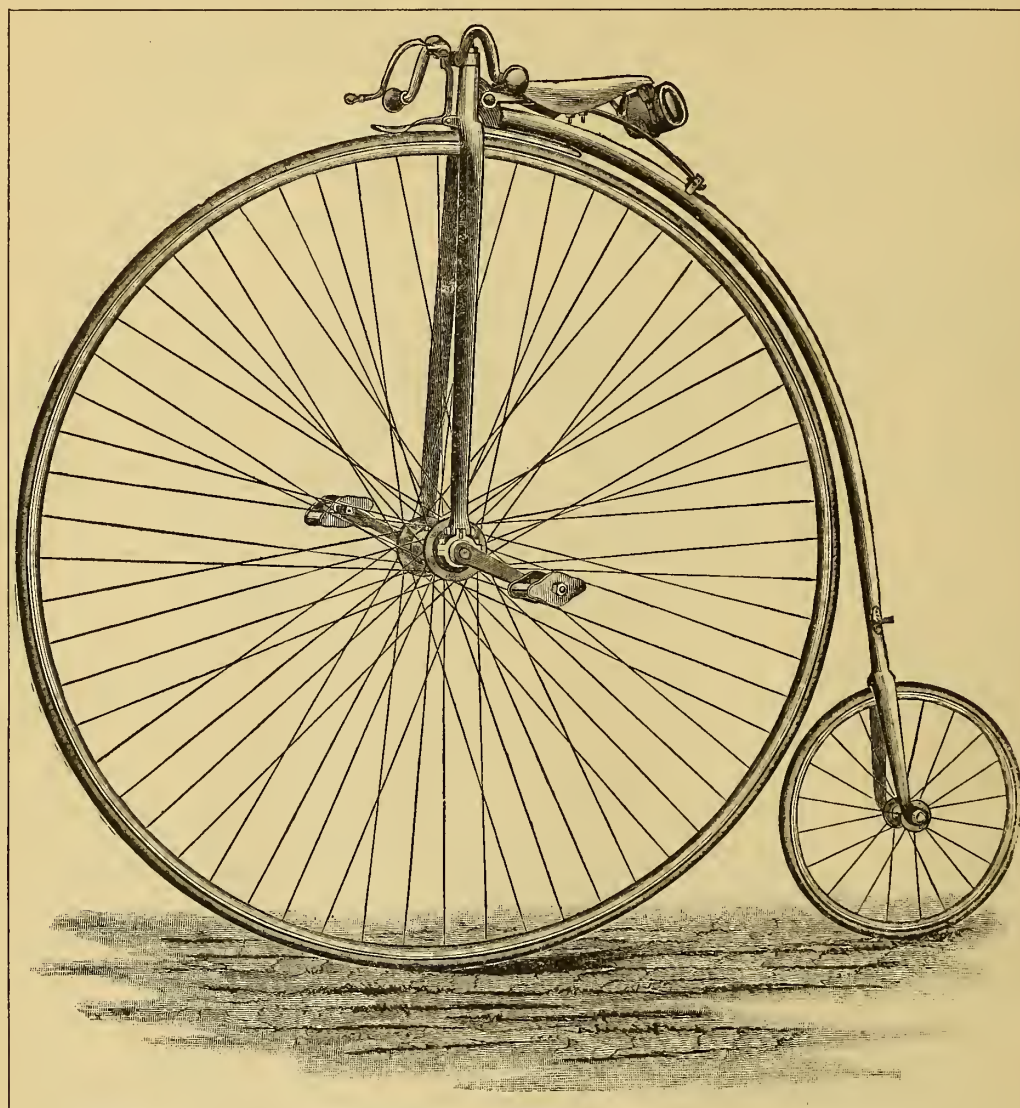
THE CYCLERIES.

ONE of the very attractive features of the Meet was the "Cycleries," an exhibition of cycles made under the auspices of the

THE "SPALDING."

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

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



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

The American Premier,
The Kangaroo,

The Humber Tandem,
The Humber Crippler.

SEND FOR CATALOGUE.

A. C. SPALDING & BROS.

241 Broadway, New York.

108 Madison St., Chicago, Ill.

Boston Club at the Mechanics' building. The display was a remarkable one, considering the present condition of cycle manufacturing in this country and the small number of American manufacturers; for it evinces not only the rapid growth of the trade here, but also the marked improvement in styles and methods, and promptness and enterprise on the part of our makers in meeting the demands of experienced riders for first-class machines. A few years since no home manufacturer could be so bold as to claim equality for his machines with the best of foreign importations; but now, although English cycles are much improved and still improving over those of three years since, connoisseurs find it hard to determine in what they are superior over those of native manufacture, so perfect in all points have the latter become.

The hall, especially in the evening, presented a most picturesque appearance under the glare of the electric light, and the bright nickel-plated trimmings of the hundreds of machines sparkled like diamonds. Around the hall underneath the galleries were arranged show-cases filled with lawn tennis outfits, bicycle accoutrements, amateur photographers' outfits, and everything that a lover of the phantom steed could possibly connect with his riding trips into the country. From gallery to gallery across the hall were stretched signs bearing the names of the different exhibitors; while around the sides of the galleries were hung painted banners, cards, etc., bearing the legends "Star," "Rudge," "Humber," and a variety of colored cards got up in beautiful arabesque designs announcing the name of this or that machine.

The ladies present were especially interested in the tricycles, and asked as many questions and displayed as much business tact in their inquiries as did the old veterans of the wheel.

On entering the hall, the first exhibit encountered was that of the Pope Manufacturing Company, in charge of Mr. A. L. Atkins. A full line of the company's various styles of Columbia machines were shown,—bicycles of every style, the lightest of which weighing twenty-two and a half pounds, while the heaviest tips the scales at forty-nine pounds, and several makes of tricycles weighing from forty-seven to ninety pounds. First to catch our eye was the new Ladies' Columbia two-track tricycle, which was shown for the first time. This has been described at length in our columns. It is fitted with a new steering device which is operated by a screw, prompt to act and noiseless. The machine scales 68½ lbs. Then there was the new 1886 Racer bicycle, weighing but 22½ lbs., built for W. A. Rowe, the world's record holder, and having tangent spokes and cow-horn handle-bar. The Columbia safety, a new pattern of the Kangaroo, was also here. It has 42-inch wheels, and its special feature is, that it can be readily adjusted to fit any person by a simple method of detaching or adding a section of the gear chain. This particular machine was built for George M. Hendee.

The Columbia racer that Rowe made his remarkable records on last year was also on exhibition here, and the company intend keeping it as a souvenir of those events. Then there was, besides, the new semi-

roadster bicycle, a fine style of wheel; a racing tricycle for Hendee, together with a full line of 1885 experts, as well as the light roadster of this year, direct-spoke roadsters, and several styles of Standard Columbias, and the regular three-track tricycle. An Expert fitted with Yost & McCune's clutch drew considerable notice from riders.

An interesting feature was the display of separate parts of the cycles in their rough and finished form. The number of parts in a single machine is shown to be about 184.

Gormully & Jeffery's exhibit was in charge of Edwin Oliver. They showed an assortment of their wheels, including the Champion, the Challenge, the Ideal and the American Safety. The machines for this exhibit were taken from the stocks of dealers in town, and the firm tried to do no more than show a line of their regular goods.

The Coventry Machinists' Company, H. W. Gaskell, agent, showed a fine lot of various styles and grades of the famous Club machines, among which may be mentioned, of tricycles, the convertible tandem, the ladies' tandem, the ordinary Club tandem, fitted with automatic steering, the Marlboro' tandem, a fine double, with the bicycle automatic steering, and weighing but 111 lbs., the Imperial central-gear club for ladies, a beautiful mount, with 42-inch wheels, the celebrated Ranelagh club, a favorite machine this year, and weighing but 68 lbs., the Marlboro' racer and roadster, the Sandringham and others.

During the progress of the show, Mr. Gaskell received a new Marlboro' Club tricycle that bids fair to be a very popular lady's machine. It is built on the Crippler lines, but avoids two faults of that machine. A spring at the bottom of the forks absorbs vibration from the front wheel; and then, by pressing a lever the inclined steering-bar can be pulled to an upright position, which allows plenty of room for the lady to mount from the front. When the bar is upright the brake is on, and the machine is held firmly in place. A very large number of orders were taken for this wheel. This exhibit was the most attractive at the cycleries, for the wheels were on a slightly elevated platform which was covered with red cambric, against which the machines showed to great advantage. A number of plants in pots set off the exhibit and made it especially attractive.

The Overman Wheel Company made an excellent exhibit of its bicycle, but had no tricycles on view. The new lantern made by the company was also shown, and also Foote's Anti-Header. C. R. Overman was in charge.

Wm. B. Everett & Co. showed some of the finest wheels ever manufactured, both in quality and finish, from the ordinary roadsters to the lightest and most graceful light roadsters, both bicycles and tricycles.

The Apollo ordinary bicycle, a standard mount and a great favorite, is this year fitted with cow-horn handle-bars bent backwards, so as to enable the rider to get a powerful strain on hill or rough road work. There were several handsome racers of this pattern in the exhibit; and here also was the machine John S. Prince made his Minneapolis record on, the tire showing the effects of his work on a board track. The Xtraordinary Safety was also seen, and

one of these is soon to be fitted with the Cripito two-speed gear. Of tricycles, Mr. Everett shows the Traveller Tandem, the Singer Straight Steerer, with four bearings on the axle, and weighing but seventy-five pounds, the same machine Crocker won the race at Corey Hill with, the Carrier tricycle, and several other notable mounts. He also shows a new Singer Challenge of a cheaper grade than the ordinary, but fitted with all the improvements of the first-class machine,—a fine wheel. This exhibit was in charge of Gideon Haynes.

William Read & Sons, agents for the Royal Mail bicycles and tricycles, showed a good variety of that excellent make of machine. A racing two-track tricycle, weighing only forty-eight pounds, with hollow rims and tangent spokes, was much admired by the fast riders, and we also saw the two-track double-steering Royal Mail Tandem. This machine is fitted with adjustable saddles, especially adapted for two ladies, and the double steering is operated in a similar manner to the well-known Coventry Rotary, except that the steering wheels are on opposite lines. The original Kangaroo Safety was shown here, also, with a full line of racers and roadsters. W. S. Atwell had charge of this display.

Stoddard, Lovering & Co., one of the earliest and still the largest cycle importing house in the country, and the agents for the Rudge machines, gave a showing that in quality was second to none in the exhibition, although not so numerically large as it was complete. They also showed a good line of tricycles, both two and three track, and the Humber tandem.

One other large manufacturing concern was represented here by W. W. Stall, with a fine exhibit, namely, the H. B. Smith Machine Company, makers of the American Star. Star bicycles of all sizes and qualities, were presented here, and their excellent finish and fine mechanical construction were as attractive to the uninitiated as to the bicyclers themselves. Here was also shown the pretty little Crippler that Mr. Stall has just built for his wife. This machine weighs but fifty pounds, has many novel features designed and applied by Mr. Garrood, and it was the object of much favorable comment.

S. T. Clark & Co., of Baltimore, showed the New Rapid. This machine was admired by good judges, and none but favorable comment was heard. It has the true tangent spokes, and no stronger wheel of the same weight can be found.

McCoy & Williams, of Newark, N. J., agents for the Sparkbrook Manufacturing Company, and Wright, Ditson & Co., of Boston, had a good show of various athletic goods.

Fred Jenkins, of New York, had a stand to show the Excelsior cyclometer, a good and standard record keeper.

A. G. Spalding & Co. had a full line of the popular Beeston Humbers, and also showed the Spalding.

J. A. R. Underwood made an exhibit of the Quadrant and the Rover Safety.

E. P. Howe, of Northboro, had his new lever tricycle on view, and the American tricycle, made with a clutch, was also shown.

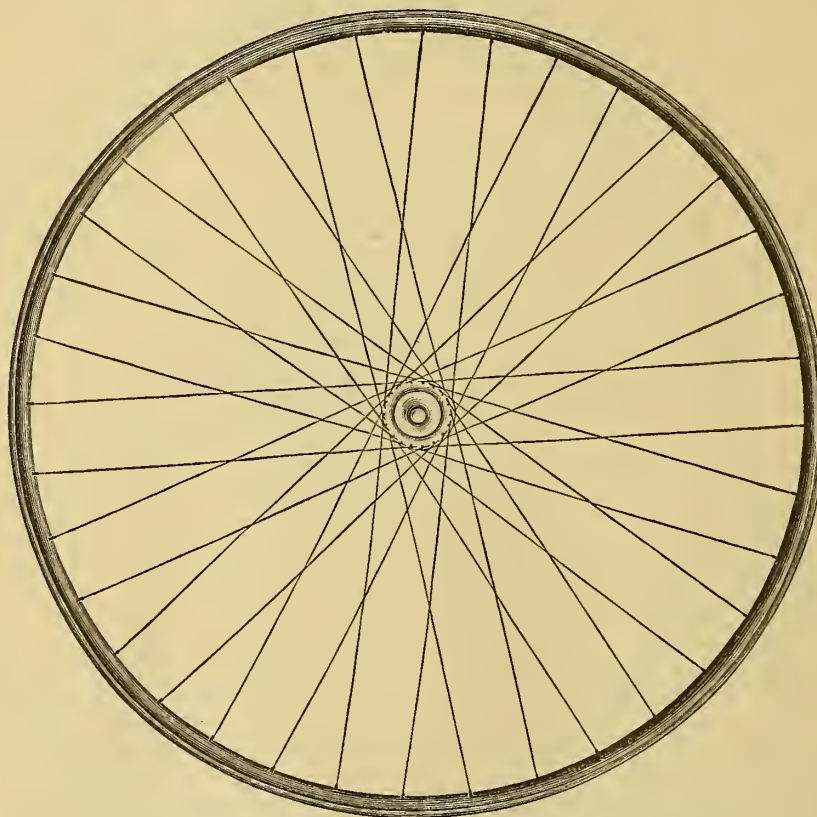
Messrs. Ducker & Goodman had on sale a neat little book, gotten up especially for wheelmen. It contains a collection of

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

"NEW RAPID" BICYCLES,

WITH THE

During 1885 not a single spoke
broke or wheel buckled.



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

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

TRUE TANGENT WHEEL.

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

PRESS OPINIONS.

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

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

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.
APPLY FOR TERMS.

S. T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

forty-nine fine lithograph portraits of the leading lights in the bicycle fraternity, a history of the L. A. W., hints on training, touring, racing, and a thousand other bits of information invaluable to all lovers of the wheel.

A unique and attractive feature of the show was a collection of old-style cycles and velocipedes which the Boston Club had got together, and gave a deal of amusement to the riders of the modern wheel.

Here was the original Lallement velocipede, which is always an interesting object. A tricycle of 1861, a quaint old vehicle, with wheels like those of a road wagon, made by Mr. Boynton, of Hartford, Ct., was put on exhibition by the Overman Wheel Company. Another machine, made by the same gentleman in 1868, showed that he had progressed somewhat as an inventor. A machine with two wheels, made in 1868 by the Ames Plow Company, came a little nearer to the modern machine; and one imported from Paris in 1869, at a cost of \$165, was only superior to it in point of finish. Mr. E. R. Frost loaned the foreign article to the exhibition. Then there was an old tricycle that was propelled by rowing machine motions, and next to it one of the first Standard Columbias, which had been sold twelve times for an aggregate of \$532.50. An Expert Columbia, ridden 6,756 miles by Mr. Hugh J. High, was an object of much curiosity, as were also the machines ridden recently to Boston from New Orleans.

The cycling papers had stands, and the *World*, the *Wheel*, the *Cyclist and Athlete*, the *Star Advocate* and the *CYCLE* had representatives.

The display of cycling accessories was very large, and nearly every saddle, bell, whistle or lamp known to the trade was shown.

FROM A FEMININE POINT OF VIEW.

My dear friend "Minimum" was with us on our delightful run held on the first day of the Meet, and this is the way she writes of it in the journal with which she is connected:—

"Of the twenty-seven women who met at the Hotel Vendome on Thursday morning for the tricycle ride to the Chestnut Hill reservoir, nearly all were fairly strong riders, all were enthusiastic, and three were beautiful. It was an interesting sight to a spectator in a Commonwealth avenue window as the procession rode away. There were thirteen men in the party, and the riders went in single file until they got out of town; but as soon as they were beyond the city limits they broke up into little groups of twos and threes, and rode at a leisurely pace for three or four miles, when six of the forty riders left the rest and rode across to wait at the Fan-euil House, while the others went on to ride around the Chestnut Hill reservoir, before coming down to dine at the hotel. It threatened rain after the two o'clock dinner, and the riders dispersed, going to Boston, Cambridge and Newton."

We had a very delightful run, albeit we had to make long halts for the weaker riders to catch up. Some of the party fretted at this delay, for they wanted to "scorch," as the men call it; but for myself I find more pleasure in the society of my friends than in hard riding, and I hope I shall never be

guilty of running away from a friend let her ride never so slow.

We were not a little disappointed to think that several ladies who wanted to go could not do so for want of machines. Many of the visitors did not receive their wheels from the depot till the afternoon, and they were forced to stay at home.

THE second day we went to Cambridge to see "Minimum" at the Harvard Annex. We were late at the rendezvous under the Washington Elm, and lost not a little time in hunting up our friends who were to meet us. After looking about a little at Harvard we bade adieu to those of our party who were content with the run to Cambridge, and we wheeled over to Watertown and Newtonville. At the latter place we were entertained at the rooms of the Nonantum Club, and our photographer took a picture of us. Some twenty ladies were with us the second day, and of these many were new friends made since the day before.

THIS in brief is the story of the ladies' gathering. It is not much when held up to the light of day, but behind it there is much that the public has no interest in. On my list of friends there are many new names which I value highly, and in my memory there dwells the recollection of many golden hours of enjoyment spent with these new people to whom I have been drawn by a common interest in the wheel. New Jersey sent us a large contingent, and from Philadelphia came the champion and his lovely wife. We were all drawn to the bright-faced little lady from Portland, and the brother and sister from Connecticut excited our admiration as specimens of physical grace and beauty.

I ALWAYS enjoy a good thing, even if it is at my own expense; and I want to assure my friends that I had several quiet laughs when I found myself upon a tandem for these occasions. I have said not a little anent the sociable and the tandem in the past, and have been set down as an enemy to the latter; but now that I am riding one perhaps the impression will be removed. Mr. Tandemon did not join us, and therefore could not laugh at me as he surely would had he been there.

I CAN well believe that our visitors enjoyed their visit. Surely we enjoyed them. And I hope that future meetings of this kind will see the ladies in greater force and in the enjoyment of greater pleasure even than Boston gave to them.

DAISIE.

THE AMERICAN CYCLISTS' UNION.

THE outgrowth of the vexed amateur question is the American Cyclists' Union. As a result of the feeling against the action of the League at the annual meeting, a meeting of nineteen members of the Springfield, Lynn, and Nonantum cycling clubs was held at the Hotel Vendome Saturday morning. Chief Consul Ducker of Springfield presided, and Capt. A. O. McGarrett of the Springfield Club was chosen temporary secretary. It was voted to form an association to protect the racing men and promote the interests of cycling. The name American Cyclists' Union was adopted. The fol-

lowing definition of an amateur was adopted: "An amateur is any person who has never raced or exhibited his skill for public or private stake or for a purse or gate money, or contested under a false name, or has backed or allowed himself to be backed in a public race." A committee of four, consisting of E. G. Gordon, Lynn; J. H. Lewis, Newtonville; H. E. Ducker and A. O. McGarrett, Springfield, was appointed to draft a constitution and by-laws. The meeting adjourned, subject to the call of the chairman.

Chief Consul Ducker says: "You know how affairs stand at the present time. The L. A. W. has sustained the action of the Racing Board, and a large number of the best racers are debarred from the track. Many of us think that so important a question should be decided by a mail vote, and with that end in view thirty of us have signed a petition by which the president is obliged so to put it. The members are given thirty days to vote, and it will be nearly if not quite two months before the result is known. Meanwhile racing for this season at least will be killed. With the idea of averting this we have formed what is to be known as the American Cyclists' Union. This organization is at present only temporary in its features, but it will be placed on such a firm basis that should the mail vote sustain the annual meeting it can easily be made permanent. If the suspended and expelled men are received back, our object of formation is at an end. If, on the other hand, they fail of readmission, we propose to furnish them an opportunity to race. The purpose of the new organization is the fostering of racing.

We propose to recognize only two classes — amateurs and professionals; there can be no intermediate class. Our division will be as strict as that of the League, only we intend every man shall have a fair trial and hearing. The rules under which we shall act will be those of the N. C. U. of England. These are virtually those of the L. A. W., except Rule 8, which will define as an amateur any man who has not raced for a purse or gate money, or set pace for a professional, or raced in the interest of book-makers; but in all probability we shall allow him to receive reasonable expenses. Our means of testing a man's strength will be by his record, and class races will be the standard, a record made at any time barring a party forever from competing in a class below it. The new association starts off very auspiciously, and the clubs which have already joined include the Springfield, Hartford, Meriden, Lynn, and Nonantum. We do not consider that we are in the least conflicting with the League, except on this one question of racing, and as we are perfectly free to join any association that we desire, our present relations and standing in the League will not in any way be jeopardized.

CYCLETES.

1886.

BOSTON.

LEAGUE of American Wheelmen.

WOUND up for another year.

THE amateur rule stays just where it is.

AND the professionals stay just where they are.

THEY had no friends to speak for them.

WHERE was the Down-with-the-Racing-Board party?

It was a one-sided fight, and there was not enough talk to make things lively.

WE would like to have some of our contemporaries read over their files, and ask themselves what impression they have made on voters. Not a single vote against the board.

STALL had a bicycle circus on view. A horizontal bar was rigged between two Star bicycles, and on this a clown performed antics in the parade and about the streets.

NEW HAMPSHIRE turned out well. She sent a large delegation to represent her at the right of the line.

COL. POPE received the Citizens' Club of New York at his residence on Commonwealth avenue on Thursday evening.

"TOM OF GARVEY'S" the cycling instructor and trainer, is now at Bidwell's, N. Y. City.

PATENTS.

LIST of cycle patents granted this week:
A. W. McClure, Chicago Ill., velocipede;
C. T. Ryland Jr., San José, Cal., velocipede;
H. G. Sellman, South Lyons, Mich., wrench.

L. E. C. W.

THE annual meet of the L. E. C. W. was held at Lynn, on Monday, 31 May. The business meeting was held in Mechanics' Hall at 10 o'clock.

The president laid before the wheelmen the treasurer's report, which showed that \$48 had come in from new members; and after \$71 had been expended, over \$70 remained in the treasury. These gentlemen were elected by acclamation to office for the ensuing league year: President, E. G. Gordon of Lynn; vice-president, T. S. Webb of Lawrence; corresponding secretary, Arthur W. Webb of Salem; recording secretary, Gardner Hathaway of Marblehead; treasurer, G. Chinn of Marblehead. It was decided to reduce the quorum from 50 to 30, and thanks were extended to retiring officers. Then the whole body went over to Monroe street and sat down to a repast. When the tables were cleared they gave three cheers for the caterer, and went back to Market street to form the county parade. This was soon done, for the effort to get all the wheelmen into line was abandoned. Mr. E. L. Story of the Lynn Club was officer of the day, and had as aids W. G. Foster, Frank West, F. L. Tupper and Frank Winship. The Lynn Club, 20 strong, in charge of Captain George E. Butler, led the line, and the Boscobel Club of Lynn, 35 strong, under Captain Robert Herron, rode next, looking very trim in their neat fitting suits of blue. Fourteen men of Capt. Williams' Beverly Club, twenty from Capt. D. E. Hunter's Salem Club, twelve from Capt. Lloyd's Peabody Club, two from Melrose and eight from Capt. Dole's Haverhill Club, six from Capt. Knight's Amesbury Club, six from Capt. A. M. Tracy's Lawrence Club, six from Capt. Sherman's Lowell Club, nine from Capt. Shirley's Marblehead Club and twenty unattached wheelmen completed the column. They rode through the principal streets under the gaze of many admir-

ing eyes, and got through in time to prepare for the races, which were the event of the day.

[OFFICIAL NOTICE.]

OFFICE OF THE RACING BOARD,
BOSTON, 31 May, 1886.

FOR competing with professionals for a prize in a public race at Lynn, Mass., this day, the following wheelmen are hereby declared to be professionals:—

Charles E. Kluge, New York.
George E. Weber, Smithville, N. J.
Charles E. Whitten, Lynn, Mass.

Amateur wheelmen are warned against competing with these parties. This notice carries with it expulsion from the League, if the parties be members. Mr. Kluge placed his resignation in the hands of the chairman of this board before he lost his status, and although it should have gone elsewhere to comply with our rules, the board recognizes the action as evidence of good faith, and they will recommend to the proper officials that he be entered on the books as having resigned.

ABBOT BASSETT, *Chairman.*

OFFICE OF THE RACING BOARD,
BOSTON, 31 May, 1886.

FOR competing in races held under rules other than those of the L. A. W. at Lynn, 31 May, 1886, the following parties are suspended from the race track for thirty days from date:—

Geo. W. Porter, Lynn, Mass.
F. B. Kimball, West Somerville, Mass.
Chas. E. Tracy, Waltham, Mass.
A. E. Jacobs, Boston, Mass.
Chas. A. Stenken, Jersey City, N. J.
A. D. Grover, East Boston, Mass.
F. B. Brigham, North Attleboro', Mass.
H. C. Getchell, Cambridge, Mass.

Wheelmen are warned not to compete with these parties, under penalty of suspension from the track, for such a time as the Racing Board thinks adequate to the offence.

ABBOT BASSETT,
Chairman.

OFFICE OF THE RACING BOARD,
BOSTON, 31 May, 1886.

THE board desires to call special attention to the following rule made by the board for the protection of amateur wheelmen:—

A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the board, or rules approved by the board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

The board has had little occasion to enforce this in the past, for all promoters of race meetings have adopted its rules; but, now that another society has been formed, it has become necessary to protect amateur wheelmen, and we issue this as a note of warning to wheelmen, to clubs, and to race committees. Wheelmen are cautioned not to enter races unless it is clearly stated that they are held under League rules; and promoters of race meetings are notified that unless they state clearly that their races are to be held under League rules, the board will consider that they are held under other rules and act accordingly.

ABBOT BASSETT,
Chairman.

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

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THE PATH.

LYNN, MASS., 31 May. — The new track at Lynn was inaugurated to-day, and a large crowd of interested spectators was present. The association announced that its races would be run under the rules of the American Cyclists' Union, and many entrants refused to compete. The track was in fine condition, and justified all the praises that have been bestowed upon it. Many of the officers of the day refused to serve when it was announced that other than League rules would be used, and it was very difficult to find out the names of those on duty. The races resulted as follows:—

One-Mile Professional.—Wm. A. Rowe (1), 3.18 $\frac{3}{4}$; Chas. E. Kluge (2), 3.18 $\frac{1}{2}$; E. P. Burnham (3), Geo. E. Weber. This was announced as an amateur race, but the names of both amateurs and professionals appeared in the list of entrants. There were twelve entries, and four men only appeared at the scratch. Kluge and Weber lost their status in this race.

Three-Mile 9.45 Class.—L. E. C. W. Chas. E. Whitten (1), 9.43 $\frac{3}{4}$; G. W. Porter (2), 9.47 $\frac{1}{2}$. Five entries and two starters.

Two-Mile Tricycle, Professional.—E. P. Burnham (1), 7.42 $\frac{1}{2}$; Geo. M. Hendee (2). Hendee's tricycle became disarranged in the steering gear, and he ran off the embankment on the last lap. Eight entries and two starters.

One-Mile 3.20 Class.—Charles E. Whitten (1), 2.51 $\frac{1}{4}$; H. C. Getchell (2), 2.52 $\frac{1}{2}$; Chas. A. Stenken (3); Chas. E. Tracy (4); F. B. Kimball (5); A. D. Grover (6); A. E. Jacobs (7); F. B. Brigham (8). Seventeen entries and eight starters. A very close race between Whitten and Getchell.

Three-Mile Lap Race, Professional.—G. E. Weber (1), 14 points; W. F. Knapp (2), 13 points. No time was announced. There were ten entries and two starters.

Five-Mile Professional.—Geo. M. Hendee (1), 18.37 $\frac{3}{4}$; Chas. E. Kluge (2), 18.39 $\frac{3}{4}$. There were eight entries and two starters. The men ran a lap over the distance owing to an error in scoring.

Five-Mile Professional.—John S. Prince (1), 19.29 $\frac{1}{4}$; R. A. Neilson (2), 19.30. This was the first race in the series of three for the professional championship of America. It was the slowest kind of a waiting race, and the crowd was incensed at the riders. It was announced after the race that the ten mile race, which is to run 17 June, would have as a condition, that the distance must be run in 32 minutes. Time, by miles, scored by Prince—4.11, 7.57, 12.2, 16.3, 19.29 $\frac{1}{4}$.

Three-Mile Handicap.—Charles E.

Whitten, four hundred and fifty yards (1), 9.40 $\frac{2}{3}$; E. P. Burnham, scratch (2); C. E. Kluge, scratch (3).

On the fourth lap they turned into the homestretch about together. Kluge, when spurting, has a tendency to wild steering, and just at this point he made an effort to get a lead. He was in the inside position, and his wheel caught Rowe's, throwing both riders. In falling they also brought down Knapp and Burnham. The men and machines were piled up together on the track, and in an instant the spectators had closed in on them like an excited mob. Kluge got his machine out, and walked with it down the track past the judges. Burnham seized Rowe's machine and rode off on it. Rowe was badly shaken up, and was n't fit to resume, even if he had been able to find a machine to carry him, which he was n't. By this time Whitten had got a full lap in advance of Burnham, and when the latter had made another lap, Kluge remounted and resumed the race. Knapp was carried off the field. He thought he was dangerously injured, but soon recovered sufficiently to start for the city. Rowe, Kluge and Burnham were all badly scratched and bruised.

A Mr. Marshall, of Beverly, gave a very good exhibition of fancy riding, and rode on a unicycle to beat the record of four minutes. His time was 4.51.

AMONG the entrants for the races were Charles H. Potter and Taylor Boggis, of Cleveland. They entered with the understanding that all entries would be received, subject to the decision of the L. A. W. When the Lynn Association determined to disregard that decision, they immediately entered suit, and the box receipts were attached on Monday for \$500 in behalf of Mr. Potter, and \$300 in behalf of Mr. Boggis. The treasurer met the attachments by depositing the amount with the officer.

COMING EVENTS.

JUNE.

- 5 Saturday. — Games of the Staten Island Athletic Club. Spring games of Montreal A. A. A., three-mile bicycle race.
- 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.

N. Y. and N. J. Road Race Association team race, at Orange, N. J.

17 Thursday. — Second Prince-Nelson race at Lynn.

19 Saturday. — Annual Championships of N. A. A. A. at New York.

Annual race meeting of K. C. W. at Brooklyn, N. Y.

24 Thursday. — Annual meet of the Michigan Div. L. A. W. at Detroit. Ten-mile National Championship.

JULY.

1 Thursday. — First day of annual meeting of C. W. A. at Montreal.

2 Friday. — Second day of annual meeting of C. W. A. at Montreal.

3 Saturday. — Third day of annual meeting of C. W. A. at Montreal.

Suffolk Wheel Clubs' three days' tour begins.

5 Monday. — Race meeting at Binghamton, N. Y.

15 to 18, Tuesday to Friday. — Tournament at Columbus, Ga. State championships will be run.

MISCELLANEOUS

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

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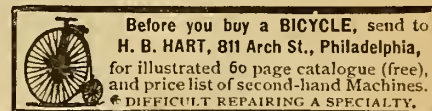
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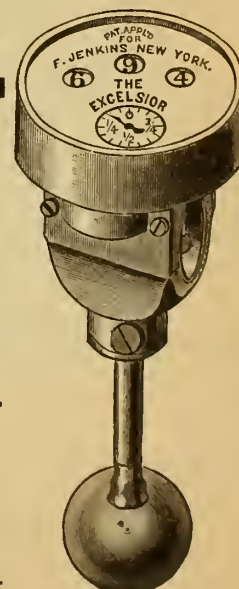
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