

The Cycle.

VOL. I., No. 8.

BOSTON, MASS., 21 MAY, 1886.

FIVE CENTS.

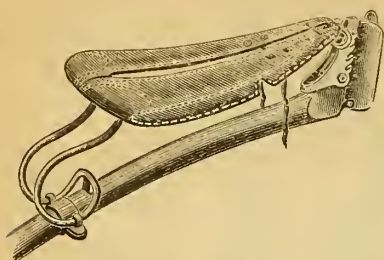
The Coventry Machinists' Co.'s New Tricycle for 1886.



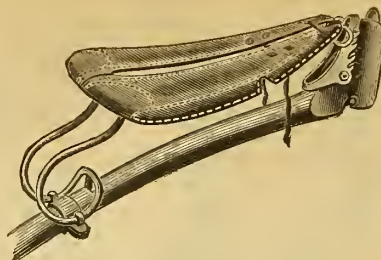
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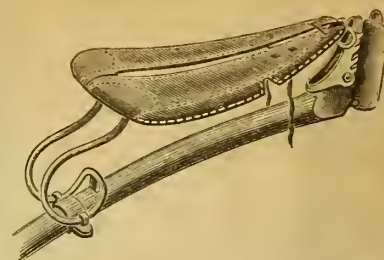
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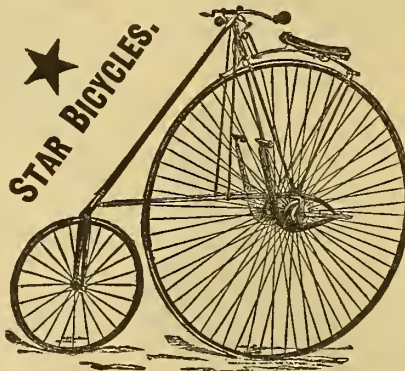
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Second-hand Bicycles taken in exchange. Bicycles repaired and nickel-plated. Cash paid for Second-hand Bicycles. Largest stock of second-hand Wheels in America.

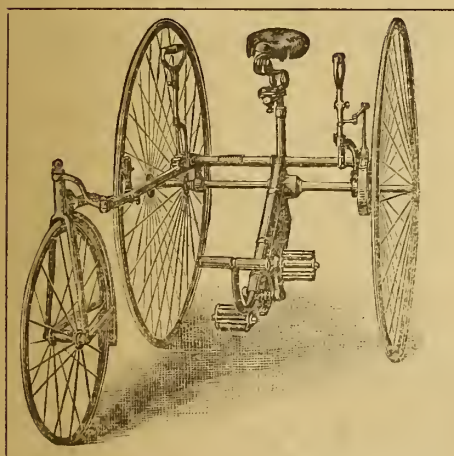
BARGAINS THIS WEEK:

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

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 Bull 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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PURCHASE A MOUNT
Till after Examining a
ROYAL MAIL.



Just received from steamer, a lot of the Royal Mail Celebrated Two-Track Tricycles, small drivers and large front wheel, and convertible Tandems. Superb Machines. See them. In the Royal Mail Tandem, the lady sits behind allowing the gentleman to command the machine. Also appears better. The Handsomest Tandem in the Market.

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POSITIVELY

THE GREATEST TRIUMPH OF CYCLING MANUFACTURE IN AMERICA.

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

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

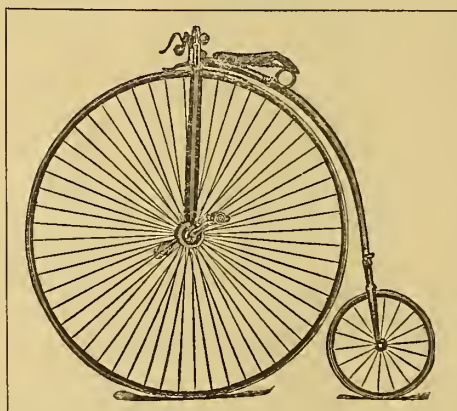
BE SURE AND SEE IT BEFORE YOU DECIDE UPON YOUR MOUNT FOR 1886.

BECAUSE

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

Most Durable Machine Yet Devised.

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



BECAUSE

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

Most Comfortable to Ride.

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

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

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

IT IS SOLD AT A REASONABLE PRICE.

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

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

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

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

THE CYCLE

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

VOL. I.

BOSTON, MASS., 21 MAY, 1886.

No. 8.

TERMS OF SUBSCRIPTION.

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Six Months.....	.90
Single Copies.....	.05

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

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

New York, ELLIOTT MASON, 12 Warren Street.

Philadelphia, H. B. HART, 811 Arch Street. GEORGE D. GIDEON, 6 South Broad Street.

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ABBOT BASSETT EDITOR
W. I. HARRIS EDITORIAL CONTRIBUTOR

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

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WHAT is left of the annual business meeting of the League? Very little. The deeper we go into the subject, the less we can find that is left for the membership at large to vote on. They cannot amend the Constitution, and therefore the vexed question of admitting professionals to the League cannot be decided. They cannot amend the by-laws, and therefore they cannot touch the amateur rule. The members can get together in mass meeting and express their ideas for and against certain measures. They can instruct the officers to make certain rules, and they can order that the Racing Board be instructed to change its rules. They can talk, they can resolve, they can instruct, but they can do little else. Would it not be a good idea for them to reclaim the rights they have lost?

THE League will come to Boston on Anniversary week. This is a New England institution that is fast dying out, but there is enough life left in it to fill the city with clergymen from all parts of the country, and they will be followed by their trains of laymen. It always rains Anniversary Week. This is a household word in Boston, and the natives always put their umbrellas in order for that

occasion. Let us hope that the present year will prove an exception. Rain has little effect on the anniversaries; it would spoil the Meet.

It is very important that the committees of the League organize quickly and get to work; and we offer it as a suggestion to the incoming president, that he make all of his appointments during the Meet.

A VERY large and brilliant company (we like that word "brilliant," it always sounds well when we are talking about the aristocracy) assembled on the Longwood grounds last week to see R. D. Sears, the amateur tennis champion, contest for the championship of America with Thomas Pettitt, the professional champion. How different this would sound if we were to say that Wm. A. Rowe competed with John S. Prince with the same object in view. And yet we cannot believe that any harm was done in the tennis game.

It is always interesting to know what papers think of their contemporaries. It is so satisfying to know that the course of one journal meets the approval of another. We are glad to hear, for instance, that the *World* thinks that the *Herald* is "dry, uninteresting, and rarely reliable," and that the *Globe* is "bright, fresh, and reasonably correct." We trust that the *Record* will take into consideration the little slap the same paper gave it, and deprive their readers of the bright little cycling stories they have been publishing, if they think there is a demand for their discontinuance outside the office of the *World*. We are pained to read also that our own paper comes under their criticism, and that we do not manage it according to their ideas of what is right. We hope that the *Herald*, the *Record*, and the *CYCLE* will reform, now that their shortcomings have been pointed out. But while we are considering the opinions of papers concerning their contemporaries, it may be well to mention that we came across this item in the last number of the *Star Advocate*: "The *Bicycling World* has more kicking and fault-finding to the square inch than all the rest of the papers of cycledom put together — one continual growl and grumble." And yet the *World* continues to be our esteemed contemporary.

WE have hesitated to nominate any man for the president of the League, because we don't know that it would do any good, and because we think the League officers are able to choose for themselves; but we want to join in with several other papers, and cry, "Down with the chairman of the Racing Board!" We know him well, and we believe he ought not to be in the position he holds. We think the place can be filled to better advantage, and we shall withhold our support from any man who does not depose this officer. We like a quiet life, and we are bound to have it; but the past has convinced us that we cannot get repose so long as the present chairman of the Racing Board holds his position. Down with him.

LEAGUELETS.

VERY little more in the preparatory line remains to be done towards making the coming League Meet the most successful on record. The committees have all faithfully discharged their duties, and are now resting on their labors and hoping for favorable weather. Reports from wheelmen all over the country indicate that the attendance will be far in excess of any previous year, and, as there are far more wheelmen in Massachusetts than in any other State, it is not improbable that upwards of ten thousand wheelmen will be in Boston during the three days of the Meet. From present indications there will be about fifteen hundred wheelmen in line at the parade.

STORAGE.

Arrangements for storing wheels will be superior to any ever offered before. The lower dining hall of Mechanics' building will be used for this purpose. The entrance is at the rear of the building. There will be sufficient accommodations provided for the storage of several thousand wheels. The machines will be handled with the greatest care. The bicycles will be suspended by their handle-bars from a framework above, and each will be carefully checked. The committee will be ready to receive machines on Wednesday afternoon, 26 May, and will store them until Tuesday, 2 June, when they must be removed. During the three days of the Meet and the two following days, the storage room will be open from 7 A. M. until 10 P. M. Visiting wheelmen, who may wish to express their wheels, are requested to tag them and deliver them to the express company, with the understanding that they are to be retained by the company until Wednesday afternoon, and then delivered at the Mechanics' building. Those sending machines in this way are requested to send notice of the fact to the chairman of the Storage Committee,

Charles S. Howard, Boston *Daily Globe*. A corps of machinists, from the establishment of W. W. Stall, will be on hand to execute all needed repairs.

BAGGAGE TRANSPORTATION.

Arrangements have been perfected with the transfer companies for the transportation of baggage from depots to hotels, etc., within the city proper. Messengers will pass through trains, giving to wheelmen a numbered coupon corresponding to tag tied to each piece of baggage. On arrival at hotel, it may be secured by surrendering the coupon. For this service there will be no charge. The Armstrong Transfer Company will take baggage arriving at the Albany, Old Colony, New York and New England, Lowell, and Boston and Maine (both divisions) depots. Simonds' Transfer will take baggage from the Fitchburg, and Hadwen's from the Providence depots. This arrangement will allow every wheelman to look after his wheel, and avoid the risk of rough handling by inexperienced teamsters. Should, however, it be desired to send wheels by the transfer companies, they will be taken at a uniform price of fifty cents.

HOTEL LIST.

The following list of hotels has been prepared by the Hotel Committee. Where two rates are given, the second is for two persons together. Hotels marked with an asterisk are conducted on the European plan, and the price given includes rooms only. Distance from Mechanics' building, the place for storing wheels, given in each case:—

VENDOME, Commonwealth avenue, L. A. W. headquarters. First-class; \$4 to \$7. Can ride to door; $\frac{1}{2}$ mile.

***ADAMS**, 555 Washington street. First-class; \$1.50. Near theatres and business centre. Can ride to within three blocks; $\frac{1}{4}$ miles.

AMERICAN, 50 Hanover street. Very good; \$3. Down town, near northern depots. Rideable within two blocks; $1\frac{1}{8}$ miles.

BRUNSWICK, Boylston street. First-class; \$4. Can ride to door; $\frac{1}{2}$ mile.

COMMONWEALTH, 1697 Washington street. Very good; \$3 to \$5. Up town. Especially good rooms. Can ride to door; $\frac{1}{2}$ mile.

***CRAWFORD**, 88 Court street. Good; \$1 to \$1.50. Down town. Can ride to within one block; $1\frac{3}{4}$ miles.

CREIGHTON, 245 Tremont street. Good; \$2.50 to \$4.00. Near the centre. Can ride to within two blocks; $1\frac{1}{4}$ miles.

FANEUIL HOUSE, Brighton. Good; \$2. Near the Reservoir. Can ride to door; 4 miles.

***INTERNATIONAL**, 625 Washington street. Good; \$1 to \$1.50. Near theatres and business centre. Can ride within two blocks; $1\frac{1}{4}$ miles.

METROPOLITAN, 1166 Washington street. Good; \$2 to \$3. Up town. Can ride to within one block.

NEW MARLBORO', 736 Washington street. Good; \$2. Near centre. Can ride to within three blocks; $1\frac{1}{2}$ miles.

***PARKER HOUSE**, School street. First-class; \$1.50. Opposite City Hall. Can ride to within one block; $1\frac{3}{4}$ miles.

QUINCY HOUSE, Brattle street. First-class; \$3 to \$5. Down town. $1\frac{7}{8}$ miles.

TREMONT HOUSE, Tremont street, corner Beacon. First-class; \$3.50. Near City Hall and State House. Can ride to door; $1\frac{1}{8}$ miles.

UNITED STATES HOTEL, Beach street. Very good; \$2.50 to \$4. Near Albany and Old Colony depots. Can ride to within six blocks.

***YOUNG'S HOTEL**, Court avenue, off Washington street. First-class; \$1.50. Down town. Can ride to within one block; $1\frac{3}{4}$ miles.

CONCERT PROGRAMME.

Mr. William Hayden has selected a fine orchestra of forty pieces for the promenade concert at Music Hall, on Thursday evening, 27 May:—

1. March, Wheelmen
2. Overture, L'Espoir De L'Alsace
3. Medley, Oh, How Delightful
4. Cornet Solo, by William Hill.
5. Concert Waltz, Autumn Flowers
6. Medley, Bric-a-Brac
7. Descriptive Piece, Forge in the Forest
8. Selections, Mikado
9. Piccolo Solo, by H. Roach.
10. Selections, Iolanthe
11. Descriptive Polka, Sleigh Ride
12. Selections, Martha
13. Spanish Fantasie.
14. Grafenberger Waltz.
15. Popular Airs.

The Entertainment Committee, in order to carry out their original intention of making this first night of the League Meet social and merry in its character, decided that a concert of popular music would be much more acceptable and would better further this end than something of a classical order. Refreshments in great variety will be served in first-class style, and will be in charge of Charles Rickenberg, well known to those who attended the popular concerts last summer. The public are invited to attend this concert, but will only be admitted to the galleries, and then by the payment of an entrance fee.

MINSTREL ENTERTAINMENT.

The musical entertainment on Friday evening, the 28th, at the same place, promises to be a grand success. The Jeffries men are making preparations to outdo themselves, and will be re-enforced in the chorus by some of the musical talent of the various bicycle clubs in and around Boston. The orchestra, led by Percy C. Hayden, will be A1; and the seating of the audience, in charge of Capt. Peck, will be carefully looked after. Tickets are selling rapidly, and those wishing to attend will do well to secure seats at once. A certain number of seats will be reserved for visiting wheelmen from a distance, which can be procured at the concert Thursday night. The programme is as follows:—

Opening Chorus, The Circle
Solo and Chorus,

"Magnolia of Old Tennessee"
S. G. Rollins, Jr.

End Song, "On the Levee"
J. B. Maccabe.

Tenor Solo, "Annie, Dear, I'm Called Away"
Ed McClosky.

End Song, "Sitting on the Golden Fence"
E. H. Close.

Bass Solo.

End Song, "We'll Raise de Roof To-night"
T. E. Stutson.

Soprano Solo, "Must We Meet then as Strangers"
L. D. Dunn.

Bass Solo, The Old Sexton
George M. Bacon.

End Song, "Ride on dat Golden Mule"
Clarence P. Lovell.

Orchestra, Mikado Gems
Lecture, "Freenology"
T. E. Stutson.

Gymnastics, Parellel Bars
German Turners.

Banjo Quartet.
Lansing, Grover, Paine, and Chase.

Gymnastics.
The German Turners in their complex and graceful movements on the German horse, to conclude with a series of pyramids.

TRICYCLE RACE.

The annual tricycle race of the Boston Club will be held in the early morning of the 28th. The route will be the same as last year, from Bailey's Hotel, South Natick, to a point on Beacon street, opposite the Public Garden. Two medals, first and second prizes, will be awarded. Entrance fee \$1, to be made by mail or in person to R. J. Tombs, Boston Bicycle Club, 87 Boylston street, Boston, Mass.

LEAGUE RACES.

THE following riders have entered for the League races on Saturday, 29 May. Those marked with a star are received subject to the action of the League meeting:—

One-Mile Championship.—Charles E. Kluge, Jersey City, N. J.; J. R. Rheubottom, Weedsport, N. Y.; George E. Weber, Smithville, N. J.; *D. E. Hunter, Salem, Mass.; A. B. Rich, New York; Wm. E. Crist, Washington, D. C.; *George M. Hendee, Springfield, Mass.; Taylor Boggis, Cleveland, Ohio; Frank G. Gibbs, Cambridge, Mass.

One-Mile Tricycle Championship.—Charles E. Kluge, Jersey City, N. J.; A. B. Rich, New York; Wm. E. Crist, Washington, D. C.; *W. F. Knapp, Cleveland, Ohio; Thomas Fahy, New Britain, Conn.; C. O. Danforth, Cambridge; Charles H. Potter, Cleveland; J. T. Williams, Boston.

One-Mile Massachusetts Championship.—*D. Edgar Hunter, Salem, Mass.; *Wm. A. Rowe, Lynn, Mass.; Frank G. Gibbs, Cambridge, Mass.

One-Mile Novice.—D. G. Holbrook, Yonkers, N. Y.; Charles A. Stenken, Jersey City, N. J.; John A. Kennedy, Boston; M. F. Germond, New York; H. C. Getchell, Cambridge, Mass.; Harry L. Caldwell, Boston; E. A. Bailey, Somerville; Charles M. Phelps, New York.

One-Mile Handicap.—Willard P. Smith, Charles A. Stenken and Charles E. Kluge, all of Jersey City, N. J.; J. R. Rheubottom, Weedsport, N. Y.; George E. Weber, Smithville, N. J.; *D. E. Hunter, Salem, Mass.; A. B. Rich, New York; *W. F. Knapp, Cleveland, Ohio; John A. Kennedy, Boston; W. D. Edwards, New York; Taylor Boggis, Cleveland, Ohio; H. C. Getchell, Cambridge, Mass.; Frank G. Gibbs, Cambridge, Mass.; Charles M.

Phelps, New York; G. M. Worden, Fitchburg, Mass.; Eugene Valentine, New York.

One and Three Mile Invitation.—Wm. A. Rowe, Lynn, Mass.; George M. Hendee, Springfield, Mass.; W. F. Knapp, Cleveland, Ohio; W. A. Rhodes, Dorchester, Mass. Entries for the two races are the same.

CONTRIBUTORS' CLUB

CHICAGO CRUMBS.

Editor of the Cycle: Leaving the city of riots and strikes, commonly called Chicago, last night, I arrived at Grand Rapids, Mich. this morning, 9 May, called by urgent telegram to meet a rival on the half-mile trotting track here, which report says is in good condition. The riots and strikes seemed to have claimed even the gay cyclers' attention in our "good city of Chicago," as Mayor Carter Harrison humorously puts it in his proclamation to his lively constituents. The fifty-mile road race, so successfully carried out by Editor Ladish, of the *American Wheelman*, at Clarksville, Mo., served to enthuse the Chicago roadsters, and now they are clamoring for a fifty-mile go at St. Louis. The proposition is, as N. H. Van Sicklen puts it, as follows: Chicago will put five men against any five St. Louis can produce; and as St. Louis has been aching to do Chicago up for a long time, here's the opportunity. One thing is certain, St. Louis has the most experienced and altogether the best men, when you look at them on public form. Whittaker, Stone, Rogers, Greenwood, Gordon, Lueders, Young, Davies, and Morris, could muster a strong five, and would be hard to beat. Chicago would probably select her five from the following: N. H. Van Sicklen, Bennett, Pierce, Haywood, Surbridge, Miller, Hilton, Conkling, and Vowell. The race, if decided upon, and it most likely will be made, will take place on the Chicago smooth streets and boulevards, park drives, etc., and the mayor will be asked to give the right of way for about three hours and five minutes, as we expect one Chicago man to finish in that time.

The Owl Club is continually being chaffed over the gay colors they wear attached to every prominent portion of their bicycles. For instance, one of their wheels is decorated in this fashion: A broad piece of bright yellow ribbon is displayed prominently on the handle-bar, reaching nearly across; the cradle-spring decorated likewise; the hub and step also come in for the decorators' art; enough to make any sensible wheelman sick, and enough to bring public contempt on each and every cyclist in Chicago. It makes one think of some lovesick swain, these loud-too-pretty-for-any-use patrons of the noble wheel. I like to see a man like Jack Rogers, of St. Louis, with a good cigar in his teeth and a pocket full of the latest cycle literature. It impresses the public that men and not effeminate youths are the representative cyclers.

The track at the World's Pastime Exposition, Cheltenham Beach, will be a reality, and will be a four-lap one of board, with well-raised corners. Manager Rickman, in conversation with your correspondent, stated it was his hearty wish to make the cycle

races and display one of the great features of the one hundred days of sport and pastime. Dealers and manufacturers should bear in mind that there is sufficient "space," and the exposition opens 3 July, to continue one hundred days. It will be a mammoth affair, such as characterizes all undertakings by Chicago. Let it be a mammoth exposition or riot, they are always of the first quality.

Poor Burley Ayers! He seemed to me, when I called on him last week, to be between laughing and crying over the loss of the hundred "cases" by swindle, and the consoling thought that Brewster, of St. Louis, and a Canadian chap got done too. He showed me the telegram from Brewster, asking if he (Ayers) had given a letter of introduction to one McVeigh to him (Brewster). Burley smiled and then looked sad, and said: "The rascal, after doing me for a hundred, has forged my good name." He walked off with tears in those "touring eyes."

The John Wilkinson company attract a large crowd to their "new old" State street store window, by T. M. Richardson's shrewd display of an old mildewed saddle and tool-bag, relics of Tom Stevens' trip across the continent. Those relics spoke eloquently to me of the now Asiatic wanderer, and while I looked at the emblems of civilization, words seemed to say, "you must win." On or about December, 1898, the first large gathering of Asiatic cyclers took place at —, Asia. The meeting was called to order by the president, Stevens Pasha, who congratulated the secretary, Beckwith Pasha, on the largely increased membership of Asiatic cyclers. The touring manager, Ayers Pasha, stated the big four touring department had decided that the annual tour this year would be to Stamboul. After general routine business was disposed of, the meeting adjourned to partake of the annual banquet, consisting of green figs, frizzled eggs, coffee and cigarettes.

Major Wm. Durell, of the Chicago Columbia rooms, is getting no end of notoriety in the papers over his steam yacht and wheel business. He is selling the greatest number of Columbias ever sold at this time of the year.

J. P. Maynard, the Apollo and Star man is very busy. He takes off his kid gloves occasionally and puts in a spoke for a customer.

C. E. Kluge dropped in Chicago last week just long enough to say "How do," and skipped for the Quaker city, where he was to be fed. The *Inter-Ocean* had an interview with him all the same, and never saw him.

They say Harry Corey, with light brown mustache, light overcoat, and broad, new spring togs, passed through this city recently. If he had owed a large debt here, he could not have done it more quietly.

Sam Vowell has again been placed in command of the famous Rudge bicycles. By the way, Sam has taken to himself a brand new wife (that is not saying either have been married before), and will ride tandem on our boulevard. Vowell is a hard working, genial boy, and does a great business with the Caligraph, being Western agent. He will push the Rudge.

John C. Ellis, a member of the Chicago

Bicycle Club, has a family of five, and they will all ride some kind of cycle this summer.

"A large delegation of St. Louis bicyclists" was expected to be here last month, to take a run under the escort of the Chicago Bicycle Club. "The large delegation" comprised "Jack Rogers," John Rogers, and Mr. John Rogers, all in one. The others, "Jack" explained, were feeding Percy Stone, and pinning a medal on to his shirt (I beg pardon, his vest) in St. Louis; hence the small "delegation." About eighteen wheels were in line, and the "Owl" Club members had enough of flaring yellow ribbon on their handle-bars to start a millinery store. They should take a tumble to themselves. SENATOR.

QUESTION.

Editor of the Cycle: Will some cycling M. D. rise and explain the following symptom: Triking in cold weather without gloves, my hands have at times concluded to cut a swell, particularly my right one; getting so fat *pro tem*. that I can hardly close it. It is not painful but uncomfortable, as my grasp on the spade handles is less firm. What is the cause and the remedy? * * *

THE SUSPECTS.

Editor of the Cycle: What has not been said pro and con re the M. A. question, is hardly worth saying, but I propose to give my idea of the action of the Racing Board. The League of American Wheelmen is a national American organization, and is for the benefit of those who love the wheel for the recreation, health, exercise, and numerous other benefits to be derived from it. It has its constitution and by-laws, its definition of an amateur, its rule H, its racing board, and various other rules, etc. too numerous to mention, which are all very good in their various relative places. Among its members we find some who infringe on the amateur definition and rule H. They have been taken in hand by the Racing Board, whose duty it is "to make inquiries regarding any wheelman whose amateur status is questionable . . . shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt," etc. Now, all this has been done; it was the duty of the board, and they did not shrink from it, well knowing that more or less blame and censure would be laid at their door; and one thing, I am glad to see, that they do not weaken, as does a certain executive across the pond, and reinstate any of the suspects, but have expelled those who have not removed the "reasonable doubt." Those who are raising such a rumpus, as to the action of the board are, as a general thing, the semi-cycling papers, or him who has his own peculiar axe to grind; and it seems to me, and ought to every true amateur at heart, that we should have a distinction between the true amateur and the M. A. or pro-amateur. My plan would be to adopt a law that would place such men as the M. A.'s in a separate class. They are the fliers, and the race is always between them, for the reason that they are well matched, have trained, and are not racing for the glory of winning a race from their competitor, but that they are paid for

doing it, and if they don't they may "lose their job." My only hope is that the meeting this month will adjust matters satisfactorily, and uphold the board in what they have done.

Fraternally,

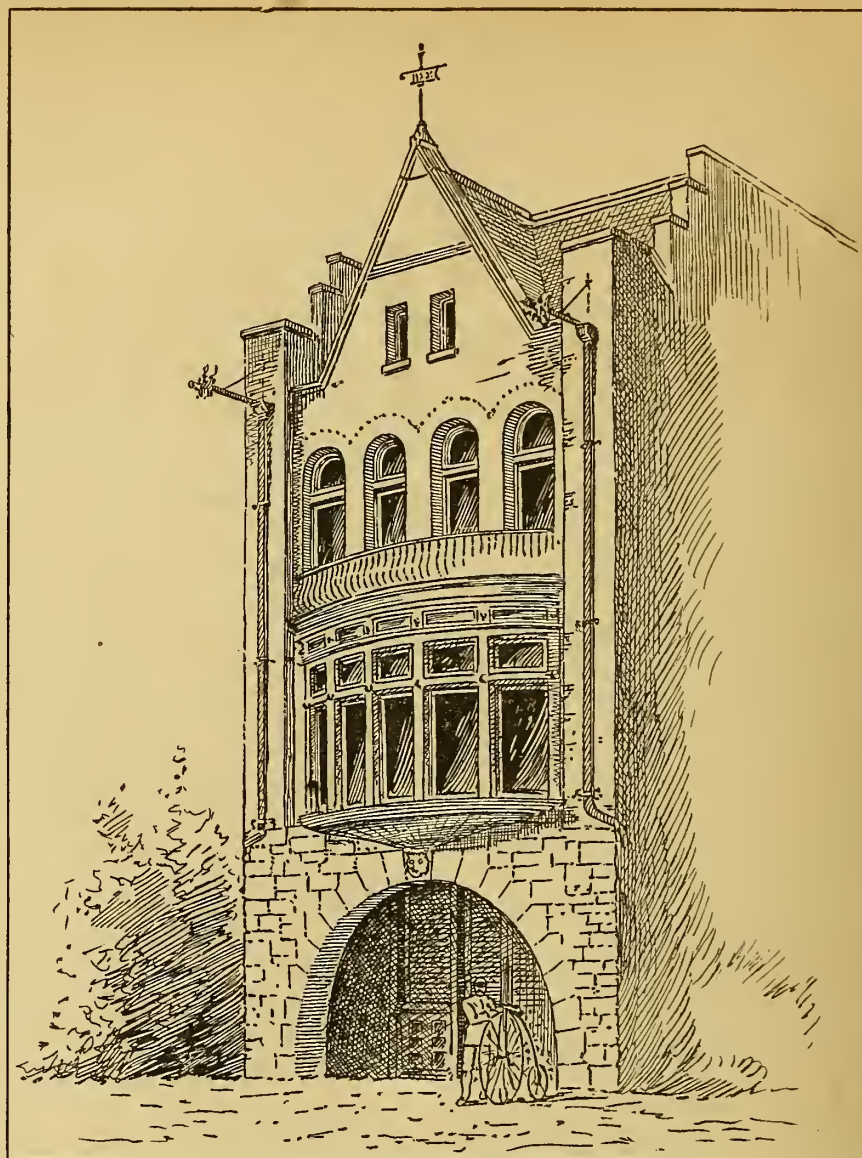
W. L. SURPRISE., L. A. W. 5633.

MEMPHIS, TENN., 12 May, 1886.

AUTOMATIC STEERING.

THE *Wheel World* for May has a description of John Harrington's appliance for making the Humber form tricycles, and the rack-and-pinion steering automatic. The Crippler tricycles having set the fashion for automatic, or fly-to-centre steering, appliances are multiplying for the adaptation of this action to tricycles of other patterns; and amongst the simplest and cheapest are those patented by John Harrington, respectively for Humber-pattern tricycles and for tricycles with rack-and-pinion steering. In both cases the principle of the cradle spring underlies the action, stout wire coils being so arranged as to allow their ends to give to pressure, but to spring back into their normal positions when that pressure is removed. The spring for Humber tricycles is bolted behind the steering-head, and its two extremities, which are furnished with smooth grooved bushes to prevent friction against the handle-bar, press on the bar equally each side. For rack-and-pinion steering tricycles the automatic spring is fitted at the junction of the long steering-rod with the short arm on the steering-head; and one of its ends being bolted to the long rod, the other to the short arm, the tendency is to keep the two at an exact right angle, or such other angle as the shape of the long rod may necessitate; and the spring allows this angle to become acute or obtuse as the steering movement demands, but always presses it back to the normal position when the pressure is removed. The latter of the two appliances will, we consider, be very largely adopted, because the chief objection raised against rack-and-pinion steering is, that the rider cannot remove his right hand from the steering-handle; but with one of these springs this objection is done away with, and steady steering in a straight line is insured. At the same time, it is well known that a pinion, actuated by a spade handle, has such a great leverage power over a rack, that the extra force required to deflect the wheel against the pressure of the spring will be immaterial.

HE was an ardent cyclist, and had brought his tricycle with him in hopes of an occasional ride. She was somewhat of an invalid, and did not cycle. It was a part of the country rich in antiquities, and the stern uncle encouraged archæological research in the young. There was no carriage placed at the disposal of the hapless pair, and the distances were great; so every morning she mounted the saddle of his tricycle, and placed her feet upon the rests, and he, with a devotion almost sublime in its character, pushed her along the eight or nine miles of road that severed them from ruined castle or from Roman camp; returning in the same manner, when the sinking sun warned them to tear themselves from their antiquarian studies, — *Violet Lorne in News.*



CAPITAL CLUB HOUSE.

CAPITAL CLUB HOUSE.

THE above view of the new house of the Capital Club, of Washington, D. C., is from the architect's plan. In our issue of 16 April, we gave a description of the house. Ground has been broken and work commenced. The house faces the grounds of the White House, and the situation is one of the finest in the city. The first contracts are for \$8,000, but the members expect to pay \$1,500 for the house in a completed state. The land was purchased for \$5,000, and is now worth \$6,000. The Washington boys have done well.

A PARTY to accommodate wheelmen in New York city and vicinity who wish to attend the Boston Meet, will be formed by George R. Bidwell, chairman of the League Transportation Committee, to leave on the Bristol 26 May, and return 31 May. If 150 join this party, the fare for the round trip will be \$3.45.

NOTES FROM THE SOUTH.

THE cycling trade here is quite brisk, in fact has never before been in a healthier condition. Caused principally by the tour now in progress.

THE tourists, Hill, Fairchild, and Fairfax are now (14th) in Virginia. They are in good health and spirits, and confident of reaching the "Hub" on time.

THE N. O. B. C. annual races take place on the 29th inst. The boys are getting in trim, and good time is sure to be made.

THREE bicycle races are to be given at the tournament here of the Young Men's Gymnastic Club, 24 and 25 May. The N. O. Bicycle Club will be well represented there.

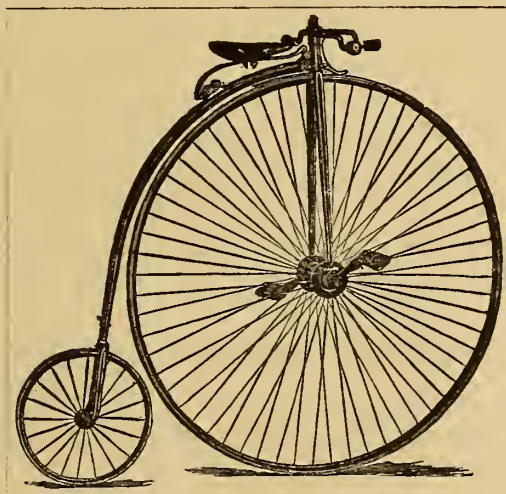
VAN MEERBEKE, the New York to San Francisco tourist, who is stopping here on a two weeks' rest, will leave in a day or two

ANNOUNCEMENT.

We have in stock a few

BRITISH CHALLENGES

left over from last season,



and in order to dispose of them quickly, we offer them at

— \$100 —

each, all sizes, nickelled or enamelled. Former price \$136.50.

Send for list. Correspondence solicited. Don't fail to secure one of these machines.

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

New York Headquarters - - - - GEO. R. BIDWELL - - - - 313 W. 58th St., N. Y.

FIRST GRAND OPENING TOURNAMENT

— OF THE —

Lynn Cycle Club Track Assoc'n,

Lynn, Mass., Memorial Day, May 31, 1886.

Although the centre of bicycling, Eastern Massachusetts has not heretofore possessed a complete and modern racing track. The necessity for such led to the formation of the Lynn Cycle Club Track Association, which, with commendable energy and dispatch, has evolved within the "City of Shoes" the finest bicycle racing track to be found in the world, being a dead level, three-lap track, of perfect design. The opening tournament will include the fastest men in America, and extraordinary time is expected. Visitors to the League Meet will regret much if they do not stop over and attend this grand event.

PROSPECTUS OF RACES.

FIRST RACE WILL BE CALLED PROMPTLY AT 2 P. M.

1. One-Mile Amateur Bicycle. — First prize, a fine gent's gold watch; second prize, pair elegant opera glasses.
2. Three-Mile Amateur Bicycle (9.45 class). — For League of Essex County wheelmen only. First prize, gold medal; second prize, silver medal.
3. Two-Mile Amateur Tricycle. — First prize, elegant hanging lamp; second prize, Smith & Wesson nickel-plated revolver.
4. One-Mile Amateur Bicycle (3.20 class). — First prize, gold-headed cane; second prize, base parlor lamp.

5. Three-Mile Amateur Bicycle Lap Race. — First prize, silver tilting water pitcher; second prize, elegant berry set.
6. First of a series for the professional championship of America. Five-Mile Professional Bicycle Race, between Robert A. Neilson and John S. Prince. — These two celebrated riders will meet to contest for a purse of \$300 a side, and an additional purse of \$500 offered by the Association, and the professional championship of America.
7. Twenty-Mile Amateur Bicycle Race, for the Columbia prize cup, valued at \$1,500. — This cup shall become the personal property of the competitor who is first for three times winner in said races for it, or who, in winning one of said races, covers the twenty miles within one hour.

Entries for all races to be made to E. M. BAILEY, secretary of Lynn Cycle Club Track Association, Lynn, Mass., accompanied by an entrance fee of \$1.00 for each event, except the twenty-mile, entry which is \$5.00, returnable to all who complete the distance.

Entries close May 26. All entries will be received subject to the decision of the L. A. W.

The Club reserves the right to reject any or all entries to the races.

W. B. EVERETT & CO.
SOLE U. S. AGENTS,
6 and 8 Berkeley Street,
Boston, Mass.
ILLUSTRATED CATALOGUE FREE.
A Few Last Year Machines
at Reduced Prices.

SECURE
 HEALTH
 UTILITY
 PLEASURE
 ECONOMY
 IN
SINGER'S CYCLES
MADE IN U.S.A.

APOLLO.

Singer's
Challenge,

Singer's
Straight
Steerer,

Springfield
AND
Traveller
Tandems.

SEE THE BEST.

for his destination. He has kept himself in condition while here by taking daily spins on our six miles of asphalt.

THE subject of tours is receiving considerable attention from local wheelmen, and it is extremely probable that several tours of 400 or 500 miles will be made during the summer.

N. O., 14 May, 1886.

FROM A FEMININE POINT OF VIEW.

"THE best laid plans," etc. This is running in my mind to-night as I think of my determination, made some weeks ago, to present, in this issue of the CYCLE, an elaborate plan of work laid out by those who are going to entertain our lady guests at the League Meet. But we have made no plans and we have laid out no work. A number of ladies have pledged themselves to do what they can to make the stay of our guests a continual delight, and we shall work in this direction to the utmost of our powers.

I AM very anxious that Boston should inaugurate the feature of a ladies' annex to the League meeting, and if we can make it pleasurable I do not doubt other places will follow our example. It can do no harm for the gentlemen to bring their wives and sweet-hearts with them to the annual meeting; but from all that I can hear the previous gatherings have had little to interest the ladies. This because they have had no one to receive and entertain them. Boston ladies will try to do both.

THE plan for the ladies' run of the 27th is not yet perfected. We have made all arrangements for the start, but have not yet fixed upon the destination. We are debating between two well-known routes, but have as yet come to no determination. The rain which visited us early in the week prevented a run over the route, and it cannot well be laid out until later.

I FEEL, however, that this is a matter of trifling importance. We shall run out into the country over good roads, and shall proceed leisurely, so as to accommodate the slow riders, of whom there will be a great many. The entire run will not exceed 15 miles, and there will be a long rest.

THE start will be from the Vendome at 10 A. M. on Thursday. A committee of ladies will receive the guests in the ladies' parlor of the hotel, and the time between nine and ten o'clock will be occupied in an interchange of greetings. I have chosen this time because the gentlemen will be engaged at Corey Hill, and we can conduct our little run more quietly than we could if they were at leisure.

I AM sorry that the impression has gone abroad that this is to be a public affair. Nothing could be further from my intention. We shall try to avoid publicity in every way possible, and go quietly on our way with as little demonstration as it is possible to make.

AFTER the first day no formal runs will take place. Our ladies have agreed to con-

duct small parties on quiet runs, or all can unite in a trip to some choice spot, if it is thought best.

OUR run is to be exclusively for ladies. Gentlemen will be welcome if they come as escorts to ladies, otherwise we prefer to conduct the affair and engage in it ourselves. Bicycles will not be forbidden, though tricycles will be more welcome.

I THINK that is all that it is necessary to say. Our friends will be welcomed at the Vendome on Thursday morning, at which time we hope to see many ladies from abroad, and we can assure them a cordial welcome from the Boston ladies.

MR. PARKE STREET suggests a hat for ladies' wear, and asks my opinion. I have crystallized my opinion by the purchase of a helmet, which I find to be comfortable to a very great degree. My criticism upon the hat which he proposes would be that anything with a wide brim takes the wind, and a fluttering feather is not to my taste.

DAISIE.

NEW CYCLING PATENTS.

R. Bean, Springfield, Ohio, bicycle saddle.
T. J. de Sabla, New York, velocipede.
E. G. Latta, Friendship, N. Y., velocipede.
B. S. Whitehead, Newark, N. J., bicycle.

1886 CHAMPIONSHIPS.

THE Racing Board L. A. W. has made the following assignment of championships for 1886:

$\frac{1}{2}$ mile. To Genesee Club of Rochester, N. Y.
2 miles. To Cleveland (Ohio) Bicycle Club.
3 miles. To California Division L. A. W.
5 miles. To Connecticut Club of Hartford, Conn.
10 miles. To Michigan Division L. A. W.
There is left only the twenty-mile bicycle and the five-mile tricycle championships, and these will be assigned later in the year.

NEW JERSEY NOTES.

It is reported in Jersey:—

THAT five League clubs within twelve miles of New York contain two fifths of the L. A. W. membership of the State, which is now 750.

THAT these clubs average over fifty members each, the smallest of them now having, I am told, forty-two members.

THAT they are the Hudson County Wheelmen, New Jersey Wheelmen, Essex Bicycle Club, Orange Wanderers, and Elizabeth Wheelmen.

THAT the Hudson County Wheelmen ride well, drill well, have the new Chief Consul, the fastest rider in the State, and seem to be holding up their end generally.

THAT they will need to have more than one fast rider, if they hope to stand a chance for the Team Road-Racing Association cup.

THAT it is reported that the above mentioned fast rider (Kluge) will not ride in their team, in order to give others a show.

THAT such magnanimity is uncalled for on the part of Mr. Kluge or his club.

THAT nobody will feel bad to see Kluge come in first, and nobody expects that that will give his club the race.

THAT the New Jersey Wheelmen are said to be a sort of Star-Columbia club, few of their members venturing to ride other wheels.

THAT their membership is large and enthusiastic.

THAT they are the principal promoters of the new race track, and expect to put some good men on it.

THAT they are very well satisfied with themselves and their own achievements, though they don't say so much about them as some other clubs do.

THAT some of their members ought to be cautioned not to wear blue stockings with their green uniform.

THAT the Essex Bicycle Club is rather superior to racing matters.

THAT a large proportion of their members are no longer active wheelmen.

THAT their usual run is to Caldwell, and preferably by moonlight.

THAT ex-Capt. Mead is one of the best road riders in the country.

THAT with a new, light wheel he would be still better.

THAT he has taken to a Humber tandem this season.

THAT the Orange Wanderers have heretofore had the reputation of holding aloof from other clubs.

THAT increased membership, their Chinese lantern parade of last fall, and their rink tournament of this spring, seem to indicate a change of sentiment.

THAT they have discarded their gray homespun uniform, and adopted a dark blue one, made up in dressy style.

THAT the Elizabeth Wheelmen ride, drill, play polo, and at least one of their members talks.

THAT they keep themselves in print through their "monthly records" in a very persistent manner.

THAT they straggle all over the road on club runs, with no semblance of order.

THAT they doubtless simply meant to sacrifice appearance to utility.

THAT if they cared for the former they would adopt a new uniform.

THAT they will probably fail to win their road race with the K. C. W., unless their Stars and familiarity with the ground saves them on the poor course chosen.

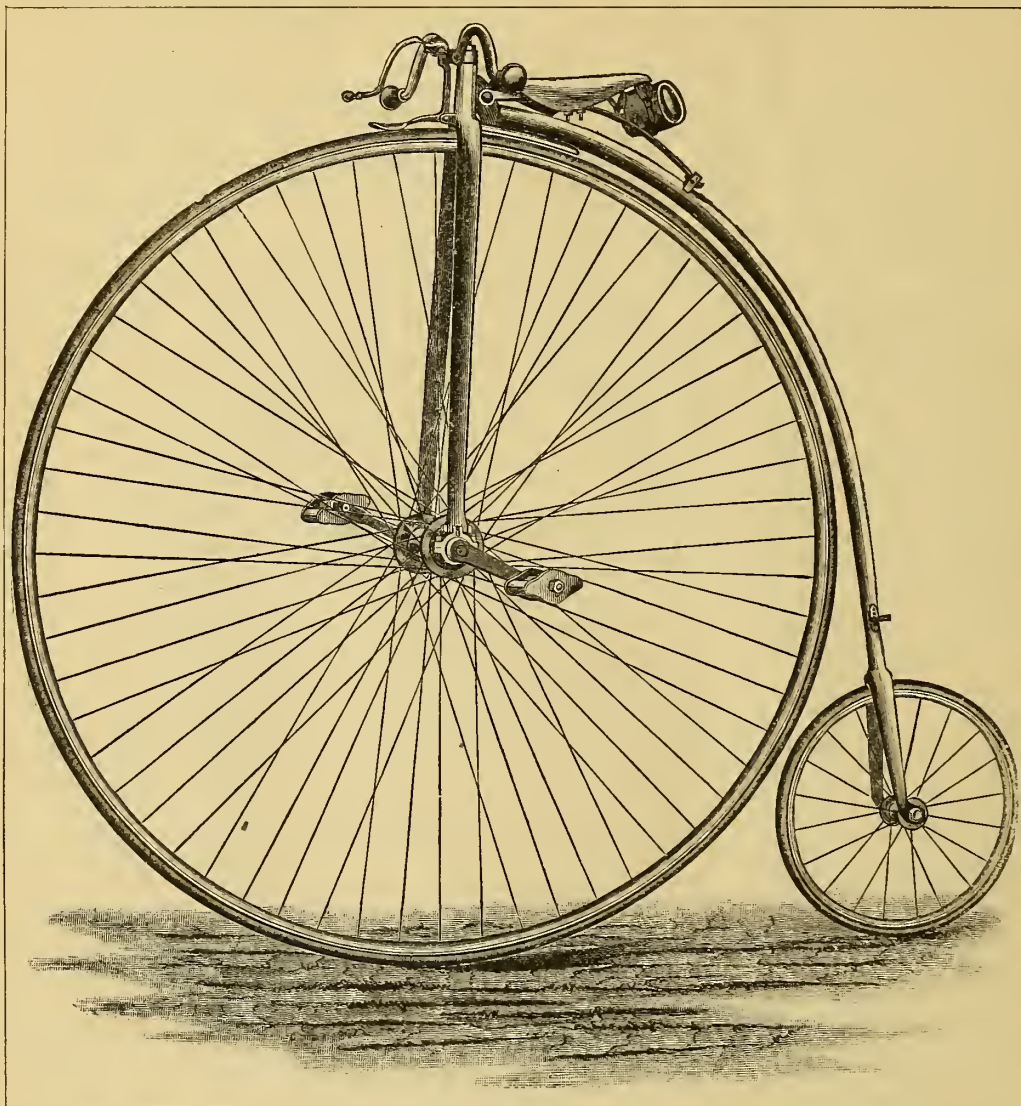
N. J.

MR. POULTNEY Bigelow, editor of *Outing*, has received advices from Thomas Stevens, concerning his arrest in Russia, with full particulars, and in an interview disclosed the following: "Mr. Stevens, in the course of his bicycle tour around the world, had got as far as Meschid, on the Russian frontier, in Central Asia. He had permission and passports from the Russian authorities, and his money changed for the different countries on the route to Peking. He was going via Merv, Tomsk and Irkutsk. Without warning he was ordered back. The last dispatches received related that he intended to get permission to go through Afghanistan under

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.

shelter of the British Boundary Commission. His arrest simply goes to show that he failed to get that permission, and chose to take his chances. He is very daring, and will, in my opinion, attempt to go through, whether he gets permission or not. His arrest only means a detention of a few days or weeks, and a definite decision as to whether he will be granted a passport."

MEMORIES OF '85.

WHILE wheeling serenely along a fine old clay road near Austinburg, between Saybrook and Andover, Ohio, one delightful July day. We "had evidence of the utter and unqualified badness of local cyclers of that vicinity, when a carriage load of young ladies driving down a cross road began a desperate and prolonged fluttering of parasols and fans."

This rather staggered the sedate Solitary Club, but on coming to, the club as one man raised helmets and urged the bugler to do his level best to wave the answer back, which he did with visible good will, and much noise.

Old Sol took blushing cognizance of all this, and his beams waxed warmer as we pushed on to Jefferson, where we halted a few minutes to look for a noted cyler, Ives, to write a line of greeting to wheelmen, in the Hotel register, and allow a smart eastern boy to try our new wheel, who succeeds in bending a handle bar.

Now we are speeding away past bountiful, growing crops of various kinds, many of which are unfenced, and come almost to the wheel tracks of the road; then again, there are pretty hedges like those seen in rural pictures of England.

By the way we see relics of the old plank road, in ends of the planks sticking up cracked and weatherworn by the sun and storms of years gone by, its mission having practically ended with the coming of the railroads.

Each house is the home of the dairyman, as is proven by the great milk cans on a platform at the gate, and the wheelman's favorite beverage is supplied with unstinted measure, and is easily paid for with answers to questions concerning the wheel of wheels.

We have recollections of unridably rough stone pavements in many of Buffalo's business streets, in many of which were such holes that the great everywhere-present beer trucks were obliged to turn out for them as they bumped along. How the city dads ever allowed the League Meet men to ride on the walks, is enigmatical, but they were the only place one could ride much of the way.

The Stamford Wheel Club, and the Leisure Hour Wheel Club, of Greenwich, braced up to one another around the track at Woodside Park recently. The records for the various distances remain in *statu quo*.

Some one proposes that we skip building \$20,000 race tracks, and put some money into macadamizing through routes in various directions, to benefit a few of the ninety-and-nine.

STAMFORD.

NOTMAN has finished a large picture of the Massachusetts Bicycle Club members.

There are one hundred and sixty-three represented, and the picture is in the form of a large wheel, the portraits of the officers forming the hub, and the men arranged in groups around the centre. It has been placed on view in the window of Cupples, Upham & Co. The picture will hang in the club parlor. Copies of reduced size may be had soon.

CYCLET'S

THE L. A. W.

WHEREVER on wheel you may go,
From Boston to San Francisco,
You meet a rider you don't know,
Why show your badge, and just say so.

CHORUS.

If you're a member of the Law,
You're just the man we're looking for, —
Fraternally to grasp your paw,
And shake you by the hand.

So brothers all, where'er you be,
From pole to pole and sea to sea,
With perfect unanimity,
Go join in this fraternity.

CHORUS.

If you're a member of the Law, etc.

A. S. HIBBARD.

THEY are coming.

THE wheelmen of America.

To Boston hearts, to Boston roads, and to Boston's pretty girls.

THEY will be made welcome by generous hosts.

BOSTON will put on her holiday attire in their honor.

WE shall do better than we did before, and make them want to come again.

THE man who takes in all that is provided will not live to tell the tale.

WE hope, however, that the attractions offered will not take away the interest in the business for which the wheelmen are gathered.

THE League must be wound up to run another year, and it is important that the job be done well.

WE are very near to 10,000, and shall pass it the coming year.

THE friends of Dr. Beckwith are rallying in his favor, and the friends of lawyer Terry are putting forth strenuous exertions in his behalf. Which will lead? as both men decline; but declinations don't count.

EVERY vote will count in the election for president, and no ballots will be thrown out.

THE members of the Board who will not be in Boston, should send their proxies to some one who will be on hand.

THOSE who have growls to growl will have a chance to be heard. There are sins of omission as well as commission; and he who says the League does nothing, should ask himself what he himself is doing for the general good.

THE League is a worthy institution, and it can be made a power for great good, if we will all take hold and work. The man who wants to draw at the spigot without putting anything in at the bung will go dry.

THE statue of Wm. Lloyd Garrison was placed on its pedestal last week. It is located in front of League headquarters, the Vendome.

WE are glad to know that we are to have the dinner at a hotel. We are confident that the men will not go away hungry. The tickets are limited, however, so be on hand.

THE Boston show will be a great centre of attraction. The dealers are bringing over the new wheels, and everything in the cycle line will be shown.

WE haven't heard that there are to be any League flags like those used at Buffalo. That was a very pretty idea, and one that should be repeated.

MR. LAMSON is making a very pretty pin for the badges at the League Meet. It is struck from a special die, and follows the design of the League badge.

THE Committee on Parade is preparing a diagram, showing the location in line of every club parading, so that there may be no confusion in the formation. The parade will be divided into four divisions. Two divisions will probably be required for the accommodation of Massachusetts wheelmen. None but League members will be allowed to parade.

The North Adams Bicycle Club is arranging for a tournament to occur 5 July, at which prizes to the value of \$1,000 will be offered.

Unattached wheelmen should remember that unless they belong to the L. A. W., they will not be allowed to participate in the parade. The word "unattached" is not used to denote one who does not belong to the L. A. W., as an exchange of ours puts it, but refers to a man's connection with a club.

AND now comes Will Atwell, who has charge of Wm. Read & Sons' bicycle department, bearing in his hand a "Squawker." He tells us that fifty cents will take one, and he warrants them to make noise enough to suit the most noisy of wheelmen. We have tried it, and we are convinced. One squawk will last a life-time. We dare not contemplate the amount of stillness a small boy could conquer with one of these.

At the last meeting of the Buffalo Club, Dr. Blackham, of Dunkirk, was elected an honorary member. The club passed a resolution urging the re-election of Dr. N. M. Beckwith, the present president of the League; also indorsing the recent action of the Racing Board, in expelling professionals who were trying to remain in the ranks as amateurs.

THE Mass. Club has passed resolutions disapproving the use of a band in the League parade.

SPALDING & CO., announce their specialty in our columns, this week. The Spalding is made by Hillman, Herbert & Cooper, and is in every way a first-class machine.

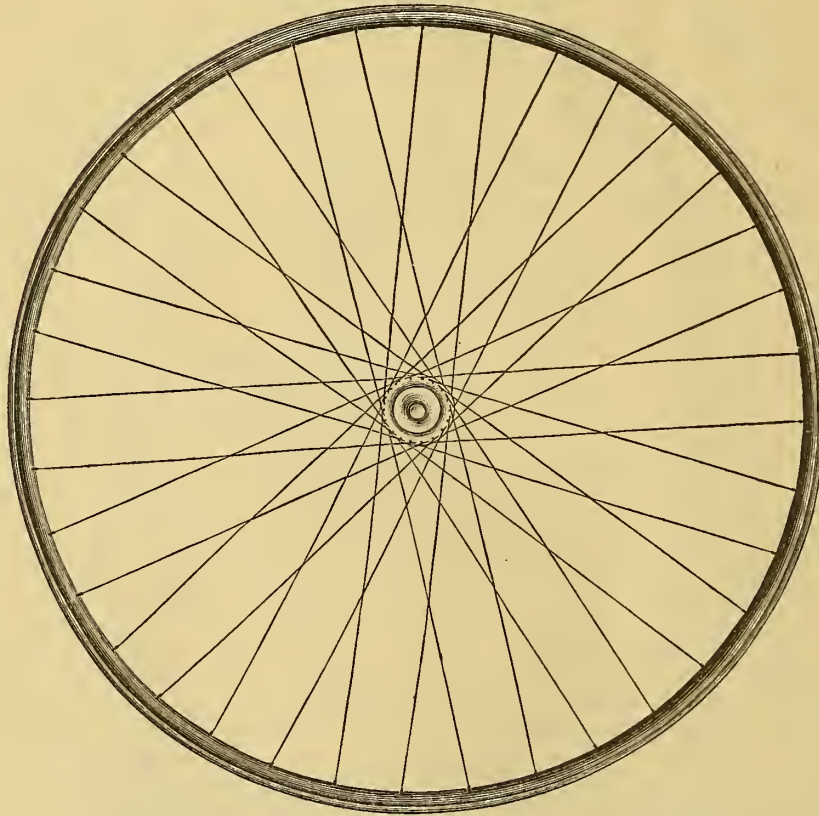
A FIRST-CLASS stocking supporter that will keep the stockings in place without bagginess, unpleasant tension or any discomfort, is needed by wheelmen and lawn tennis players. They have it in the Z & S. supporter, sold by Howard A. Smith & Co., Newark, N. J.

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.



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

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

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.

The *News* of 7 May has a cartoon showing Furnivall sitting in his room surrounded by his prizes. Some dozen or more clocks are shown and as many cruets and tea services. It is called "Too Much of a Good Thing."

W. B. EVERETT & Co. have on view a Courier Safety built on the lines of the Rover. It has 26 and 36-inch wheels, two chains running on sprocket wheels, and Bown's patent crank. It is built more compactly than either the Rover or the Bicyclette, the wheels being very near together. It is a fine machine, and, we doubt not, it is speedy.

PERCY FURNIVALL and Sanders Sellers have passed the first examination of the College of Physicians and Surgeons.

THE Newton and Nonantum Cycling Clubs will probably unite in a grand antique and horrible parade on wheels at Newton, 4 July. Wheelmen in general will be invited to fall in.

DON'T leave the Boston show till you have called at our stand. We want to shake hands with every wheelman in America. We will be glad to do it at the Boston show. If we're not at our stand we will shake hands by deputy. We shall have a good supply of bills to receipt.

G. C. Dresser, of Hartford Wheel Club has made a mile in 1m. 19 2-5s. on the home trainer. The quarter was made in 18 2-5s., half in 38s., three-quarters in 58 2-5s.

H. A. Ward of Richfield Springs, N. Y., writes that he and five other wheelmen will start in a few days for Boston to attend the League Meet. They will cycle to Albany, from where they will take the train to Springfield, and ride the rest of the distance to Boston on their wheels.

DEAN, Harvard '88, still labors at a disadvantage in having no one to train with for inter-collegiate sports. He can console himself, however, in having so fine a track to work upon.

How would it do for the three Columbia riders to wear Columbia's colors,—red, white, and blue? The red, white, and blue never runs, though. That's what we used to say in war times.

MR. BUTCHER finds it very easy to apply a spoke cyclometer to an Apollo tricycle. The little lug on the ball-bearing moves the finger of the instrument as it comes around, and it is so placed that it can be read from the saddle.

THE English *Bat* says: "It is pleasing to find that at last common sense is extending as far as prize giving, wherein for many years the most absolute imbecility has been shown. When I think of the useless volumes which I, or, to be accurate, my school-fellows, used to take home before the holidays, of the senseless cups and pewters we vied for in later life, I gladly record that the Sheffield Brunswick Cycling Club, in their last half-mile race, awarded as a prize for him who did the slowest time, a box of liver pills."

"LYNN," says the *Item*, "is indifferent to base-ball, so far as local clubs are concerned; but the chances of her becoming a bicycling centre are good." What a rush there will

be to the single spot where the base-ball craze is in desuetude! — *Record*.

To dodge the racing laws we made
Some awfully clever arrangements.
In fact, of them we were n't afraid,
Because of these clever arrangements;
But now they seem quite broad awake
(Though some still talk for talking's sake),
Our entries now they will not take, —
They're going to make other arrangements.

They think they'll keep the sport quite straight,
With these and other arrangements,
And that they still will draw a gate
In spite of the novel arrangements;
But suppose that this they manage to do,
Without the men who records slew,
I'll tell you what, you'll find it's true, —
We're going to make other arrangements.

News.

A ST. LOUIS baker made a unique medal, to be given to the winner of the Clarksville race. A long Vienna loaf formed the bar, and a twelve-inch cake was the pendant. It went to Weber, who proved to be the "bread-winner."

THE annual meet of the Michigan division will be held 24 June, at Detroit. Races will be run on the new track of the Detroit Club.

OUR friend Weston has departed from the *World*, and the Sociable no longer has a defender. And yet there is a good deal of fun to be had on a Sociable.

MRS. STALL was out on her little tricycle last week, and found that it met all her expectations. It was just out of the shop and not finished. The hills were taken easily, and she got a deal of speed out of it. It will be at the Boston show.

To wear a uniform is the ambition of every male citizen in the United States. He feels that ambition when he draws on his first pair of pantaloons, and continues to feel it until he lies down to die. Since the war, the ambition to wear a uniform has become particularly noticeable. I am not sure but that it has led some individuals to break into the penitentiaries. — *Exchange*.

"WHERE ignorance," etc. One of the Southern racing men says: "Tracks must have a wooden curb at least 18 inches high." And this man claims to be an authority on records and racing in the South. — *Southern Cycler*.

JOHN F. MORGAN has made what he calls a bicycle leg. It is an attachment, capable of extension, for holding a bicycle erect when the rider dismounts, or when seated in the saddle at a stand-still. The holder or legs are firmly attached to the fork of the machine, within convenient reach, and are noiseless, serviceable, and of light weight.

THE Buffalo Club has a very fine club house which it is fitting up by degrees. When the house is fitted up, as intended, it will be among the finest club houses in the city. The building is that known as the Clifton homestead, which has been leased for a period of three years. In addition to parlors, meeting and committee-rooms, there will be a billiard, pool and card-room, reception-rooms, and other extra apartments, to accommodate the ever-increasing membership of this popular wheeling organization.

J. LUMSDEN, the Scotch professional, had

his collar-bone broken by a fall during the fifty-mile race in Leicester, Eng., 24 April.

THE Yale Club has selected their new suits. They will be made of dark-blue cloth, and cut similar to the League uniform, but without plaits. They will be trimmed with black braid, with the letters "Y. B. C." on the collar in silver braid. The cap will be the same as heretofore, except the visor, which will be covered with cloth.

AT a recent meeting of the National Cyclists' Union, in England, it was decided "that no official timekeeper should be appointed unless he owns a chronograph watch reading minutes, and which shall have passed the Kew test." Whereupon *Pastime* remarks: "We think that the times would be more worthy of credence if the custom of our American cousins, who have three timekeepers at each meeting, were followed. The present grandmotherly legislation will make the Union a mere laughing stock."

THE riding record of the Elizabeth Wheelmen for the month of March, totals 2,536 miles. Twenty-nine men reported; the highest record, 347 miles, being credited to D. B. Bonnett; A. S. Roorback rode 205 miles.

IF Stevens goes through to Japan, he will score a record for pluck and determination unequalled in this century. The bicycle goes with him, and it matters not if it goes on its rubbers or on his back.

THE Seaside Bicycle Club, of Norfolk, Va., has procured reduced rates on the steamer, and will attend the Meet almost to a man.

BERT OWEN'S birthday run, which was to have taken place at Washington last week, was postponed on account of the inclemency of the weather. The programme for that occasion comprises an obstacle run about town, a polo game at the park, and a banquet to finish up with. Invitations are eagerly sought for, and wheelmen are expected from Baltimore to take part.

A CHIEF of the Sioux tribe of Indians is reported to be engaged in trying to learn to ride the bicycle. That settles it. The final extermination of the aboriginal race is now a question of a mere length of time, and it will not be necessary for the government to interfere with troops or ammunition. — *Ex.*

THERE will be no team race between the St. Louis and Chicago for some time, as the latter frankly admits that it has no team that could compete with St. Louis in a road race.

CONKLING, of Chicago, will be unable to ride a bicycle this year, owing to an injury his arm received last fall.

J. W. GIBSON, of the San Francisco Club, is projecting the monthly publication of a little pamphlet which will give full information concerning California roads and routes as fast as compiled by the Division Touring Board. It will be in addition a complete directory of division officers, local consuls, and League hotels, besides containing other information of interest and value to the wheelman. The work will fill a want long felt, and Mr. Gibson deserves every encouragement in his undertaking.

REPORTS from Secretary Aaron, who is at Luray, Va., say that he is improving in his general health.



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

Sizes, 9½, 10, and 10½.

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GOODS GUARANTEED.



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

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

Visitors to the Meet will find our
Store open from
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make things pleasant for visitors.

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We do the only general business in Boston, being agents for
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Our exhibit at the "Cycleries" will contain a sample of our Custom Work, being a full seven-eighths inch tired Crippler Tricycle, suited for practical road work, weighing, with saddle and pedals complete, forty-nine and three-fourths pounds. We shall also show the Star Bicycle in perfected form, and think that the Hollow Frame Light Roadster will show up well in comparison with the best wheels in the show. Our Repair Department will be practically illustrated in the Storage Department, where we will "fix 'em up," *ad lib.*, *gratis*. We have a large line of Second-Hand Wheels, which will be sold at low rates.

MR. HOWARD A. SMITH, of Newark, N. J., led Miss Lizzie Campbell, of the same place, to the altar last week. He has our congratulations.

WORK was commenced on the track at the Union grounds on Tuesday last, and it will be all ready to practise on by Tuesday of next week. It will cost \$300, but when it is done there will be a good surface, and the curves will be improved.

IF any person wants to divert himself during the Meet, let him try to count the number of ways in which the name of the League headquarters is pronounced.

IF our visitors hear any one talking about "Trinity Square," and fail to find it in the directory, let them look for "Copley Square." No one outside of wheeling circles calls it Trinity Square. Before it was named, the wheelmen used to meet there and the rendezvous was at Trinity church.

THE Connecticut Club has voted that it is the sentiment of the club that Rule H be essentially modified.

THE monthly riding record of the Chicago Club for April shows an adequate mileage of 2939½ miles. Surbridge leads with 197 miles, and the lowest score is 26 miles. Total since 1 January, 4934½ miles.

THE CYCLE will have a stand at the Boston show.

WE don't like to brag about the success of our paper, nor to tell how fast the subscriptions are coming in. We have only one thing to fear, and that is a lack of paper to print on, if the boom continues. We have ordered two paper mills to work day and night, and we shall do our best to meet the demand.

CANARY was presented with an elegant gold medal at the close of the Leicester show, where he has been exhibiting. The presentation speech was made by the mayor, and Dan made a brief response.

THE makers are turning out a Kangaroo that weighs 20½ pounds, geared to 64. It is for use on the race track, but an English rider has been riding one on the road.

CANARY's success in England has brought to the front a lot of imitators, and fancy riders are springing up all around in Albion. W. R. Thomas and J. W. Bayliss gave a fancy riding exhibition in Coventry lately.

THE international cycling tournament occurs at the Alexandria Park grounds, London, this week, Thursday and Friday. American crack riders will be conspicuous by their absence. There will be a five-mile bicycle scratch race for the international cycling shield, valued at fifty guineas, which must be won three times, not necessarily in succession, to become the property of the holder. When America gets to sending bicycles to England, we will see American racing men going across the pond to compete. Where there is no market for bicycles, our racing men do not go. But stranger things have happened than will occur when America supplies the world with wheels. English papers will please copy, and head, this paragraph, "A Specimen of Yankee Brag."

VISIT the CYCLE headquarters at the Boston show, and leave your little dollar and a half.

TALK about wheelmen at our road houses! What do you think of this: On Good Friday over four hundred wheelmen dined at the Anchor, at Ripley, England, and they ate a bullock, a calf, and a sheep, besides other things.

THERE are those who say that Rowe can beat Hendee, and there are others who say that George's rubber will strike the tape first. Those who have watched the two men at their training, tell us that the question cannot be decided till the two men meet.

THE Philadelphia Association for the Advancement of Cycling has already over two hundred members.

SINGER & Co. have fitted a crypto-gear to a small-wheeled, Extraordinary Bicycle. By a movement of the foot the machine can be geared up or down to suit the rider.

TEN members of the tricycle division of the Boston club participated in the all-night run to South Natick Saturday. The return to Boston was made Saturday afternoon. Capt. Donohoe was in charge.

MR. CLARK writes us from Baltimore that the new Rapid bicycle is taking well, and the best indication of its merit is the fact that the old riders are taking to it in large numbers. One noted wheelman of Philadelphia says it is the nearest approach to the perfect wheel he ever saw. Mr. Clark tells us that it "beats the Dutch on hills and coasts a quarter of a mile, ten seconds ahead of its shadow."

PALFREY street, on Locke's Hill, Watertown, is about a quarter of a mile long, and has a very steep grade. A crowd gathered Sunday afternoon to see a number of cyclers try to reach the top. At 2.30 o'clock P. M., Harry and Kirk Corey and E. P. Burnham essayed the hill. The elder Corey nearly reached the top, with his brother Kirk almost up to him. Burnham stopped nearly three quarters of the way up. After a few moments' rest, Harry Corey and Burnham started again. Corey started first. He forced his wheel around, and after a tremendous struggle reached the top in exactly 2 minutes 33 seconds. Burnham got about three quarters up, but was unable to go further.

THE winner of the Bull and Bowen home trainer contest was credited with a record of 52½ seconds for a mile. There must have been some mistake, or the mechanism of the trainer's register was out of order, for such a record is incredible. To cover the distance of one mile, it is necessary that the wheel be revolved about 354 times, and nothing short of steam could make that number of revolutions in 52 seconds. — *Globe*.

W. C. HERRING is willing to guarantee that he can cover the distance within 60 seconds at any time. His method of working the machine is a little peculiar. He lowers the saddle post until it is equal to a 40-inch wheel, and after shortening the cranks and pushing the saddle well back, straps his feet to the pedal and blazes away.

SECRETARY LOCKWOOD, of the Baltimore Cycle Club, writes that twenty-five members of his club will attend the League Meet.

KUM and C us at our stand. We shall be at the Boston show. We shan't have much to show, but come and see us all the same.

WE saw two wheelmen riding along the sidewalk of a principal street in a neighboring city last Sunday, and we wished a policeman might come around and arrest them. We have no sympathy with sidewalk riders, and we are glad to hear of their coming to grief. They discredit the sport, and we all have to suffer for their misdoings.

A ST. LOUIS paper says the sale of wheels in that city this year will run into the hundreds of thousands. A St. Louis "tough" wrote that.

THE Springfield Club is about ready to move into new quarters. 1 June is now set down as the auspicious day.

LAST Sunday was disappointing. The rains of the forenoon piled up mud in the streets, and those who ventured out in the afternoon had a sorry time of it.

ALL this talk about the West having the presidency is sheer nonsense. What matters it to us whether he comes from Maine or California? What we want is good highways, and privileges not more confined than are extended to the commonest cab; and it is the president's duty to shape the policy that will influence legislation, if need be, to secure that end. In the last national election, the vote of the New York division would have elected Mr. Blaine, if each member had worked for the Republican ticket. This is perhaps an extreme hypothesis, but not entirely unbelievable, and only goes to show what we can do if we are properly handled. We have spent a good long time in growing, and the time is pretty nearly ripe for us to be substantially felt. Don't you think so? — *Verax, in Sporting Life*.

HARTFORD men are looking with pride on their local racing man, John Illston, and they expect great things of him this season. They say he will not have to put on eye-glasses to see Rowe at the end of a race that they both start in. George Illston has returned to England.

ONE dollar is now the initiation fee of the L. A. W. Another quarter will be dropped from the fee after this month.

MUNGER was not allowed to race at Clarksville, but he made good use of his time and sold five machines for his employers, W. B. Everett & Co. The agent for the Star machine also kept out of the race and sold three wheels.

MR. LADISH, of the *American Wheelman*, is coming to Boston, and it remains to be seen if he will use as vigorous language at the business meeting as he does in his paper.

SOME Saturday afternoon handicaps, for the purpose of lowering records, are spoken of at Springfield.

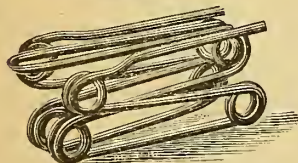
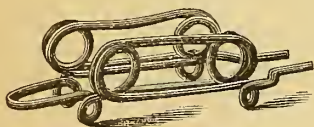
20 JUNE has been spoken of as the probable date for a road race between St. Louis and Chicago.

THE fourth annual meet of the Canadian Wheelmen's Association at Montreal promises to be quite a treat for Canadian cyclists if reports are true. It will include three days' sport instead of one day, as has been hitherto. The Montreal club is one of the oldest in America, and correspondingly strong, and intends showing Canadians what annual meets should be. It will also be the first appearance of the C. W. A. uniform, which consists of a gray cloth somewhat

Cut Prices on all Bicycle Sundries.

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

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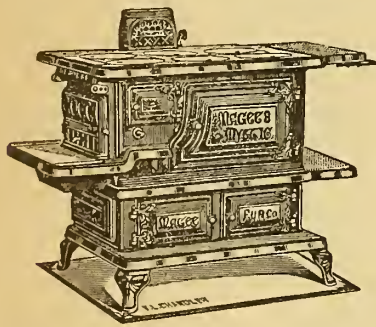
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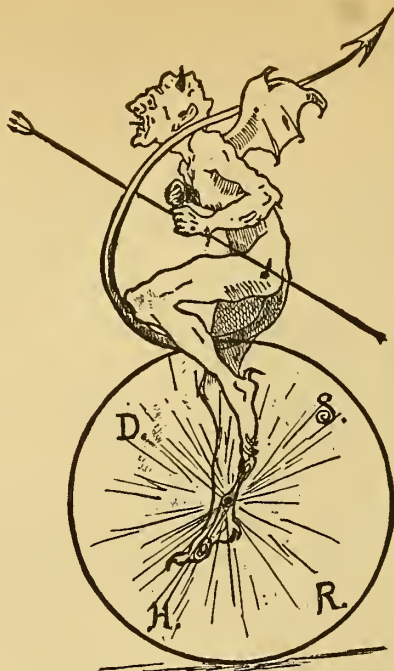
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Furnival beaten from Scratch!

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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lighter than the L. A. W. uniform. The Montrealers have also laid down a new track which they claim to be very fast, and Canadians expect a "dark horse" to show enough speed to encourage a representative Canadian at Springfield this year.

GEORGE B. Thayer of Vernon, Ct., who is riding from Hartford to Omaha, writes from Cleveland, O., under date of 1 May, as follows: "Am getting along as you see. It is still early for good roads almost anywhere, but I have ridden 916 miles so far, the last 200 miles from Buffalo being made in less than three days; so you see the roads from Buffalo must have been pretty good. Expect to go south to Columbus, and then west to Indianapolis and Chicago."

THE PATH.

MINNEAPOLIS, MINN. — The six-day twelve hour per day race between John S. Prince and Al Schock closed last Saturday evening, 15 May. Six thousand spectators were present. Prince, in the whole seventy-two hours, was off the track but 9 minutes. Schock rode twelve hours each day until Saturday, when he rested for eight minutes, and that from necessity. Prince was held back for three days, and could easily have scored over 1,100 miles.

The score at the finish was: Prince, 1,042 miles one lap; Schock, 1,028 miles eight laps.

MINNEAPOLIS, 7 May. — John S. Prince made an attempt to lower the time accomplished by William M. Woodside in a fifty-mile race at the same place a short time ago. He had as pacemakers T. W. Eck, Frank Dingley, and Fred Shaw, and the score sheets before us state that he not only accomplished the task for which he set out, but lowered the previous best figures from the thirty-fifth to the fiftieth mile, inclusive, as follows: Thirty-five, 1.51.15½; thirty-six, 1.54.20½; thirty-seven, 1.57.27½; thirty-eight, 2.34½; thirty-nine, 2.3.46½; forty, 2.7; forty-one, 2.10.9½; forty-two, 2.13.21½; forty-three, 2.16.31½; forty-four, 2.19.43; forty-five, 2.23.½; forty-six, 2.26.32½; forty-seven, 2.29.32½; forty-eight, 2.32.48½; forty-nine, 2.35.51½; fifty, 2.38.53½.

WINONA, MINN. — Races under the auspices of the Winona Club, 6 May.

One-Mile Professional, two in three. — R. H. Spear (1), 3.28, 3.28, 3.27; Grant Bell (2) 3.31, 3.27, 3.27½.

Half-Mile Amateur, two in three. — E. A. Savage (1), 1.47, 1.40; Ben Melvin won one heat, and was second in the final.

Five-Mile Professional. — W. M. Woodside (1); Grant Bell (2).

One-Mile Amateur. — E. A. Savage (1). J. R. Wilson (2).

DOLE won the two-mile race at the Amherst College spring meeting, 14 May. Time, 7.7½.

THE bicycle tournament, under the auspices of the Brockton City Bicycle Club, is to be held 16 June. Extensive preparations are being made. The races will take place at the Fair Grounds, and a brass band will be in attendance to furnish music.

The following is a full list of races: —

First event. — Half-mile dash, open to the riders of Plymouth County. First prize.

Hub lamp, value, \$6.00; second prize, luggage carrier, value, \$2.00.

Second event. — One mile, professionals of Plymouth County. First prize, \$15; second, \$10.

Third event. — Two miles, open to all amateurs. First prize, silver timer, value, \$15; second prize, cyclometer, value, \$10; third prize, cigars, value, \$5.00.

Fourth event. — One mile, amateurs of 3.30 class, open to all. First prize, gold medal, value, \$15; second, silver medal, \$10.

Fifth event. — One mile handicap, open to Plymouth County riders. First prize, handbag, \$10; second, Kirkpatrick saddle, \$6.00; third, bicycle stand, \$2.00.

Sixth event. — One mile, open to boys under fifteen years of age. First prize, gold medal, \$10; second, bell, \$2.00.

Seventh event. — Five miles, open to all amateurs. First prize, gold medal, \$50; second, gold medal, \$30; third, gold medal, \$20.

Eighth event. — Two miles, professional, open to all; Prince and Neilson will surely ride. First prize, \$35; second, \$15.

Ninth event. — One mile, open to all amateurs. First prize, gold medal, \$25; second, gold medal, \$15; third, gold medal, \$10.

Tenth event. — One mile tricycle race, open to all amateurs of Plymouth County. First prize, gold medal, \$30; second, gold medal, \$20.

Eleventh event. — One mile consolation race, open to all amateurs. First prize, Hub lamp, \$6.00; second, cyclometer, \$5.00; third, *Bicycling World*, one year, \$2.00; fourth, bell, \$2.00.

The entrance fee to each event will be \$1.00, except in the boys' race, when it will be free. Entries are to be made with D. C. Pierce, Brockton.

THE annual meet of the Michigan Division L. A. W., will be held in Detroit, Thursday, 24 June. The one-half, one and five-mile division championship races will be run and also the ten-mile National Championship. The new one quarter-mile track of the Detroit Bicycle Club will be completed 1 June. Munger will train there this summer.

R. HOWELL won a one-mile championship at Wolverhampton, 28 April. Time, 2.52½; H. O. Duncan (2); DeCivry (8).

AT the Harvard spring meeting at Cambridge, last Saturday, Frank L. Dean rode a walk-over in the two-mile bicycle race. The wind evidently affected his work somewhat, as he rode in much poorer time than he has made in practice — 6.46½.

IN the fifty-mile championship run at Leicester, 24 April, and won by H. O. Duncan, the following records were established by Fred Lees: Forty-one miles, 2.14.35; forty-two, 2.18.32; forty-three, 2.22.35; forty-four, 2.26.31; forty-six, 2.34.58; forty-seven, 2.38.32; forty-eight, 2.42.20; forty-nine, 2.46.13. Duncan's winning time was 2.49.35½.

A RACE of five kilometres was run at Nymegen, 26 April, for the championship of Gelderland. A. R. W. Kerkhoven (1); C. W. Boer (2); W. Van Ittersum (3); P. H. Meyer Timmerman Thyssen (4). Time, 11.7.

PRINCE and Neilson will run the second of their series of races for the professional championship of America, on the Lynn track on the afternoon of 17 June, the distance to be ten miles. If a third race is necessary to decide the championship, that will also take place on the Lynn track. The Lynn Cycle Club will hold a series of races on that day, the contest between Prince and Neilson to be one of the attractions.

R. A. NEILSON, has left for Woodstock, Canada, where he will compete in the races to be held next Monday and Tuesday. On Monday there will be a mile sweepstake bicycle race for the championship of Canada, \$50 and a gold medal added by the Woodstock Amateur Athletic Association, entrance, \$10; a five-mile professional race, open, for \$100, \$40 and \$20. On Tuesday there will be a two-mile sweepstakes; seventy-five per cent to first, twenty-five per cent to second, and \$25 added by the association. Special arrangements will be made for the makers' amateurs.

THE CLUB.

GLOUCESTER, MASS. — Crescent Club: President, C. J. Gray; secretary and treasurer, J. C. Merchant; captain, D. T. McFee.

SEWICKLEY, PA. — Sewickley Club: President, F. L. Clark; treasurer, Hubert Nevin; secretary, Frank Richardson; captain, Robert Tate.

LE MARS, IOWA. — Le Mars Club: Captain, J. U. Sammis; secretary-treasurer, F. E. Davis.

BRATTLEBORO, VT. — Vermont Wheel Club: President, H. L. Emerson; secretary and treasurer, J. W. Drown; captain, F. F. Reid.

HARTFORD, CONN. — Connecticut Bicycle Club: President, Stephen Terry; secretary, J. G. Calhoun; treasurer, Charles A. Rogers; captain, Robert F. Way.

MACON, GA. — Macon Club: President, Dr. N. G. Gewiner; secretary and treasurer, Charles Guernsey; captain, John C. Flynn.

ST. PAUL, MINN. — Alert Club: President and captain, Charles Parker; secretary and treasurer, C. A. Johnson.

THE Brockton City Club will have a hare and hound's chase 22 May, starting at 7 A. M. The chase will cover a distance of about thirty miles.

THE Dorchester Club has announced the following social runs: 16 May, to Brockton, leaving club house at 10 A. M.; 23 May, to Waltham and the Newtons, leaving the club house at 9 A. M.

THE Lynn Club appointed the following additional officers for its race meeting on 31 May: Umpires, Dr. W. G. Kendall, Boston; L. S. Ladish, St. Louis; Gideon Haynes, Jr., Boston, W. S. Atwell, Boston.

THE Somerville Cycle Club will run to Gloucester, 30 May, and return, via Essex and Wenham, on Monday, 31 May. The start will be made from the club rooms, Broadway, corner of Marshall street, at 9 A. M., and dinner will be served at the Essex House, Salem. Visiting wheelmen are especially invited to participate.

BOSTON BICYCLE CLUB SHOW.

THE FIRST EXHIBITION OF

BICYCLES, TRICYCLES and ACCESSORIES,

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

MAY 27, 28, 29 and 31.

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



LEAGUE RACES.

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

Boston, 29 May, 1886,
AT 3 P. M., ON THE

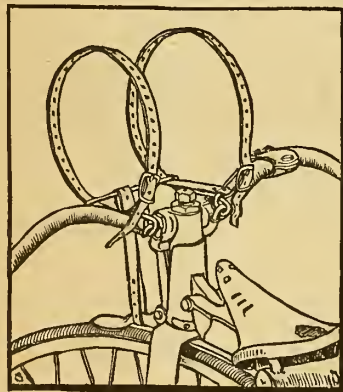
Union Grounds, Dartmouth Street.
EVENTS.

- 1 Mile Amateur Bicycle.—League National Championship.
- 1 Mile Amateur Tricycle.—League National Championship.
- (The Racing Board L. A. W. reserves the right to reject any or all entries to the above races.)
- 1 Mile Amateur Bicycle.—Mass. State Championship. (Entries limited to Massachusetts Riders.)
- 1 Mile Amateur Bicycle.—Novice.
- 1 Mile Amateur Bicycle.—Handicap.
- 1 Mile Bicycle.—Invitation Race.
- 3 Mile Bicycle.—Invitation Race.

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

Admission to the Races, 50 cents.
Grand Stand, 75 cents.

Lamson's Luggage Carrier.



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

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

Used by Thomas Stevens in his tour around the World.

LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

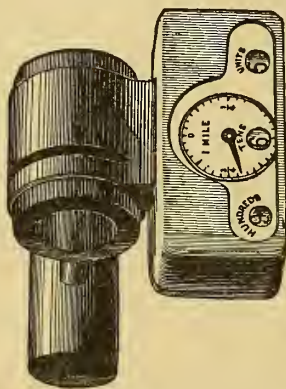
By J. G. DALTON.

Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 50 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it. Old edition, 20 cents. For sale at Cycle office.

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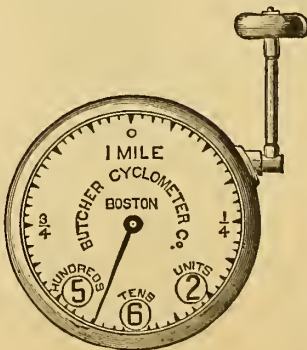
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THIS SPACE RESERVED

FOR

JENS F. PEDERSEN,

MANUFACTURER OF

MEDALS,

11-2 Maiden Lane - - - NEW YORK.

COMING EVENTS.

MAY.

- 22 Saturday.—Races at Hartford, Conn., by Hartford Wheel Club.
Two-mile road race of Brooklyn (N. Y.) Club.
- 24 Monday.—First day of race meeting at Woodstock, Canada.
- 25 Tuesday.—Second day of race meeting at Woodstock, Canada.
- 27 Thursday.—First day of League Meet.
Boston Club show opens at 10 A. M.
Run to Chestnut Hill Reservoir, from Mechanics' building, 9 A. M.
Hill-climbing contest, Corey Hill, 10 A. M.
Runs through the Newtons, from Copley square, 2.30 P. M. A. L. Atkins in charge.
Run to Cambridge and Waltham, from the Vendome, 2.30 P. M. Capt. A. D. Peck, Jr., in charge.
Run to Mattapan and Dedham, from Mechanics' building, at 2.30 P. M., over some of our road race courses.
Dr. W. G. Kendall in charge.
Concert at Music Hall at 7.45.
Home trainer races, music and exhibition at Boston Club show, 8 P. M.
Ladies' run, starting from Vendome at 10 A. M.
Officers' meeting for election of president, at Mass. Club House at 7.30 P. M.
- 28 Friday.—Second day of League Meet.
Boston Club annual tricycle road race from Bailey's, finishing at a point opposite Public Garden at about 8 A. M.
Business meeting of the League, 10 A. M.
Run to Echo Bridge from Mechanics' building, 4 P. M.
Minstrel show at Music Hall at 7.45 P. M.
Home trainer races, music and exhibition, Boston Club show, 8 P. M.
Officers' meeting at close of general meeting.
- 29 Saturday.—Third day of League Meet.
Third day Boston Club show, opens 10 A. M.
Run for "scorchers," in charge of A. D. Peck, Jr., and Dr. W. G. Kendall, early morning.
League parade, 10 A. M. Cadet Band. Photograph of Meet.
League races at the Union grounds, 3 P. M.
Final heats for home trainer races at Boston Club show, 8 P. M. Music and exhibition.
Banquet in the evening at the Vendome.
Intercollegiate games at New York.
- 30 Sunday.—Informal runs under auspices of committee on tours and runs.
Eastern Division tour to Nantasket.
- 31 Monday.—Races at Lynn in the afternoon. Prince and Neilson championship race. Last day of Boston Cycle show.
Two-mile race of the Brooklyn (N. Y.) Athletic Association games.
Essex County Wheelmen, annual meet at Lynn.
Fifty-mile road race of Ixion Bi. Club, of New York, at Orange, N. J.
Races at San Francisco, Cal., by Bay City Wheelmen.

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.
- 16 Wednesday.—Races of the Capital Club at Washington, D. C.
- 17 Thursday.—Second Prince-Neilson race at Lynn.
- 19 Saturday.—Annual Championships of N. A. A. A. A. at New York.
Annual race meeting of K. C. W. at Brooklyn, N. Y.
- 24 Monday.—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

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

FOR SALE.—Beeston Humber Tandem; good condition; Lakin cyclometer, absolutely accurate; price reasonable. H. L., CYCLE Office.

FOR SALE.—56-inch American Rudge, in first-class condition; Columbia ball-pedals, '86 pattern; six-inch cranks; long-distance saddle; enamelled and nickelled; for sale cheap. Address, J. M. TRYON, Toledo, Ohio.

FOR SALE.—56-inch Rudge Light Roadster, in first-class condition. Address, Box 1593, Fitchburg, Mass.

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

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

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

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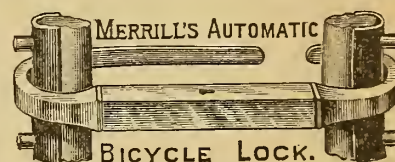
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If you want the best Duplicating Apparatus, Fountain Pen, Type-Writer, or Automatic Postal Scale — I SELL THEM.

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

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A Scientifically-Constructed, High-Grade Roadster.

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A Genuine Light-Weight Bicycle.

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A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

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Upon this Racer were made the World's Records for $\frac{1}{2}$ and $\frac{1}{4}$ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for $\frac{3}{4}$ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20 $\frac{1}{2}$ miles, 396 feet).

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**STAUNCHEST, MOST RELIABLE, AND
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This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

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Weight, all on, 47 $\frac{1}{2}$ pounds. Remarkably Strong, considering its weight.

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