

The Cycle.

VOL. II, No. 15.

BOSTON, MASS., 7 JANUARY, 1887.

THREE CENTS.

World's Tandem Record

— FOR 24 HOURS —

250 MILES, 140 YARDS.

— RIDDEN ON A —

* MARLBORO' * TANDEM *

— BY A —

LADY AND GENTLEMAN,

— Beating all previous records by over 30 miles. —

THE MARLBORO' ALWAYS CARRIES ITS LOAD WITHOUT BREAKING DOWN.

It would seem to be fate. It is, however, a fact, that the riders of

The American Champion

have made the most phenomenal long-distance and road times of the season.

Here is another marvellous record by J. S. PRINCE, at Omaha, on a carefully surveyed indoor and ten-lap track, in 48 hours,

767 and 9-10 Miles !

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz., "The easy running qualities of the G. & J. Bearings." Then there is the

10 Miles in 29 Min. 13-4 Sec.

20 " " 59 Min. 35 4-5 Sec.

50 " " 2 Hrs. 55 Min. 46 1-2 Sec.

100 " " 6 Hrs. 1 1-2 Min.

All of them world records, made by a Roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy Spring, and then expect the work to be promptly done. Send your mount to us now, and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business.

Respectfully submitted.

G. & J.

THE CYCLE

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

VOL. II.

BOSTON, MASS., 7 JANUARY, 1887.

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TERMS OF SUBSCRIPTION.

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A
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ABBOT BASSETT EDITOR

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON

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THE going out of the old year has its private and personal considerations as well as those of a public kind. It is preëminently a time to pause and look over our record, and to form new plans and resolutions. It is well to do this in all soberness, and to survey the faults and shortcomings of the past, with a view to gathering up the treasures of experience for our future help and guidance.

NOTHING is so wholesome as a period of serious thought, of stern resolve. As we stop to ponder on the past, with its many mistakes and follies, we should make up our minds to follow in future our wisest thought and our best impulses. We shall doubtless fall far short of our good resolutions, but we shall do better for making them.

THE League officials talk of an increase of dues. We hope they can show good reasons for the step, for otherwise it will be a mistake.

A NUMBER of the papers have been saying that Brother Fourdrinier is the handsomest cycling editor, but if the ladies were brought in to decide the question of manly beauty, we think the choice would fall to handsome "Jakey" Morse of the *Herald*.

FROM A FEMININE POINT OF VIEW.

I HAVE received several replies to my request for records in which the writers tell me that they are not able to give me figures, for they have kept no record, and their riding has been done altogether without system. One lady says she doesn't know how far she has ridden, and moreover, she doesn't care, for she says that she gets no end of enjoyment out of her wheel, and this would be very much abridged if she troubled herself over a computation of distances.

"AVONIA" writes from Chicago: "I am yet a novice in the use of the wheel, and I doubt if my total mileage amounts to over two hundred miles. I do not go far beyond the city limits, and confine my runs to the boulevards which run out to the less thickly settled portions of the city. Say to the ladies of the east that we envy them the country rides and the long tours which they are able to make."

MISS M ———, of Buffalo, says: "I have ridden over six hundred miles this year, including several runs to Niagara Falls, a run to Dunkirk, and miles upon miles in our beautiful park and along the avenues. Riding on the asphalt pavements is great sport at first, but one quickly tires of it, and sighs for the gravel roads of the open country, even though one has to climb hills and plough through sand. This is my second year of riding. Last year I rode two hundred and forty miles, this year six hundred and thirteen, and next year I hope to make four figures. I enjoy the ladies' column very much, and I think we all owe a debt of gratitude to 'Daisie' for what she has done for the cause of wheeling."

AND now comes one of whom you have heard before. I will give you the letter just as she sent it to me:—

My Dear Daisie,—I feel that I am not unknown to the readers of your columns, for I have figured in it not a little as the central figure of certain adventures and escapades that have taken place during my experience as a "wheelady." How do you like that for a word? I think I could tell of many more incidents than those you have already given, but I will refrain at present, and confine myself to my record. I commenced riding three years ago. At that time I was a pupil in the high school; being very ambitious, I was working harder than a weak physical constitution would warrant. I was soon obliged to drop my work and take to a sick bed, owing to what the doctors called nervous prostration. It was many, many weeks before I began to get back my strength. I was not a little impatient under my confinement, for I wanted to be up and about once more, and to resume my studies. One day the doctor told me that I must exercise in the open air.

I tried walking, but I found that a half a mile would so thoroughly exhaust me that I would have to take to my bed on my return. Then came the order from the doctor to try a tricycle. I took to the wheel, and I am well and strong. Don't think that I got cured with one bottle—excuse me, one ride, for the process was very long. I rode very short distances at first, and gradually increased until I was able to ride ten miles in a forenoon. I won't attempt to tell you of the pleasant trips I had into the country. They, in a large measure, compensated for the mental worry over lost time and opportunity, and I was grateful to know that I was rapidly gaining the health and strength so necessary to active endeavor. My riding in the past has been done very largely as a health measure, but now that I am back again to where I was before my sickness I use the wheel for genuine pleasure, and nothing would tempt me to give it up. You may say that as near as I can estimate my record for the past years has been about like this: 1884, 200; 1885, 300; 1886, 600; I shall have a light wheel next year, and shall do more. I beg to assure you of my kindest sympathy for you in your sickness, and I hope to repeat in 1887 the many pleasant runs we have had together in the years that have gone. MAUD.

I ENJOYED not a little the notice which Mr. Hillier took of my remark, that I was "at a loss what to say," but I object to the imputation that all ladies are garrulous. We do not all talk for the sake of talking, and there are times when it is better to be "at a loss what to say" than to indulge in commonplaces to kill time.

I DO not like the "You're another" style of argument, but I will say to Mr. Hillier that after reading many of the articles from the pens of the writers he has mentioned, on the subjects he enumerates, I have sometimes thought that these men must indeed have been at a loss what to say. DAISIE.

PITMAN'S CYCLE RUG.

WILL PITMAN writes us concerning the rug which he proposes to have on sale: "I am having one of the best designers in the country draw the designs for a Smyrna rug which will be 30 x 60 inches, and sell for five dollars. It will have the League badge in the centre, and cycling emblems around it. As soon as he gets his colors all right we shall go ahead. I expect a good demand for the rug, and already have received several orders. Mr. George R. Bidwell, C. C. of New York, has the honor of placing the first order. The rug will be ready by the middle of January. It will be in handsome, bright colors, and should prove as popular as a Grand Army rug which I got up, and of which large quantities have been sold. Every club should have one of these."



STILLMAN G. WHITTAKER.

WE first heard of Whittaker when there came to us the report that a member of the Cambridge Club had succeeded in riding a hundred miles on the road in nine hours, taking the road record for that distance. That was 22 Oct. 1884. The feat was performed under many disadvantages, and in the teeth of a strong wind. After that Whit. went into the road races of Eastern Massachusetts, and won some honor and not a few prizes. He was one of that famous coterie of road racers which included Rowe, Rhodes, McCurdy, Burnham, Getchell, and Whittaker, and we think it safe to say, that it would be hard to match this coterie in America. Whittaker was born in England, but he came to America before he was two years old, and lived with his parents in Medford. He began to ride the bicycle in 1884, only a few months before he essayed the record-breaking feat. He entered the employment of Wm. Read & Son in 1885, and it was through their influence that he went west to accept a position with the Simmons Hardware Company, in St. Louis. He was not long in making friends with the "toughs" of St. Louis, and he had many a hard ride with them. He is now with Gormully & Jeffery, of Chicago, and all of his latest records have been made on their machine, the American Champion. His best record for a mile is 2.43, made on the track at Indianapolis, and his road records are 10 miles, 29.1 $\frac{3}{4}$; 20 miles, 59.35 $\frac{4}{5}$; 100 miles, 6h. 1 $\frac{1}{2}$ m. Whittaker is now in Boston on a visit to his people.

BALTIMORE CLUB'S CHRISTMAS.

THE Baltimore Cycle Club gave a double-barrelled blow-out and reception on Christmas day, and if ever there was a good time the thousand or fifteen hundred people who called on them had it. Visitors were not overawed at the door by a black divine-looking knob-puller in a swell suit, but the good natured, smiling, jolly President Abbott just nailed them, and then the only thing was to get away whole with no spokes kicked out or handle-bar sprung. You were stuffed with everything edible from land or sea; syphoned with everything drinkable of the inhabitable globe, and solaced with everything smokable from the Orient to the classic shades of the banks of the Connecticut. The mayor and many city magnates called, and were made to realize that cycling was really one of the important institutions of the present day, and wielded an influence that it would be politic to heed. Other clubs of the city called in bodies, and club-songs were interchanged, the merits of the fine clubhouse shown and discussed, and the other wheelers voted the Baltimores a set of jolly good fellows, whose hospitality was only equalled by their excellent riding. — *Sporting Life*.

CRYSTALLIZED TRUTH.

THOSE who know say that already the CYCLE is on a good paying basis. Editor Bassett knows how to interest the wheelmen. — *Herald*.

NEW YORK CLUB RECORDS.

BELOW I give summary of riding for 1886 by the New York Bicycle Club, as far as reported, and totals of the same members for 1885, in reference to which it is only fair to say that Mr. Kitching was disabled from riding for the best part of 1886, and Mr. Jimenis was also ill for several months in the spring and early summer. The routes included traverse eleven counties in New York state, four in Massachusetts, one in Vermont, one in Connecticut, four in New Jersey, two in Pennsylvania, and one in Colorado, beside the Island of Bermuda. Of the 3,418 miles covered by Messrs. Roy, Jimenis, and Shriver, 1,878 were outside of the New York city riding district, *i. e.*, Manhattan Island and Westchester County, within a radius of twenty-five miles from our club house. Every month in the year is represented, the best month's record being 1,657 $\frac{1}{2}$ miles in October, and the lowest 96 $\frac{1}{2}$ in December.

The first ride began with the birth of the new year, but our courage failed us on the night of 31 December, and the last ride was taken on the 26th.

MEMBER.	Days.	Best in one day.	Total, 1886.	Total, 1885.
F. M. Daniels.....	112	71 $\frac{1}{2}$	2,063	1,484
E. J. Shriver.....	50	74	1,454	736
G. S. Daniels.....	55	61	1,169	755
J. B. Roy.....	38	104 $\frac{1}{2}$	1,008	574
J. O. Jimenis.....	33	113 $\frac{1}{2}$	956	663
F. W. Kitching.....	51	47	777	1,466
H. S. Raven.....	43	38	634	1,158
M. L. King.....	33	50	521
E. W. Adams.....	25	32	343	400
J. C. Mott.....	20	32	283	119
L. O. Macdaniel.....	20	30	244	214
C. L. Childs.....	10	25	160	96
R. R. Haydock.....	9	30	138	127
W. A. Whiting.....	12	22	131	377
H. Conkling.....	5	30	74	83
E. L. Gridley.....	6	20	61	229
			10,016	8,481

Yours truly,
EDW. J. SHRIVER,
Sec. N. Y. Bicycle Club.

GEORGE WASHINGTON.

THEY were sitting in the club-room, when in came to them an old darkey, who had been around the place for a long while, running errands, blacking boots, etc. It was very evident that he was looking around for presents. Then speaks to him, Bangs, our captain:

"I say, old man, what's your name?"

"George Washington," promptly replied the darkey.

"Washington? George Washington? Why, that name has a familiar sound. Seems to me I have heard it before," said Bangs.

"Oh, yes, you have; I've been round yere a long time."

ADHESION OF TIRES.

ON the 7th inst. Mr. G. Stoney read a paper before the Dublin University Experimental Association, on "The Adhesion of Rubber Tires on Common Roads." He said that some time ago he made estimates of the amount of adhesion, *i. e.*, grip on the ground which it would be necessary for the front wheel of a bicycle to have to enable the rider to ascend a given hill. He did not reach the actual limit until he attempted the Knockmaroon Hill climb. On this hill he found that even where the road was good the wheel slipped at every stroke. This showed that the limit of the adhesion had been reached. Knowing the inclination (1 in $7\frac{1}{2}$) of the steepest part of the hill and the weight on the wheels, he showed, by calculations into which we cannot enter here, how the adhesion could be computed. He found that the coefficient of adhesion was about six-tenths. This means that for every ten pounds weight on the front wheel there could be a tangential force driving the machine forward of six pounds before the wheel would slip. A similar calculation made for an ordinary bicycle gave an adhesion of three quarters, which is probably too high, as it was made on the assumption that the rider sat upright, while Mr. E. F. Walker, the only rider of an ordinary who got up the hill, leaned forward, and other strong riders who did not lean forward, failed to get up the hill from their wheels slipping. On muddy roads he showed that the adhesion often fell as low as $\frac{1}{4}$ or $\frac{1}{5}$, and on greasy pavements to $\frac{1}{10}$ or even perhaps $\frac{1}{15}$. A comparison of these experiments with those made on traction engines with india-rubber tires, by Sir F. Bramwell, showed that they agreed very closely. Iron tires were shown to be better on wet and muddy roads than india-rubber ones, while on dry roads the india-rubber had a considerable advantage. On snow or ice the adhesion of an iron tire is very small, while an india-rubber one has a good grip, probably as great as $\frac{4}{10}$, and riding on frozen roads was shown to be safer, so far as slipping was concerned, than on muddy ones. It was also pointed out that if on the day of the Knockmaroon Hill climb the road had been muddy no front-driving bicycle *could* have got up, while the rear-driving bicycles and tricycles, where all the weight can be brought on the driving-wheel at every stroke, would probably have got up. The adhesion necessary to enable such a rear-driving machine to ascend was estimated at only $\frac{1}{5}$. By the kindness of Messrs. Booth Brothers, Mr. Stoney was enabled to exhibit the Crypto 'Xtra, on which he rode the hill.—*Irish Cyclist*.

JO PENNELL ON ABOLITION.

THE cause of the present state of affairs, is, that makers' amateurs, who are ashamed of their position, and some of the powers in the cycling world, have determined that, because they either must give up cycling as a business or their claims to amateurism, therefore every man who rides a cycle must become a professional. It would be a parallel case if a man who found it necessary to become a professional jockey were to calmly announce that any one who rides a horse must join the professional ranks with him.—*Jo Pennell in Pall Mall Gazette*.

TO DO THE PEDAL MOUNT.

MOST of us have essayed to mount an ordinary by the pedal, and most of us have failed. But it is not so terribly difficult. "To learn the pedal mount," says W. C. Goulding, "get a friend to hold the machine on the right side, place your left foot on the pedal at its lowest point, and let your assistant move the machine forward so as to lift you up into the saddle. After getting used to this operation you are soon able to mount by the pedal without aid." F. Wale thinks the safest plan is to "commence by running the bicycle along, and when the left pedal is *up* place your foot upon it, and, springing upwards with your right foot, try and stand upright upon the pedal during its descent. As it commences to rise you will have to jump off, but with a little practice you will be able to stand on the pedal during one or two revolutions. As the pedal rises, bear as much of your weight upon the handles as possible, so as not to stop the machine by checking the pedal too much. Having learned to stand on the pedal with confidence, all you have to do is to throw your right leg over the saddle as the pedal rises. It is best to get some one to hold the machine when you try to mount for the first time, or you will be likely to dive over the handles. In running the machine along preparatory to mounting you must hold it by the left handle with your right hand on the back of the saddle, and as you jump shift it to grasp the handle." R. P. Tweed's system is somewhat similar. He thinks it best to "run beside the machine till you get up a good speed, and then, seizing both handles firmly, place your foot on the pedal at its lowest point, and spring rapidly across the saddle. Of course, this wants a good deal of practice, but it is by no means an impossible feat. It should be practised with the machine up against a wall at first to get into the proper way of throwing the leg over, and then on a quiet road, leaning the bicycle slightly towards you, as in case of falling you should not fall far." Theo. Staines is short and sweet. He remarks: "This can only be done by practice. The rider must run along with his machine for a few yards, and spring with his foot on to the pedal just as it begins to rise. This will lift him towards the saddle, and the rest is easy. This must be done quickly, or a cropper is certain."—*News*.

THE PROGRESS OF REFORM.

1 JANUARY.—The coming year I am determined neither to drink, smoke, nor swear. Nor will I use any manner of slang. It is coarse and impolite. I am going to rise at five o'clock the year round, and bathe in cold water, winter and summer. I shall ride my wheel not less than five miles every pleasant day. I shall ride one hundred and fifty miles in a day, and shall make at least five century runs. I shall make a record not less than five thousand miles.

1 February.—I think it will do to get up at six o'clock till the days get longer, and I can see no harm in cigarettes, if I don't use cigars.

1 March.—I don't consider the various phrases used by cyclers to be slang, in the ordinary sense of the word.

1 April.—It's too big a contract. [End of diary.]

VAN HORN'S JUMP.

VAN HORN, of Denver, has got a story that he likes to tell to the boys, when they gather round the table at the club room, and every new comer has to take it, with all its embellishments. Here it is:

Just out of Denver there is a long coast coming down from the higher altitudes of the Rockies, and the boys like to put legs over and rush down the steep declivity at a break-your-head-if-you-fall speed. Very near the bottom of the hill there are irrigating ditches which cross the road, and these are bridged over with rude structures that do not resist the encroachments of seekers for firewood. One day Van Horn started to coast down this hill. He put his legs over and let the machine fly. He went slowly at first, but very soon his cyclometer was registering at the rate of twenty miles an hour. The steepest part is near the bottom, and beyond it is a wide ditch with its bridge. Van took a look ahead when he was flying down this steep part, and saw to his horror that the bridge was gone. It had been taken away for kindling wood. Death stared him in the face. To stop was impossible without a fall, to go ahead was death in the ditch. Van had no time to think what to do, for he was at the yawning gulf in a flash. He closed his eyes and prepared for the worst. Now came the remarkable part of the whole thing. A great stone was imbedded in the earth, with a large portion protruding upward just in front of the ditch, Van's wheel struck this and it sent wheel and rider into the air, across the ditch, and landed them right side up on the other side. The rider was not hurt, the machine stood the shock without a break of any kind, and Van could have ridden on had he not wished to stop a minute to pay his respects to the stone which carried him safely over. Van keeps the stone in a glass case now, and if any one doubts the story, they may just look at it, as a piece of corroborative evidence. He says that no machine but the Apollo would have stood the shock, but of course this is a natural prejudice in favor of his favorite wheel.

STEVENS IN SAN FRANCISCO.

THE chairman of the reception committee of Thomas Stevens of the San Francisco Bicycle Club, writes under date of 21 Dec., in a letter to the editor of *Outing*:

Dear Sir,

All arrangements have been made for the reception of Mr. Stevens on his arrival here. The Olympic Club have joined with us, and when he arrives will receive him down the bay. I, as chairman of the reception committee, have obtained permission from the custom house authorities and the quarantine officer to allow the committee to board the steamer down the bay. The officers and directors of the S. F. Bicycle Club, in connection with the officers and board of directors of the Olympic Club, will give Mr. Stevens a banquet, and also hold a reception in the latter's rooms, to which only members of both clubs and their lady friends will be admitted. This club will also invite Mr. Stevens to their annual banquet, which takes place about the time of his arrival here. You can rest assured that the S. F. Bicycle Club will receive him with open hands, and look after him while he is with us.

HENDEE'S NEW MOUNT.

J. B. McCUNE of the Springfield Bicycle Manufacturing Company, whose factory is at Worcester, was in town to-day, and stated that George M. Hendee has signed a contract with that company, and will enter its employ 1 January. Mr. McCune and Hendee are to go South next month, starting about the 15th, and will take along a sample of the Springfield Roadster bicycle, of which Mr. McCune is one of the patentees, by way of introducing themselves to the cyclists of that section. They will return about April 1. As Hendee is engaged to represent the interests of the Springfield Roadster, it is uncertain whether he will do any racing. Mr. McCune was unable to state whether or no his company would be represented by a team of racing men the coming season. It is too early yet to make arrangements of that nature. He, however, intimated that Hendee would not probably entirely abandon racing. Mr. McCune states that the company already has 160 orders for the Roadster, and the bulk of those were obtained with practically no solicitation. The company has changed its contract from 2000 to 3000 machines as the year's product. The machines will probably be put on the market the last week in February. — *Union*, 31 December.

THANKS TO DAISIE.

Editor Cycle: Please return thanks to "Daisie" for her determination to continue the feminine column through the winter. We all appreciate the "points," and look for them even more eagerly than through the wheeling season. Hoping our friend has recovered from her illness ere this, I remain, yours truly,

MARY SARGENT.

Can you find space in this week's issue for the enclosed lines as a Christmas remembrance for "Daisie"?

TO DAISIE.

I.

While Summer cools her glowing cheek
On dewy, wild sweet flowers,
While song of bird and insect speak
Of Love that freights the hours.

II.

When the red rose lifts her stately head
As dew-kissed lips she raises,
Our careless feet may sometimes tread
On sweet forgotten daisies.

III.

But Winter comes with icy breath
And locks so gleaming white;
His very presence fraught with death —
His lightest touch a blight.

IV.

'Tis then we bend with loving care
O'er a little flower so sweet,
And hail with joy the blossom fair,
Our winter *Marguerite*.

BOSTON, 25 Dec., 1886.

MARY SARGENT.

THE DRESS MAKES THE MAN.

A WELL-known member of the Newton Bicycle Club and a resident of Brookline came over to the Corey Hill toboggan slide one night dressed in full-length tights, and his shapely form was the observed of all observers. Having good-naturedly lent his toboggan to a friend who appeared on the coast with a cane and tall hat, he obligingly exchanged his toque while his friend indulged in a slide. The effect of the costume complete, with tall hat and cane, can better be imagined than described. — *Herald*.

A CROOKED TOE.

A CERTAIN man imagined that a certain toe on his right foot was not what it ought to be. It was a little out of line, and did not present the appearance of an ideal toe. And yet it served all the purposes of a toe in a very becoming manner. But the owner was dissatisfied, and he began to bandage and poultice it. But the more he bandaged and poulticed the worse the toe became. There came to him one day a man who said, "There is but one way to cure the toe. An ancient writer has said, 'If thy right toe offend thee, cut it off,' and so you must cut off that member of your body." "But," said the man, "I shall then have no toe at all." "Never you mind that," said his counsellor, "You will have cured the evil by abolishing it." Then did the man wax very wroth, and he did drive the counsellor from his domicile. "I will let the toe alone," said the man, "I need some kind of a toe, and a crooked toe is better than none at all."

Moral. This teaches that reform is better than abolition, and that a poor amateur law is better than none at all.

A WOUNDED SOLDIER ON WHEELS.

O. S. BARRETT, of Adrian, Mich., was during the war lieutenant of Company B, 4th Michigan Volunteers. He was attached to the 5th Army Corps, and served with the army of the Potomac. At the battle of Gettysburg he was shot in the leg, the ball breaking a bone, and shattering the nerves of the same. Rheumatism and neuralgia set in, and the result was paralysis of both legs and hips. He has been a great sufferer, and it was impossible for him to get about until he procured a tricycle. A friend advised him to get one of Singer's Velocimans, and he did so, and this is what he writes about it: "I think more of the machine than anything I ever had. I have but partial use of my arms, and no use whatever of the lower portion of my body, and yet I can make ten or twelve miles an hour on the machine over the streets of my city. I can turn a corner of a four-foot sidewalk with ease, and I can distance a foot tricycle anywhere on our broad and main streets, to say nothing of throwing dust in the eyes of a smart horse. I had a railing put around the seat, and had a foot-rest attached. Were it not for this I could not keep my seat, for I have no control of the lower portion of my body."

The lieutenant is greatly pleased with his machine. We are inclined to believe that he exaggerates when he talks of ten or twelve miles an hour; but if he can do half what he says he can, it testifies to the excellence of the machine.

AN IRISH CHRISTMAS NUMBER.

WE have received the very pretty Christmas number of the *Irish Cyclist and Athlete*, which is published in Dublin. R. J. Mcreedy, the man who went over to England and captured a number of races and a championship, is the editor. The number contains a lot of choice literature, including a story by Violet Lorne, an illustrated descriptive poem, etc. Many illustrations help out the text, and the whole thing is readable and ornamental. It retails for sixpence. The publishing house is yet young, and this, its first effort in its way, is very creditable.

WIND STOPPERS.

ANOTHER proprietary article we recommend our winter-riding readers to adopt is a pair of "Jaeger's wind-stoppers." This is not a scientific instrument; nor has it any relation to the "couple of planks nailed behind a trotting sulky," which Furnivall recommends for the enhancement of bicycle speed rates; but a "wind-stopper," according to Dr. Jaeger, is a sort of sleeve, made of elastic woolen material, designed to be sewn inside the sleeve of an ordinary coat or riding jacket. One end of the "wind-stopper" is wide enough to be stitched round inside a coat-sleeve, and the other is reduced to the proportions of a wrist, so that when the rider dons the wind-stoppered coat the elastic material inside clings around his wrist, and — its other end being stitched to the coat-sleeve all round — the wind cannot blow up the sleeves. The chill-preventing effect is thus similar to that of wearing gauntlets, but with none of the heavy and unsightly drawbacks of those articles, the "wind-stoppers" being hidden completely from view, weighing next to nothing, and porous enough to prevent undue heat. They can be bought for a few pence per pair, for attachment to any coat-sleeves. — *Tri Journal*.

NEW YORK CENTRAL REGULATIONS.

THE New York Central has issued a circular which says: "Bicycles, when accompanied by the owner or some person in charge, who is without other baggage and holds a first-class passage ticket, will be carried free by this company, at owner's risk, in baggage cars of local trains, when they can be handled conveniently, provided they are delivered to the station baggage man, and release of liability signed at least ten minutes before the departure of the train. Train baggage men must not receive bicycles for transportation in baggage cars unless they come to them through the station baggage man."

ROLLING AND SLIDING.

As a mounted policeman was walking his horse slowly through Brighton one cold night in the early part of last week, he was surprised by hearing a noise behind him, and an instant after a figure shot by and disappeared in the darkness. "Great Scott!" he exclaimed, "what is it?" Putting spurs to his horse, he galloped after it, and only overtook the figure as it was dismounting from a small Safety bicycle in front of Warren's apothecary store in Brighton. It proved to be a well-known member of the Massachusetts Club, who was riding over to the Corey Hill toboggan slide, and the peculiar costume, which consisted of white and red striped jersey, black tights, and fantastic toque on his head, together with the small bicycle which he was on, was enough to frighten almost any one on a dark night. — *Herald*.

HARD FACTS.

The Cycle appears to be the only paper in America which fairly grasps anything like the true state of things in English cycling circles. What that journal says on English feeling re the abolition question in its issue of the third is perfectly correct. — *Cyclist*.

THE USE OF TOBACCO.

THERE is nothing so pernicious to the wind as the use of tobacco, says Charles E. Clay in the *January Outing*, and this fact cannot be laid down in too strong terms to those who may wish to put themselves in training, no matter for what exercise; and so stringent is the rule that professionals, when going into hard training for any special event, be it rowing, running, boxing, or swimming, are not allowed to breathe the fumes of tobacco, even in the open air.

RAILWAY TRICYCLE.

A RAILWAY tricycle has been patented by Mr. William Hayes, of Los Angeles, Cal. The invention consists of a trailing wheel free to swing within certain limits, and without flanges, with a seat placed at right angles to the main wheels, the object being to avoid friction of the flanges of the wheels on curves, as well as on straight tracks.

OFFICIALS WORTH HAVING.

THE Springfield Club officers provided a lunch for the members at the last club meeting. Here is the way they did the inviting: "The last official act of the present board of officers will be the serving of a light lunch (temperance) at the close of the meeting, complimentary to those in attendance. As this deed of spontaneous generosity (unsurpassed in the history of our annals) comes after the election, it is to be considered in no wise a gentle bid for re-election on the part of the present board."

AN INKLING OF BUFFALO.

W. S. BULL, of Buffalo, has sent us a very pretty pamphlet entitled, "An Inkling of Buffalo," published by C. W. Sumner. It contains a large number of very pretty views of that remarkably beautiful city and of its business houses. As a souvenir of the city by the lake, it is very valuable. Thanks, Brother Bull.

"CHESTNUTS."

WHEELING'S Xmas Annual goes to "Macbeth" for its title, as witness the following quotation: "A sailor's wife had chestnuts in her lap." The volume is smaller in size than that which *Wheeling* has before put out, being $8\frac{1}{2} \times 5\frac{1}{2}$. It is the old tale of "Sandford and Merton," worked over for cycling purposes, and it deals with incidents and characters in cycling. It retails for sixpence.

CHANCE FOR A GOOD ITEM.

ED AUSTIN and Frank Taylor have constructed a sled bicycle attachment which astonishes the natives, and will eventually break somebody's leg if they don't improve the steering apparatus. — *Greenfield Gazette*.

ROAD BOOKS.

"THIS Diary is only ruled out for January," said a gentleman in a book store.

"Yes," replied the stationer, "our experience in the business has taught us that no one ever gets beyond the first month." — *Judge*.

When the diary goes out the road book comes in. The road book is ruled out during January.

THE CYCLING ISLE.

BY 5678.

IT was the year two thousand. For a century and a quarter mankind had enjoyed the blessings which result only from use of the wheel. They had gained thereby. Many thousands enjoyed a freedom from the petty ills of life which otherwise would have ceaselessly annoyed them. But they were still dependent and weak. Even at their best, the overwork, the dissipation, the use of stimulants, the lack of sufficient rest, the constant and fearful nervous strain of increasingly complex conditions, served to prevent radical improvement in the majority of cyclers.

The riding undertaken by the majority only served to hold at bay the accumulating evils of modern life. Comparative disregard, oftentimes absolute neglect, of the laws of health; supreme contempt for physical results in the union of human beings; propagation of a race with shattered nerves and enfeebled constitutions — all these evils formed an array too powerful to be overcome perfectly, even by cycling. Though the wheel caused improvement in individuals which lulled them into a sense of health, it could not alone produce the vigor necessary to the development of a robust race. The fearful increase in nervous diseases; the commonness of nervous prostration; the ever greater number of children born with weak nervous systems, served as a portent of coming ruin, and boded for the future a nation of maniacs.

Such facts as these saddened men. The mortal who could view them deliberately, and gaze upon the possibilities in store for his descendants, and yet feel no sorrow or discouragement, gave, in his unnatural stolidity, sure evidence that his nerve centres had begun to work untruly. Numbness and decay, inability to perceive, are as indicative of imperfections as is uncanny astuteness.

Though enough facts were obtainable to fortify the pessimist in the most doleful of predictions, the optimist then, as always, could find basis for encouragement in the almost infinite possibilities of human nature.

It was especially so in this case. A young married man, a pessimist by nature, an optimist from conviction; without a family; a student of the infallibility of natural laws; an enthusiast on the wheel; an indefatigable worker; a good organizer; ambitious and calculating, at length devised a scheme for the perfection of a portion of the race, and in it the wheel was to prove its efficacy.

There lies far away in the ocean, leagues on leagues from any other land, a small isle which had never been inhabited by man. The climate was balmy, but not enervating; the ground fertile; ample supplies of fresh water existed; pleasant hills and dales, amply wooded, stretched here and there; small game and birds and fruit abounded, all unmolested by human energy. A somewhat irregular coast formed two natural harbors, which were so protected by outlying rocks as to be dangerous to those first attempting a landing. In both, the beach was small, while high cliffs rose abruptly around. The isle seemed naturally formed to render self-defence easy.

It was to this island that the thoughts of our enthusiast turned. Meditation had con-

vinced him that he could elaborate a plan dependent only upon a few converts for ultimate success. When 1890 dawned he had elaborated his scheme; but 1900 had nearly come before he had made his converts, and was settled in the Cycling Isle.

The twentieth century opened with about a hundred families in their new home. They were nearly all young married couples averaging, say, thirty years. Most of them were without children; a few had one child, and none more than two or three. A few unmarried youths and maidens, relatives of some of the couples, were with them. The total number of settlers was two hundred. Their descent was from old American stock, some of them tracing their families through nearly three hundred years in the States back to old England.

The colony started with a theory by which to regulate their lives. This theory dealt primarily with social and domestic affairs; in things political, they were satisfied to follow the example of our republic.

A government was organized on the lines of a New England State. Four distinct settlements were made, each one with a simple and perfectly democratic town organization. Four counties were formed, each one having as its centre and future county-seat one of the original towns. A judicial system, a legislature of two branches, and a governor, were included in the scheme. This seemed unnecessarily elaborate at first, but was put into operation to accustom all from the start to the full duties of citizenship.

There was nothing new in this simple plan of government, nor was there intended to be. It is not certain that any one detail of the whole scheme was new, if considered separately. What originality there was consisted in the combination of theories with the conditions, and the introduction of a strong cycling element.

The object of the colony was to secure perfect physical development combined with broad intellectual attainments. To this end the fundamental law adopted contained certain principles which the enlightened people of the nineteenth century regarded as an infringement of private rights. Such laws, indeed, cannot be adopted by a majority, and forced upon a minority; they are only allowable when based upon universal consent, and feasible in small communities. In a large country the same ends can be gained only through the intelligence and moderation of the people acting as law unto themselves.

It must be remembered that these two hundred colonists represented only the average physical vigor of the better classes of the New England and Middle States. Feeling, therefore, the need of sounder bodies, and recognizing the dependence of mental vigor upon physical perfection, their first requirements related to physical training.

First of all, regularity was essential. The settlements were purely agricultural. An early breakfast; a long morning; an early dinner; a long noontime rest; a short afternoon, and two hours of recreation and prescribed exercises before supper; then a short evening and early retirement. This programme was readily carried out, even through the busiest times. In the quieter seasons longer hours were devoted to the



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SOLE AGENT FOR EASTERN MASSACHUSETTS.

SINGER'S CYCLES.

Noblesville, Ind.
I want to say right here
that my 54-Apollo is the
finest little wheel I ever saw.
L. M. WAINWRIGHT.

APOLLO

Syracuse, N. Y., July 1, '86.
To say that I am pleased
with the Apollo is very mildly
putting it. I can find only two
words that can express my
feelings: it is a "Jim Dandy."
Yours, etc.,
FRED. BRIGHAM.

20 Miles on the Road in 1 hour, 12 min., 35 sec.

Mr. F. W. PERRY made this World's Record on July 20, 1886.

*If you want the lightest Bicycle in the market, buy an Apollo. Rigidity not sacrificed to weight.
If you want the most practical Tricycle, buy the S. S. S.*

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

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SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.



required exercises; the hours of retiring and rising correspondingly later, and the evenings given to varied study, amusement, and recreation. If the hours had been made rigid, human nature would have rebelled; but a reasonable limit was allowed, and the ambition and rivalry of the people soon aided the regulation, because it was evident that those who were most regular in habits soon excelled physically and intellectually.

The value and importance of sufficient sleep being generally under-estimated, it was resolved that the allowance should be liberal. The hours were not restricted, and every one was urged to average between eight and nine, according to temperament. Great activity was encouraged for the waking hours. Sufficient sleep to make this both possible and enjoyable was insisted upon.

For a long time few delicacies were obtainable for the table. When wealth increased, and more could be secured, their free use was discouraged. Few, in fact greatly desired them. A liberal diet was in favor, great care being always taken with the cooking. Each meal was simple, but abundant, and variety was introduced by constantly changing the character of the meals. All the fruits that could be had were used in abundance. The palate was easily trained to be satisfied with such desirable things.

The hours devoted to exercise and recreation were lively ones. Every athletic sport was taught by competent teachers, young and old participating, — the women as well as the men. The original colonists of mature age suffered from the disadvantage of beginning comparatively late in life. Their children, however, were taken hold of in infancy, and grew up under a system as invigorating as that which developed a Ben Hur or a Scandaberg. Constant activity, guided by a comprehensive plan, which caused harmonious development, showed its effect in the first generation which grew up under the regime. In form, in figure, in all physical attributes, they surpassed their parents.

In this system of development the wheel played a prominent part. No youth was permitted to learn in a haphazard manner, and ride as he chose as soon as he could balance himself. On the contrary, each boy was carefully taught what in the nineteenth century were the accomplishments of the few. Trick riding was not particularly encouraged, but the great strength and agility displayed made many marvellous feats possible. After absolute control was obtained, training was begun. This was systematically prosecuted. A surprising staying power was quickly shown, owing to the whole character of the athletic training in which every one took part. Speed was also readily developed, and the people naturally became a colony of flyers.

The isle being small, and the best of roads being projected at the outset, a generation or two saw a paradise for wheelmen. Several concentric roads circled the island, winding gently in and out, here hiding in dense groves, and yonder almost skirting the beach. Other roads ran as spokes to a wheel, while still others lay directly across, meeting at right angles. In a sheltered dale, near the centre of the isle, a quarter-mile track was built, and completely enclosed. The sides being practically but a

series of windows, kept open most of the year, all the advantages of open air were secured. In addition to this, by closing any side against the wind, perfect conditions for speed were obtained. In the centre of the track athletic sports were carried on.

The women of the colony participated in the general training, of course, in a modified way. Even to a greater relative effect than the men did they make use of tricycle and tandem.

The first generation which grew up in the isle, though only about half of them were born there, were, as has already been said, more vigorous than their parents. Each of the three succeeding generations, which had appeared up to the time of the present account, showed marked improvement, not only in physique, stamina and feature, but intellectual grasp and attainment.

The physical vigor which was attained, the sense of power accompanying it; the joyous freedom of out-door life; the exhilaration of well-nigh perfect health, combined to destroy the repugnance, ever becoming more common with increasing civilization, to having families. It was expected that families should average four or five children, differing in age about three years. Early marriages were encouraged. Few unmarried persons were found above the age of twenty-five years, and almost none above thirty.

It follows that the four generations born since the time of settlement, together with some two hundred new colonists which had been received from home, had augmented the population to some 4,000 settlers, distributed in little villages all over the island. Another century or two will increase the population to its utmost limits. After that new homes must be sought.

It was necessary to import into the island all its manufactured articles for a long time, as climate, inclination, and surroundings made them purely agricultural. Twice every year a commission went abroad to make the necessary purchases.

A thorough system of mental training was adopted, and pursued systematically. As good health was universal, children could continue their studies without interruption. The most comprehensive plan, therefore, was possible. The superficial, popular cry, "Away with the classics," was not heeded; and particular pains were taken to make every subject alive. Historical studies were pursued with great interest, and with sociology received most attention. Industrial departments were connected with the schools, and no pupils were excused from them. The polite arts were cultivated; a large public library was maintained, and lectures and various entertainments constantly carried on by the members. These methods were developed so successfully as to produce the most active, vigorous, and at the same time the most perfectly cultivated race the world has seen.

If this account of such a favored isle does not sufficiently show whence it derived its name, it should be remembered that all its roads were as perfect as race tracks; that every person on the isle, without exception, used a cycle daily; that all were trained cyclists; that an enclosed track was maintained, and that the physical, mental and moral results attained were largely due to the use made of the wheel.

BANGS' LATEST.

JOSEPH and Josie were on a tandem. He was whispering soft nothings in her ear. There was a spill. Bangs helped to pick them up and set them awheel again. As they rode off, Bangs said to Bings, who was with him:

"That reminds me of a very important part of my wheel."

Bings caught hold of the fence, and cried, "Let her go. What is it?"

"Why, a spoon break, of course," said Bangs.

And now they do not speak as they pass by.

BEST DATE FOR THE MEET.

I THINK the suggestion that the League meet be held the third week in May is a good one, and I hope the board of officers will act on it. That is the time in spring when St. Louis almost invariably enjoys good weather, which is the principal consideration in selecting the date. It will give scores of local wheelmen an opportunity to get off, which they cannot obtain nearer the end of the month. — *Spectator*.

BENEFITS FROM REDUCED PRICES.

THE Missouri Club has reduced the price of pool to two and one-half cents a cue, and finds the revenue larger than ever. I am told their tables, billiard and pool, bring them as high as \$50 per month. — *Spectator*.

CONTRIBUTORS' CLUB.

THE SAN FRANCISCO CLUB.

Editor Cycle: It is my habit to look over all the bicycle literature, at least once a week, and of course the CYCLE is always read in its turn. In the edition of 10 December, in an article describing the new house of the Capital Bicycle Club, the writer calls that club the crack wheeling organization of Washington, which is indeed true; and for good fellowship the Capital boys cannot be beaten. About two years ago I visited the club in its old quarters, and have often told how nicely I was entertained by them. But I am drifting from the point which prompted these lines. The writer says that the C. Bi. C. is the second oldest wheeling organization in the country; in this he is wrong, and I take this opportunity of informing him.

The Boston Bicycle Club was founded 12 Feb. 1878; the San Francisco Bicycle Club was founded 28 Nov. 1878; the Montreal Bicycle Club, 2 Dec. 1878; the Massachusetts Bicycle Club, 1 Feb. 1879; and the Capital Bicycle Club, 7 Feb. 1879. I also claim for the San Francisco Bicycle Club that it is not only the second oldest club in America, but that it has accomplished more for cyclers than any other club in the country, which I can prove to your satisfaction.

I also take pleasure in informing you that among its members are some of our most prominent citizens, and that the first consideration in electing a member has always been, What is his social standing? Though not calling ourselves a racing club, we hold the five-mile championship of the coast, made by H. C. Finkler; and Will Davis of our club has twice beaten Elwell in a mile

race; and still Mr. Elwell, of the Bay City Wheelmen, is called the champion of the coast. I hereby extend to the members of the Eastern clubs a cordial invitation to any of their members who may visit this coast, to make our rooms their headquarters, and we will do what we can to entertain them. I will also state that the Baldwin Hotel is the League hotel in San Francisco, and that a reduction of fifty cents per day will be allowed to all L. A. W. members. The San Francisco Bicycle Club has been requested to receive Thos. Stevens upon his return to America, and you will hear of how well we shall succeed. A China steamer arrived last evening, and thinking that Mr. Stevens might be on board, the gallant captain of our club, Harrison Houseworth, accompanied by our reception committee, boarded the steamer out in the bay, and was informed that Mr. Stevens would come on the next steamer.

Our club, assisted by the Olympic Athletic Club, will give Mr. Stevens a grand reception at the rooms of the latter club, which are said to be the finest quarters of the kind in America, on which occasion none but members of the two clubs, and their lady friends, will be admitted. The officers of the clubs will then give Mr. Stevens a banquet. You will learn later what else we shall do to make the reception of Mr. Stevens a success. I do not think that it is generally understood that when Mr. Stevens arrives in this city, he will have completed his tour of around the world on a bicycle.

Cyclingly yours, 8,427, L. A. W.,
Ex-Captain Second Oldest Club in America.
 SAN FRANCISCO, 19 Dec. 1886.

SUGGESTION FOR A LOCK.

A SUGGESTION, which we commend to the ingenious, comes to us from Captain Verney, R. N., who says: "There is, so far as I know, no way of securing a tricycle except by a padlock and chain, which is but a clumsy expedient. Surely some ingenious man could devise a small key to fit into the axle itself. I would suggest a small flat piece of metal, like the key of a Yale lock, which should always be kept in its place when the machine is in use, but the removal of which should release a bolt, and render the axle immovable; all you would then have to do on leaving the tricycle for a few minutes would be to take out the key and carry it with you. If there is anything in this suggestion, no doubt it will be considered." — *Cyclist*.

TURN AND TURN ABOUT.

LADY riders are plucky, and are never at a loss what to do in emergencies. Two Melrose ladies recently took a ride to Cambridge on tricycles, and, after reaching their destination, one of the machines broke down, and could not be repaired forthwith. What to do? After the heads had been put together, it was decided that each should ride and walk half the way home, and thus the journey was accomplished. — *Herald*.

THE *Cyclist* proposes that the wheelmen of England present a fully equipped life boat to the Royal National Lifeboat Institution. It suggests that this is a good way to recognize the Queen's jubilee, and it has opened a subscription paper.

CYCLETES.

SIGNS OF THE SEASON.

When, —

You see the snow effacing all the riding and the racing,
 When the road-worn bikes and tricycles are safely stored away,

When the questions, cold and cruel, as to "Who's to pay for fuel?"

And "Who's to lug the coal up nights?" are turning club men gray.

When, —

Around the club-room fires every night a gang of liars
 Tell each other "fairy stories" from the woof of fancy wove;

Tell of rides that broke the record, with yarns of "mashes" checked,

Tell of how they "did up" so-and-so; — and spit upon the stove.

When, —

The cycle papers, many, have to struggle hard for any interesting items which to cycle-ing relate,
 And "fill up" on that humdrum called the "amateur co. nundrum,"

Or quarrel with each other as to how they circulate.

When, —

The racing-man is "shoving," over to his uncle loving,
 The plate he won last autumn (and the plate is fact, I think,)*

Finds for each defeat, a reason, brags of what he'll do next season,

Or for money stakes enormous, circumnavigates a rink, —

When, —

The cyclers run their dances, when they take toboggan cha. ces,

When the nickel on their skates is bright, but on their wheels is brown,

When the cutter ousts the tandem, when "last season" seems a phantom, —

Then, —

You can bet your bottom dollar that the winter's settled down. CAP.

*The earnest student will find a joke here, if he digs deep enough.

1887.

THE year is yet young.

BUT it is here all the same.

Now look out for a January thaw.

THE good resolutions still hold, and will hold for another week.

A VERY large number of men and women have resolved to subscribe for the *CYCLE*, and they have crystallized their resolutions by sending us seventy-five cents.

PITTSBURG, Penn., records for 1886: W. D. Banker, 2,578 miles; S. H. Murray, 2,245 miles; H. E. Bidwell, 1,940 miles.

CHARLES SCHWALBACH and A. S. Willdigg will open a bicycle agency in Brooklyn, opposite Prospect Park.

BANGS writes us that he rode the old year out and the new year in, and claims to be among the first to ride in 1887. As it was very stormy when 1887 came in, we looked up this record, and found that he rode in a horse car. The record is refused, and will not be entered.

HENDEE will ride a lever machine next year. Now let us see if he can get down to 2.25.

WHENEVER I ride in the evening or night,
 At any time past six o'clock,
 I take care to bring out a jolly good light,
 And hang it somewhere on my crock;
 But men who are driving in light running carts
 Come whisking along in the gloom;
 It gives a contemplative parson such starts
 It shortens his tramp to the tomb.
 It really isn't right
 For they never use a light —
 They're a nuisance and a snare where'er they go;
 And if, in some dark part,
 You should charge a lamplight cart,
 Then you smash yourself and trike, and there you are,
 Don't you know.

LETTERS to Thomas Stevens may be addressed care of S. F. Bi. Club 1,428, Market street, San Francisco, Cal., where he expects to arrive about the middle of January.

STEVENS expected to find perfect ease in riding in China, but he found Chinese. There seems to be no harmony between the two.

THE *Post-Despatch* wants the League to adopt an accident insurance department. It might do worse.

THE Columbia bicycle has a habit of coming to the front. It did so in the hare and hounds race at Chicago on Thanksgiving day. The three first men in were on Columbias.

THE *Wheel World* will change its title to *Olympia*, and will no longer be entirely confined to cycling matters, but will take in relative athletics.

A. J. PHILBRICK, of Salem, formerly builder of the Republic bicycle, announces a steam tricycle, which will be ready at an early date. Why not a steam carriage?

THE Massachusetts Club will dine next month. It will be a goodly company. The club members have indulged so freely in milk that they have become the cream of wheeldom.

THE Melrose Club will pool its issues over a new table.

CLUBS are new making up their yearly records. The Massachusetts Club will present to its usual elaborate compilation at the annual biquet.

THE Boston Club is nine years old.

HAYES and his men will meet around the festive board at the Quincy House on Saturday evening.

AND now our wheels are in a state of innocuous desuetude.

CAPT. PECK, of the Massachusetts Club, is an enthusiastic tobogganer. He took a header the other night, and didn't stop coasting down the hill, though there was no toboggan under him. He says that his pants are like an unpaid bill, for they want to be re-seated.

THE lucky Springfield winners in the recent Iroquois Cycle Club's drawing in London, Eng., were P. H. Joslyn, of the Boston and Albany freight-house, who drew the Crippler tricycle, worth \$165, and John Rohan, an employe of the Boston and Albany railroad company, who drew a Waltham watch.

DR. C. J. SCHERER, of Memphis, offers a valuable medal to the rider who makes the best mileage in 1887. No score under three thousand miles will be considered.

WHY is a tricycle, with the steering wheel behind, like the breeder of oxen? One is a rear steerer, and the other a steer rearer.

You came and went on flashing spokes,
As swiftly as the swallow darts;
You rode upon our avenue,
And o'er our maidens' vanquished hearts;
How brave you looked in jaunty suits,
You Mercuries with flying wheels,
All cap-à-pie in hose and plu h—
Like charming little gods on wheels!

I NOTICE quite a tendency toward stove-pipe hats among the cyclers. This may be a reaction from the close-fitting caps of summer. — *Spectator*.

THE *News* gives the following best times on record as among the earliest that can be found: By J. Moore, professional, at the Molineux Grounds, Wolverhampton, on 26 May, 1874, 3 m. 1 s.; by Keith Falconer, amateur, at Cambridge, on 28 November, 1874, 3 m. 16 s.

W. W. SHEEN, of Quincy, has ridden 7,450½ miles on his Star the past year. The Smithville people intend to give him a medal as a souvenir of the record, and it is very probable that he will have the best machine the company can turn out to ride next year.

THERE is much anticipation among wheelmen for the new tandem and handle-bar steering tricycle to be brought out next season by the Pope Manufacturing Company. Nothing definite is yet known about their special construction, but past experience has taught cyclists to believe that only the best can come from the largest wheel house in the world.

THE Century Wheelmen, of Philadelphia, received friends on New Year's day.

Jack and Gill came down the hill
Upon a Humber tandem;
Jack turned round to Gill and frowned,
"Pshaw! you don't understand 'em.
Put up your feet, stick to your seat,
I'm going to do a 'flyer';
For goodness sake don't touch the brake,
We're spilt! Oh, Jeremiah!"

THE Springfield Club had a saltatorial social at its rooms last week Thursday, and others will follow. There is a good deal of fun to be had out of these informal affairs.

CHIEF CONSUL PALMER, of Delaware, has organized the Delaware L. A. W. Division with twenty-eight members. Mr. Charles W. Todd, of Wilmington, has been elected secretary.

THE boiler which supplies caloric to our office burst the other day. The building didn't go up, and we have been thinking that perhaps we were blessed with avoirdupois enough to hold it down, despite the attempts of a boiler to blow it into the air.

GIDEON HAYNES, Jr., Boston, Mass., and A. E. Schaaf, Buffalo, N. Y., assignors to Pope Manufacturing Company, have been granted a patent on an anti friction bearing.

We shall be present at the officers' meeting in New York, and will use any proxies that may be sent us as the senders may direct.

THE Rudge Bicyclette, which Messrs. Stoddard, Lovering & Co. propose to bring out in the spring, is the original machine of this type, having been patented in England and America in 1879 by Messrs. Rudge & Co. It has had two years good trial in England and possesses several valuable features of special excellence and which will only be found on this machine.

CAPTAIN PECK, of the Massachusetts Bicycle Club, finished a riding season of nearly 5,000 miles in 1886. All being accomplished on a 55-inch Rudge Light Roadster.

THE BOSTON BICYCLE SHOE.

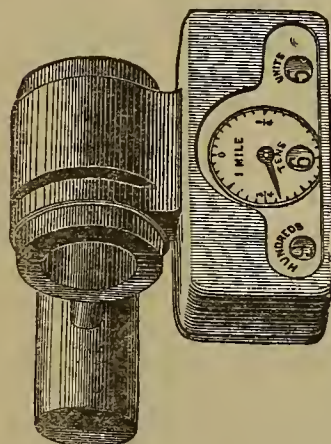
The Perfect Shoe for Cycling.

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

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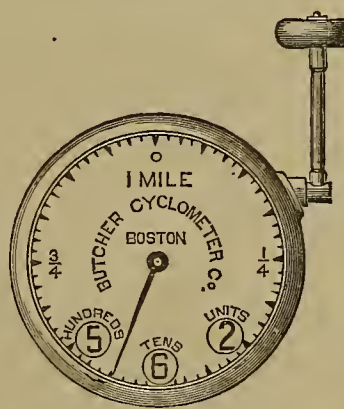
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AMONG the many letters that Messrs. Stoddard, Lovering & Co. received in their mail last week, were three that were curiosities. In one, a man wishes to exchange forty acres of land for a Rudge Humber Tandem; in another, a man has two hundred pounds of gunpowder which he will exchange for a bicycle; and another wishes to dispose of two hundred pair of roller skates for any kind of a Rudge.

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The peculiar advantages possessed by this saddle arise from its general construction, — with a perfectly adjustable frameless or hammock-pattern seat, suspended between fore-and-aft springs; a combination by which all jars and vibrations of the machine are absorbed, and the tendency to headers much decreased.



The seat proper is of the finest leather procurable, and its form, with long cut-out, admits of its shaping itself perfectly to the form of the rider, obviating all chafing and any uncomfortable or harmful pressure. It has no metal frame, but a re-enforcing piece of leather sewed on the under side, which reduces to a minimum the liability to lose shape.

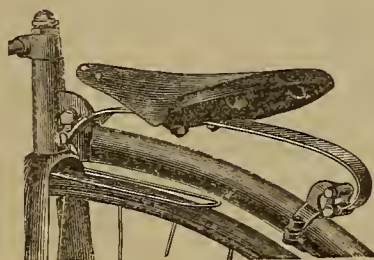
Our improvements consist in using round front springs in each variety of the saddle, and in shaping the leather so as to prevent the raw edge from coming in contact with the rider.

This saddle is easily and quickly placed in position, and its tension regulated by simply setting the click back or forward. It is applicable to any bicycle, by the use of different front springs and perch-clip.

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Combines the best contributions of three different inventors towards the solution

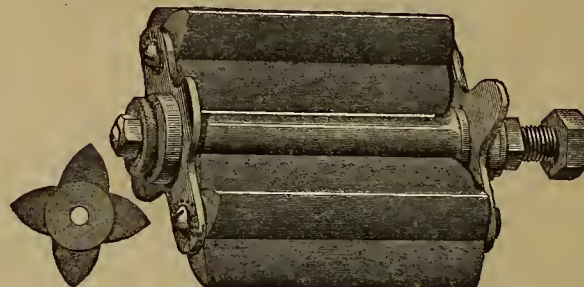


of the difficult problem in bicycle seat-springs. It overcomes the fore-and-aft jarring and the vibration of the small wheel by means of two pendent links combined with other parts in a peculiar way, so as to allow a fore-and-aft motion of the seat to a limited but sufficient extent to stop vibration, and to ease the rider over considerable obstructions. In averting headers it is a safety device beyond any other in the market. This spring is only applicable to the EXPERT and LIGHT ROADSTER.

Nickel-plated, \$5.00.

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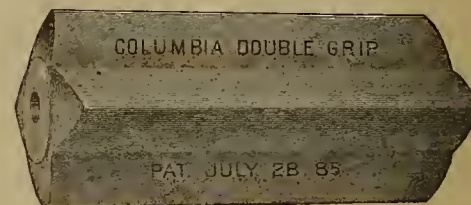
Per pair,



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The end-plates are one piece, drop-forged in entirely new dies, made sufficiently heavy where the greatest strains come, but lightened considerably by leaving out metal where it is not needed.

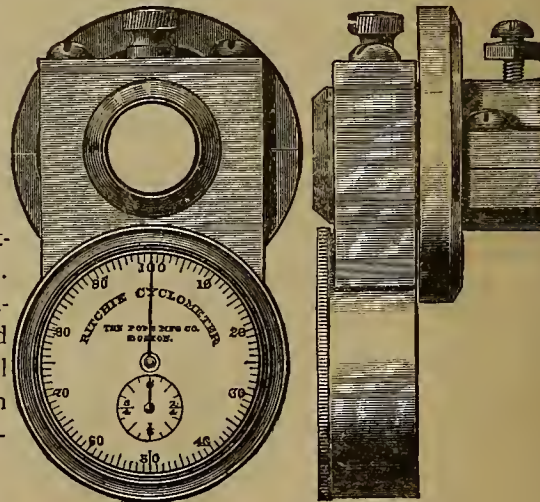
The pedal-frame is completed by a central steel tube, which entirely protects the pin from contact with the foot, and the bearings from the entrance of dust. The rods passing through the rubbers are threaded upon the inner ends, and fitted with small and neat nuts, so as to be easily removed and replaced. The pedal-pin is tapered and strengthened at the right end; and there are two rows of steel balls, eleven



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