

The Cycle.

VOL. I., No. 12.

BOSTON, MASS., 18 JUNE, 1886.

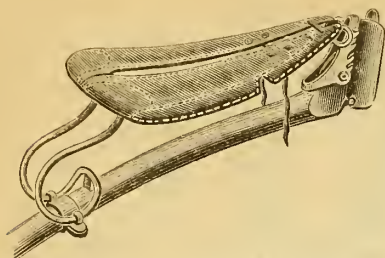
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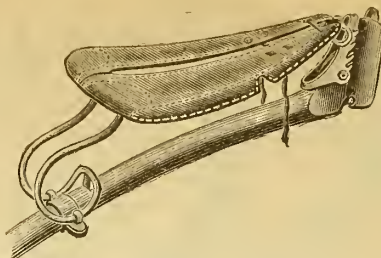


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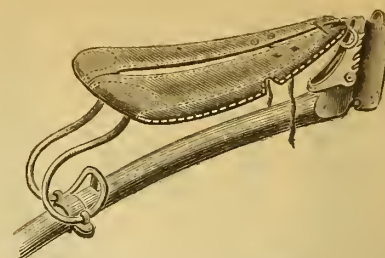
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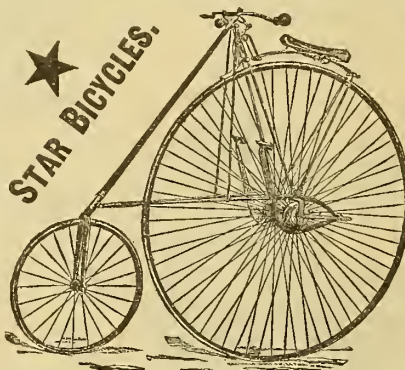
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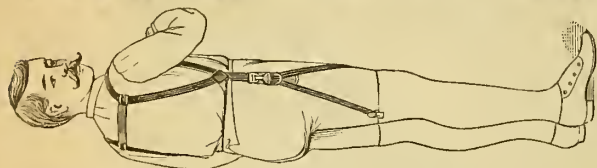
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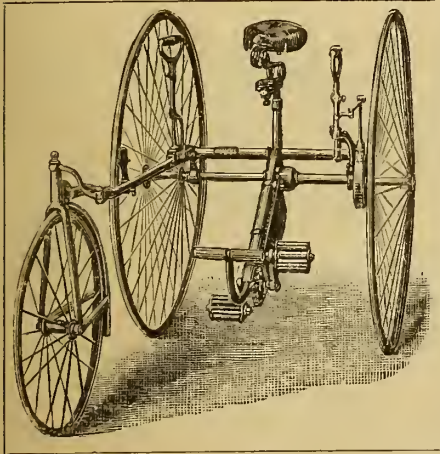
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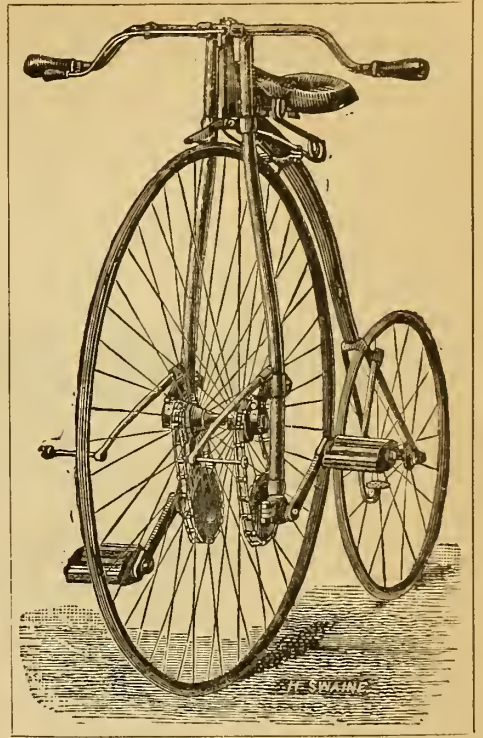
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which to-day combine his long expe-
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are the best.

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THE CYCLE

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

VOL. I.

BOSTON, MASS., 18 JUNE, 1886.

No. 12.

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ABBOT BASSETT EDITOR

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

All communications should be sent in not later than Tuesday, to ensure insertion the same week.

Entered at the Post-office as second-class mail matter.

IF the boom in wheels this year does not convince American capital that there is money in manufacturing cycles, then capital is very blind.

OF all the cycling papers, there is not one that has come out boldly in favor of the amateur rule, save alone the *Cycle*. We do not hesitate to state just where we stand, and no motives of self-interest will induce us to adopt another platform. The oldest cycling paper should be heard from. It has taken no position except that of opposition to the chairman of the Racing Board in all his acts, and that opposition has led it to hide its true opinion. The *Wheel* is run by one who never gets on the right side of a statement, except by accident; and the *Cyclist* and *Athlete* is fast coming around from an active opponent of the Racing Board to a firm supporter of it. The *Cycle* is young yet, and it has taken a big fight on its shoulders; but it proposes to stand by its guns and fight the good fight to the end.

"THE League should give up racing," is now the cry of many. Granted, when a worthy successor is found. The A. C. U. wants to take it under its protecting wing. What good will come from the change?

The A. C. U. has taken the racing rules of the League, and it makes but one change: It will let men race in amateur events who are hired to ride the wheels of certain makers. Who will say that the League should give over its work to an association that can present no better claim than this?

"THE League should give up racing and attend to touring," comes from Massachusetts. Granted; let then Massachusetts set the example. The chief consuls of Pennsylvania, Maryland and New Jersey point with pride to a road book that is freely distributed among the members of those divisions. The chief consul of Massachusetts organizes an association antagonistic to the League, and attacks the corner-stone on which it is founded. Nothing that the League has done for racing has deterred these officials from attending to a very important part of League work. Let New England officials go to work and show us good road books, and if they find that the racing department of the League interferes with their work, let us throw it overboard.

CONTRIBUTORS' CLUB

AN EPISODE.

Editor of the Cycle: I want to tell you of a very funny experience a friend of mine had the other day on the road. I will not tell you his name, but you know him well as an enthusiastic tandem rider. He started out one day last week with his Springfield tandem, accompanied by his wife, in anticipation of a pleasant trip to a friend's. The weather was beautiful, the roads were in perfect condition, and nothing was wanting to make the day's ride one of the most pleasant in his experience.

They rode merrily along, and all went merry as a marriage bell. After riding about five miles they came to a hill and started to coast, but suddenly their ears were assailed by an ominous "click, click," which startled our friend so much that, knowing as he did that that noise meant a disarrangement of the gearing and the quicker he stopped the better, he applied the brake and they came to a stand-still.

Fearing to turn the wheels, he sought the assistance of a man in front of whose house he had stopped, and the machine was lifted up carefully from the road and deposited on the lawn in the gentleman's front yard. They were very careful not to turn the wheels, for he knew when the gearing was out of order to turn the wheels would be fatal to the machinery. He then, with the assistance of his newly-acquired friend, set

to work philosophically to repair the damage. You must know that the Springfield is central geared, and consequently the machine had to be taken all to pieces to get at the trouble.

After two hours' hard work the machine was taken all apart and spread out on the lawn, but everything seemed all right to the practical eye of our friend, and the gearing was in perfect condition. There was nothing to do but put the machine together again, which was done after considerable time and trouble, and then our friend, lifting the machine up by the axle, told the gentleman who had been so kind to assist him to turn the wheel. He did so, and the noise had stopped. They then triumphantly mounted the machine again and started, but oh, horror! the same "click, click" came forth.

Almost discouraged, my friend, suddenly looking down at the front wheel, saw that the mud-guard had become displaced, and as the wheel moved the spokes came in contact with the guard and made the noise which had caused them so much trouble. With a sigh of relief he remedied the difficulty, and looked back with disgust on his three hours' lost time. The trip had to be abandoned, and he started for home a sadder but wiser man. HAWKSHAW.

STAND TO YOUR COLORS.

Editor of the Cycle: I have just received and refused a position as official at a race meeting advertised to be held under A. C. U. rules. It seems to me quite the time for men to show their colors and stand by our grand old institution. Any association that lets professionals race as amateurs will be short-lived, and that's just what the A. C. U. is doing. The success of that union will do more to kill out the amateur idea than we can think. It must be nipped in the bud.

CAPTAIN.

FROM A FEMININE POINT OF VIEW.

I HAVE just received a letter from a lady who has heard of the tricycle but has never seen one. She lives in a part of the country where the roads are sandy and the hills are high, and she wants to know if it will be possible for her to get any pleasure out of the machine.

I AM constrained to answer her nay, and assure her that there will be more hard work than pleasure for her on roads such as she describes. American roads, except in a few localities, such as the vicinity of Boston, Orange, N. J., Buffalo, Chicago, and the city streets of Washington, are not yet perfect, and perfection of roads must precede perfection of riding.

AMERICA is a very large country, and when I contemplate the very, very few places where it is possible for a lady to use the wheel, I have to look very far ahead to

see a condition of things such as our English sisters enjoy.

I CANNOT envy the lady who attempts to ride along the country road that poets like to celebrate and lovers like to haunt. A sandy road, deep rutted and strewn with decayed branches, looks very well in a picture, but the beauty vanishes to her who would ride a tricycle over it.

I WISH it were otherwise, for what more charming field of delight can we find than is laid out for us in the forests? What pleasure-ground more fruitful in resources to charm the eye and divert the mind? And yet it is forbidden ground to us, and we must content ourselves with runs through town centres, along well-travelled highways, and about the edges only of nature's great treasure-house.

IT is little satisfaction to one who wants to go into the woods to be obliged to leave his vehicle at the threshold and walk. Will the time ever come when the wheel will not succumb to soft and uneven surfaces?

I KNOW that many will say that the end and aim of tricycling is to ride, ride, ride,—to go as far and as fast as one can within a given period, and to do nothing but ride. I don't quite agree with this, for I believe we should ride with a purpose. I do not sympathize with those who go nowhere and see nothing, and whose minds are always on the cyclometer and the watch. Let us go somewhere, and let us do something.

I THINK we all keep to the good roads too much. We don't strike out into new territory, explore new fields of observation, try unfamiliar paths. I seldom go upon the road that I do not seek to find some new way to reach this or that point, and I have to thank this disposition for much that is rich in my experience.

MY friend Maud had a very funny experience the other day which I cannot refrain from telling about. She was riding a strange machine loaned her by a dealer who was putting her own in order, and it had been sent to her without a dress-guard. She was out on the road and came to a hill, down which she started to coast. Her progress was good at first, but when she was half way down the machine stopped short, and she would have been thrown out had she not been securely held to the saddle by the winding of her dress about the toothed wheel that carries the chain. Here was a pretty state of things. She found herself unable to move hardly, and to extricate herself from the dilemma was simply impossible in the absence of shears.

SHE could not get off the machine, she could not propel it, and she was on a lonely road far from human habitation with night coming on. There is nothing to be told of her experience for the next half hour. It was monotonous and wholly devoid of interest to the outside world. She did nothing; she thought volumes. A farmer's wagon came along at the expiration of the thirty minutes, and two strong men succeeded in

divorcing skirt and wheel. Maud pedalled home a sadder and a wiser girl, and now she is burning midnight oil in her hurry to get a new riding costume. Do you say that you will not ride the wheel if such things are likely to happen? It does not discourage Maud, in fact she tells about it as though it was a delightful experience.

DAISIE.

OFFICIAL NOTICE.

OFFICE OF THE RACING BOARD,
BOSTON, 13 June, 1886.

FOR competing with professionals for a prize in a public race at New Haven, Conn., John Illston, of Hartford, Conn., is declared to be a professional wheelman, and expelled from the League of American Wheelmen.

ABBOT BASSETT,
Chairman Racing Board.

OFFICE OF THE RACING BOARD,
BOSTON, 13 June, 1886.

For competing in races held under rules other than those of the L. A. W., at New Haven, Conn., 11 and 12 June, the following parties are suspended from the race track for thirty days from date:—

A. W. Ives, New Haven, Conn.
G. G. Knapp, Auburn, N. Y.
A. N. Welton, New Haven, Conn.
W. M. Frisbie, New Haven, Conn.
E. A. DeBlois, Hartford, Conn.
A. B. Rich, New York.
G. B. Buxton, Meriden, Conn.
L. A. Miller, Meriden, Conn.
H. H. Stockder, Meriden, Conn.
F. G. Warner, Hartford, Conn.
J. A. Hubbard, Meriden, Conn.
S. Carlton, New Haven, Conn.
E. S. Horton, East Hartford, Conn.
J. A. Kulp, New Haven, Conn.
E. B. Patterson, New Haven, Conn.

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

ABBOT BASSETT,
Chairman.

GLEANINGS FROM GOTHAM.

THE last number of the CYCLE contains the startling information that during the League Meet a Boston man took a header, and in answer to inquiries as to whether he was hurt, replied by saying that he had fractured the *extensor ossis metacarpi pollicis manus*. The *Bicycling World*, of the same date, says that the fellow was a girl. The CYCLE still further tells us that the New York party rushed in pursuit of a dictionary, and from it interpreted the remark that the fallen party had broken his or her thumb. Now we do not doubt that the Boston man took the header, and though he imagined he had hurt his thumb, we don't for a minute doubt that he made the reply stated, which, however, is grossly inaccurate; and we marvel much at the combined wisdom of the editors of the journals quoted, for falling into the pit laid for them. We doubt that any New Yorker had to consult a dictionary; and if he was obliged to, we know he would not have found the solution to the very simple problem therein; for as any school-boy knows, what the Boston man really said while laboring to give a mystical and high-sounding expression for a small hurt, was

that he had fractured (?) an extensor (that is, a muscle), that moves not the thumb but the metacarpal bone of the thumb. This will be plainly seen is widely different from the metacarpal phalanx of the thumb. While it is generally conceded that Bostonians yearn after culture, New York is satisfied to deal with facts; and the attempt of the CYCLE to represent the New Yorker as being ignorant of the elementary terms used at the very threshold of anatomical study, evinces a spirit which, to say the least, is decidedly ungenerous.

* * *

THE first great road race has passed into history, and the New York and New Jersey Team Road Racing Association can congratulate itself upon a decided success. Last Saturday was a fine day for wheeling, a trifle warm, but the fine condition of the roads made up for any deficiency that was experienced in other details. The starting point of the road race was some two or three miles from the Newark cycling headquarters, and my good friend Smith having placed a Crippler tricycle at my disposal, I started to follow a party of Hudson County Wheelmen to the course. It was a stern chase and a long one, and the trip was the longest three miles I had wheeled over for many a day. I had the honor of being born in Jersey, but I left at a tender age and before the League was organized, and my knowledge of the country has been confined to a study of the road books. I trusted to the leader of the party, however, but next time I take a trip to Irvington by the way of Orange and Milburn, I will take the horse cars before I trust a resident of Jersey. I only regret that I was unable to keep my appointment as timer, as the race was started before I was able to reach the starting point.

The arrangements for checking and handling the men were perfect, and the course was kept comparatively clear of teams. Upwards of five thousand people were scattered along the six and a quarter miles of highway, and groups of ladies wearing the club colors enlivened the scene as they wildly cheered their favorites. It was a hot race from start to finish, and the winners never faltered. To write the history would take many a column, but I will confine myself to the brief facts. Six clubs put in appearance. The Kings County Wheelmen were represented by E. Pettus, E. M. Valentine, H. L. Bridgman and L. P. Weber. The Ilderan Club had W. Richardson, H. H. Farr, H. Greenman and W. J. Savoy. Elizabeth put in the field, A. S. Bellinger, A. S. Roorbach, L. B. Bonnett and H. Caldwell. Harlem wheelmen quartette consisted of E. I. Halsted, M. F. Germond, A. T. Steiner and C. Pearse. The Rutherford team consisted of E. W. Dean, Jr., F. T. Doolittle, A. P. Jackson and H. R. Jackson; while Hudson County was represented by Charles A. Stenken, Ed. F. Baggot, L. Allen and Chas. Lee Myers. The contestants, as a rule, were dressed as if for the track, and at the start were ranged in rows of four, with about twenty-four feet between each row. Over three hundred people witnessed the start, and manifested considerable interest throughout the contest. The course led over hill and dale,—a gentle, rolling country, with several steep rises. The road was uniformly in good condition, except in a few

spots where repairs were being made. There were fewer accidents than was to be expected under the circumstances, and the association is to be congratulated. The start was not made until after half past four, but when the men got under way they made up for lost time. C. Lee Myers led the van at the commencement of the first round, with the others bunched close behind. The pace proved too much for him, and at the end of the third mile Stenken, of Jersey City, went to the front, followed by Valentine, Halsted, Caldwell and Bridgman. This order was maintained throughout the first round, Stenken being the first to finish the twelve and a half miles, his time being 48m. 12½s. Before the hotel at Irvington was reached on the second round, Valentine passed him and took the leading position, which he held to the finish, winning the race and the gold medal in 1h. 41m. 5s. The second man, Stenken, receives a silver medal, and the Kings County Wheelmen hold the cup until next fall, when it will have to be run for again.

The K. C. W. scored first, fourth, fifth and seventh place, making a total of 83 points. The Elizabeth Club took third, sixth, ninth, and eleventh, making 71 points in all. The Harlem Wheelmen came next with 54 points, having taken eighth, tenth, twelfth, and sixteenth places. Halsted, of this club, who was riding a good second at the first turn, took a bad header, but pluckily kept through and finished sixteenth. The Ilderan team scored 33 points, winning thirteenth, fourteenth and fifteenth places, their other man, Farr, taking a bad header. The Hudson County wheelmen only had one man in at the finish, Steuken; the others dropping out from disability, headers, etc. The riding of Pettus, of the Kings County Wheelmen, was noticeable for grit. He was eleventh man at the end of the first round, but managed to pull up into fifth place at the finish, although he had not especially trained, and did not expect to start. The following table of the order of finish has been prepared and forwarded through the courtesy of Mr. E. K. Austin, of the Kings County Wheelmen:—

1	E. M. Valentine, K. C. W.,	1.41.05
2	C. A. Stenken, H. C. W.,	1.42.40
3	H. Caldwell, Elizabeth W.,	1.48.14
4	M. L. Bridgman, K. C. W.,	1.50.24
5	Ed. Pettus, K. C. W.,	1.50.45
6	L. B. Bonnett, Elizabeth W.,	1.52.45
7	L. P. Weber, K. C. W.,	1.52.45
8	C. Pearse, Harlem W.,	1.56.3
9	A. S. Roorbach, Elizabeth W.,	1.56.17
10	M. F. Germond, Harlem W.,	1.56.40
11	A. S. Bellinger, Elizabeth W.,	1.56.41
12	A. T. Steiner, Harlem W.,	1.58.40
13	W. J. Savoy, Ilderan B. C.,	1.59.35
14	H. Greenman, Ilderan B. C.,	2.00.15
15	W. Richardson, Ilderan B. C.,	2.01.18
16	E. I. Halsted, Harlem W.,	2.02.20

The remainder straggled in at all hours, and no official recognition was taken of their performance. The best of feeling prevailed throughout, and the close finish proves that the competition will be very keen next fall, after a season's riding has toughened the muscles of the racers. The Kings County and Elizabeth Wheelmen race for teams of eight men will take place on 3 July. The officers of the race were: Referee, A. Fauquier; judges, W. W. Share, T. C. Smith,

and W. C. Smith; timers, E. H. Douglass, W. H. DeGraff, and W. H. H. Warner. The scorers places were ably filled by E. K. Austin, W. Adams, J. C. Willever, and C. C. Pennell; while Elliott Mason acted as starter. Mr. T. C. Crichton fulfilled the onerous position of clerk of the course.

JENKINS.

NEW AMATEUR RULE.

At a meeting of the American Cyclists' Union at the Commonwealth Hotel, Monday, the racing rules were overhauled and the following, defining amateurs and professionals, were adopted:

An amateur wheelman is any person who has never, either in public or in private, raced or exhibited his skill for a public or for a private stake, or for a purse, or for gate money, and who has never competed under a false name, and who has never backed, or allowed himself to be backed, either in a public or private race.

A professional wheelman is one who, at any time, in any degree, has violated his amateur standing as defined above.

The temporary officers chosen at the time of the League Meet were formally placed in nomination. After the election the committee will be appointed, and the membership committee will act on the many applications already received.

THE C. T. C. SPEAKS.

To avoid possible misconception, the members of the American Division are warned, that while they are not denied full liberty of membership in any other organization, the definition of an amateur as established by the N.C.U. of Great Britain, and the L.A.W. of the United States, has not been changed, and must continue, unless altered, to control the conduct and actions of those members of the C. T. C. who may appear upon the racing track as contestants. As every member of the C. T. C. in this country has, with his application for membership, signed an agreement to observe the above, intended violations should always in honor be preceded by resignation from club membership. Violations not so preceded must necessarily be dealt with as provided in rules 51, 53, and 54. (See hand-book.)

FRANK W. WESTON,
United States Chief Consul.
SAVIN HILL, BOSTON, MASS., 1 June, 1886.

A REFORMED MAN.

ONE of the "suspends" writes thus to the chairman of the Racing Board:—

"I wish to say my little say in regard to the position you have taken. When I first received your notice telling me of the action of your board in regard to the 'makers' amateurs' and expelling me from the path, I was inclined to consider the whole thing decidedly 'fresh' and a matter not worthy my attention. I was not aware, at that time, that your rules were the recognized racing rules of America, and were backed by the N. A. A. A. and N. C. U.

"I now see my folly, and must frankly admit that you were perfectly right in doing what you did, and must say that I admire your pluck. I was as sour as any one on the action of the League, *at first*; but what's the use beating round the bush, now that the thing is as plain as the nose on your face.

"The boys had a chance to defend themselves, and they didn't improve it; what's the use of kicking now?"

"Why do they object to a 'third class'?" It is known that they are paid for racing, and why are they not willing to go by themselves?"

"I think that this 'third class' system an excellent one, and hope to see it carried out. I would, however, like to see 'Rule H' done away with, and a new rule inserted which would allow men their *actual traveling* expenses, but which would *not* allow them to be paid for their *time* or *riding*. There are many good men who could take the time to race, but who would not 'stand the pressure'; and if a friend, no matter whether he is a 'cycle dealer' or not, is willing to pay the cost of the trips, I don't think that the riders should be obliged to refuse the offer.

"Another rule I would like to see on your books is in regard to the return of entry fees. I don't think that a man should pay for giving an entertainment.

"The racing men certainly are the attraction at a race meeting, and I think they should have their fees returned *after finishing* their races."

THE NEW ORLEANS TO BOSTON TOURISTS AT HOME.

ON Wednesday evening, 9 June, a number of the members of the League of American Wheelmen, Louisiana Division, and the New Orleans Bicycle Club, gathered at Astredo's, West End, for the purpose of giving a hearty welcome home to the Boston tourists.

Capt. A. M. Hill and Capt. C. M. Fairchild, of the tourists, were present, wearing their L. A. W. uniforms. Harry Fairfax remained in the North, seeing the sights, and therefore missed the reception, although toasts were given to him and a medal forwarded.

The reception was hearty and delightful. The tourists occupied the seats of honor at each end of the table, and the chairman, Chief Consul Ed. A. Shields, of the L. A. W., was all around the table.

After a fine dinner Mr. Shields arose and made the speech of welcome, dilated on the achievement of the three representatives of Southern pluck, endurance, and cycling skill, and then on behalf of those present and others, presented the tourists with handsome gold medals. The medals are an elaboration of the idea of the League badges, and each bears the name of the recipient, the year, and "From Boston to New Orleans in thirty days." Messrs. Hill and Fairchild made replies acknowledging the compliment.

After once starting the speech-making, the wine was so good and the eloquence so far above the average, that the cyclists were not satisfied until every member at the festive board had expressed his sentiments, praising the exploits of the tourists. The club, the League, the new members, the various wheels, the guests from other cities, the press, the caterer, and numerous other persons and things were brought to memory by a bumper, and it was a late hour when the jolly meeting adjourned. Fortunately the last train had not yet departed, and the tourists were not compelled to add to their walking record.

THE AGE OF FABLE.

SCENE at the Cycleries. The Proprietor of a low-priced newspaper is talking with a Gigantic Monopolist. He says: "I am going to crush out the CYCLE." G. M.: "What for? Have you got a patent on newspapers that is being infringed?" P. of L. P. N.: "No, but they have forced me to put down my price, and I shall kill the paper." G. M.: "You are the man that has always called me a monopolist, and now you want to be one yourself. You haven't got a patent on a newspaper, and you can't show any title to a right to publish one that others don't enjoy as well as yourself. Go to; you are not worthy to be a monopolist!"

The moral of this is, that the first sign given by a newspaper to show that it is being crushed is a reduction of its subscription price.

A DIRTY little Ragamuffin was once seen throwing Mud at a Passer-By, but the Mud did not Stick to the Passer-By. It fell around him in showers made up of Dollar Bills, and the hands of the Ragamuffin were soiled and dirty.

The moral of this is, that when a merchant sells flour for one dollar a barrel, it shows that the great public will pay no more for it.

AN African went out to fight an Enemy, and he took a Boomerang to chuck at him; but when he chucked it the weapon flew back and he was slain himself.

The moral of this is, that it does n't pay to notice insults from those who know no better than to sow them broadcast.

A NAUGHTY little Boy took for his motto: "I will jump on Everything." He lived up to his Motto, and one day he jumped on a Ball. The Ball rolled from under him and he broke his Toe.

The moral of this is, that it is a good plan to cry down all monopolies till we can get hold of one for ourselves.

A WHEELMAN met a tramp on the Common the other day. "Can you tell me," said he, "where I can find the Cycleries?" The tramp eyed the wheelman with a look of disgust, and blurted out: "There ain't no cycleries no more, but if you want the Kickeries go to 179 Tremont street.

A MAN once invited his Uncle to see his new House. He showed him around the Building and pointed out the good points. "It is n't much of a House" said the Uncle, "but as a shanty it will do." "But," said the man, "I built every mite of it myself." "That does n't keep it from being a Blooming Shanty," said the Uncle.

The moral of this is, that a pair of sharp shears in the hand of an artist is better than a dull pen in the hand of a tramp.

NEW MACHINES.

SPRINGFIELD is to give the world two new machines. The *Union* thus describes them:

A Steam Tricycle.—J. H. Bullard, of the Bullard Arms Company of this city, has for several months past been at work on a tricycle for which steam shall furnish the motive power. The experiment has so far succeeded that recently several trial trips have been made with such satisfaction as to already cause two manufacturers to apply for the

right manufacture. Several details are yet to be perfected, and when the machine is entirely to the satisfaction of its inventor a public exhibition will be given. A minute description is not possible at present, as the inventor wishes to secure his patent rights before making public the details of his invention. It is proposed, however, to have the machine so constructed as to be easily controlled by a lady or child. The power of locomotion will be automatic, so that all the rider will need to do is to get seated on the machine, take hold of the steering apparatus, and then devote one's self to the pleasures of a trip over hill and country with a steed that requires neither food nor grooming, and if so desired that can compete with the lightning railroad train. It is the inventor's intention, however, to regulate the speed to eight miles an hour, as the roads to be found in this country would not make a higher rate of speed enjoyable. But 20 miles an hour will be guaranteed possible. This machine will be a "hill climber," and warranted to overcome anything in that line without exertion or fatigue. It will be so arranged that light baggage can be fastened on, and the appliance will be adapted to either the single or sociable form of tricycle. It is thought the sociable will prove the more popular form of the two, and the manufacturers will be able to cater to either taste of a purchaser. The weight of a machine will be increased comparatively little as the appliance will be very compactly arranged. The water supply will be capable of five to seven hours' use before needing renewal. Kerosene oil will be the fuel. It is claimed that the invention can be applied with equal success to a four-wheeled carriage. As stated above, several trial trips have recently been made, and those who have been fortunate spectators speak enthusiastically of the entire success and practicability of the invention. Patents will be applied for in France, Belgium and Germany and other portions of the continent as well as in this country.

A Safety Bicycle.—A unique safety bicycle has been completed and just tested on our streets. It has many new features, is constructed so entirely upon new principles that it has none of the features of other bicycles now covered by patents. It is a lever machine, giving a constant application of power, so appreciated on muddy or sandy roads, or in hill climbing. The inventor, Rev. Homer A. King of Clinton street, this city, has been inventing and securing patents for three years, making new application for a patent nearly every four or five months. Having discovered the motor, he has continued on a new line of cycle invention suited to the motor, bringing out the new adjustable anti-friction bearings, which have less friction, as they cannot roll together, than ball bearings; being more durable and capable of supporting great weight, are applicable to other kinds of machinery. The new hollow felly rim is more ridged than any other. Several can be made at not more than the cost of one of any other hollow felly rim. The new gearing, without cogwork or changing the point of the flexible connection to the levers, enables the rider without dismounting to set a 50-inch wheel to the speed of a 40, 50, 60 or 70-inch crank bicycle with very little added friction, and absolutely none when set for power for sandy or muddy roads

or hill climbing. The new silent ratchet is appreciated, especially in coasting, and is so simple that any person can take it apart and put it together. The steering with the small wheel in the rear, by the depression of either end of the bent handle bar and the position of the hands, is most natural and effective, and enables the rider to increase the advantages of the new motor. This enables him to bear his whole weight upon the pedals, thus utilizing his weight as well as his muscle; and as the depression of one lever, without a spring, automatically raises the other foot and lever, much fatigue is avoided. Many other points might be mentioned or summed up in ease, speed and especially safety. As the pedals are in the rear of the hub, and the fulcrum in front of the hub, the downward pressure upon the pedals produces an uplifting at the fulcrum, enabling the rider to pass safely down a steep hill, through a rut, or over a large obstruction, with no danger of taking a header. While Mr. King was in the pastorate of the First Baptist Church of Mystic, Ct., which he resigned to engage again in evangelistic work, he felt the need of pastors and all who would avoid the risk, care and expense of keeping a horse, and now offers them a beautiful, safe, fleet horse, which eats nothing and may stand in the hallway always saddled and bridled ready for recreation or business. For the last nine months Mr. King has only preached each Lord's day, spending five days of each week at his cycles, but he intends soon to return either to the pastorate or evangelistic work, as a company is forming for the manufacture and sale of the King bicycles, tricycles and quadricycles. His brother in New York will probably be the general agent, but the manufacturing may continue to be done here or somewhere this side of New York. Mr. King favors the idea of setting apart a large share of the company's stock to be used as part pay to skilled labor, and as most of the parts of the vehicle can be made by machinery, this arrangement would enable the company to soon pay large dividends, and between the two extremes settle for themselves in the golden mean the vexed labor problem.

AN OUTSIDE VIEW.

THIS action of the Racing Board was ratified by the League at its recent meeting in Boston, and the result was the immediate withdrawal of the disaffected men and the formation of a rival association, to be known as the American Cyclists' Union. Personal ambitions and jealousies have doubtless had much to do with this consummation, as well as the local prejudices and ambitions of the clubs to which the deposed men belong, or which are accustomed to fill their treasuries by the holding of periodical race-gatherings of greater or less magnitude. But whatever the merits of the controversy may be as between individuals, or as regards methods of procedure, the significant fact to the country at large is that an influential portion of the Wheelman's League has stood ready to defend or to ignore serious violations of the laws that are intended to keep a great and steadily growing pastime wholesome and enjoyable. For of the truth of the charges against the expelled members there is practically no moral doubt, even among those who have demanded their reinstatement.

The injurious effect which this defection must for a time, at least, have upon the League is evident, since it leaves upon its list of eligible contestants scarcely one of the men best known upon the track capable of noteworthy achievement. Still more serious, however, is the injury which bicyclists have inflicted upon their own sport. So far as the mass of the public is concerned, it matters little whether the rider does his best to show the excellencies of the machine he rides or to gratify a personal ambition, so long as he does his best. It is of importance to the bicyclists, however, and of consequence to the public, that the conditions of bicycle racing shall be above the suspicion of double dealing in rider or association. To this belief, that bicycle racers are fired by no other desire than the desire to win, the sport owes its great popularity more than to any other cause. If that belief is shaken or gives way to any serious suspicion, even, this new sport will quickly fall into the disrepute which has more or less fully overtaken almost every other form of out-door pastime. This is the danger which is threatened by the formation of the new union. It insures fine races the coming summer, no doubt, and perhaps that is all some of the promoters of the secession care for. But it is an association based upon the assumption that vital laws may be broken; and the evil is no less real because the assumption may be unconscious. Further than this it brings the dangerous money element into a sport whose charm is that it has been free from that taint, and it is a question if it does not operate to the injury of young riders who, relying upon their own resources, cannot successfully compete with men who, though amateurs in name, are still in a sense professionals, and can certainly afford to devote much more time to a special training. In a word the tendency of the revolt is towards a semi-professionalism, which, while it may not introduce any element of dishonesty, is still calculated to confine the reward of racing to a privileged few, to build up a class against the interest of the many and against the best interests of the sport at large.—*Providence Journal*.

An actual count of the bicycles used by the members of the Massachusetts Bicycle Club, of Boston, which is the largest club in this country, shows that there are more Rudegs used than any other make. This speaks well for this popular machine.

WHILE in Boston, both Capt. W. M. Brewster, of the Missouri Bicycle Club, of St. Louis, Mo., and Sanford Lawton, of the Springfield Club, of Springfield, Mo., were smitten with the appearance of the Rudge Light Roadster, and each of these gentlemen took one home with him when he left.

NOTHING NEW UNDER THE SUN.

It has been said that "there's nothing new under the sun." We were almost confirmed in this belief while looking over Low's "Almanac," published in the year 1820. Heading one of the pages of miscellaneous matter we noticed a rough cut of a "velocipede, or walking machine," as it is termed. The vehicle in appearance is similar to our modern bicycle, with the exception that the wheels are of uniform height and the rider's feet touch the ground, by this means accel-

erating his speed. Following is a brief description of this wonderful "machine," as printed under the cut:—

Mr. Charles Davis was the inventor of this machine, which, though not yet introduced into practical use in this country, is calculated to be an important discovery, because it is applicable to the movement of armies, and will render rapidly practicable marches far more distant than have ever yet been undertaken. The principle is taken from skating.—*Salem Telegram*.

CYCLETES.

THOSE who think the English riders will come over this fall and race under A. C. U. rules, at the risk of their amateur status, will find themselves mistaken. The N. C. U. and the L. A. W. are in harmony, and the man that is declared a professional by the L. A. W. will be so looked upon by the N. C. U.

THE Massachusetts Division and the League shared the profits of the races as follows: Massachusetts Division, \$22.90; League, \$11.45.

THE California Division has got the three-mile championship of the League, and they hope to make it the central feature of a large race meeting.

"THE boom has not yet stopped," said a dealer to us the other day; "the orders are still pouring in, and we are getting out of the best sizes." This we found to be the case everywhere.

THE new Royal Mail tricycle has a ratchet brake, has small drivers and large steerers. It has, moreover, the best foot-rest for coasting that we have seen on a two-tracker.

CHELSEA parties are talking of a repetition of the combined tour of horseback riders and bicyclers made in 1881 to the White Mountains.

A TANDEM that two ladies can ride seems to be in demand. The Royal Mail gave us the first of this kind, and then followed Singer & Co. The Coventry Machinists' Company showed a new pattern of the Club tandem at the cycleries, and took orders for all that they could get. More are coming, though.

LETTERS of machines say that it doesn't pay very well to let tandems. The riders scorch all the time and get careless, hence accidents and repairs. Livery men never let out trotters.

THE C. T. C. comes out boldly and stands shoulder to shoulder with the L. A. W. on the amateur question.

THE man who likes public office has a queer view of the pleasures of this life. To work like a dog and get only kicks in return, is not the kind of fun we delight in. And yet we should all be willing to share the burdens, and not stand outside always and do the kicking.

THE decision on the Bown ball-bearing case is not yet announced. It is held in reserve. Great things depend upon that decision.

RIPLEY and Hersey, the two famous run-and-ride men, will meet at Binghamton in a race of that kind on 5 July.

It is rumored that the Independence Day

races in Boston will be held on the Union Grounds. A poor track is better than an improvised one from the Common paths.

YOU can always tell a Columbia racer on the track, because the spokes are nickelled from the hub to the lacings. This idea has been adopted by the makers, and now let some one else give us a distinguishing mark as plain as this.

LAST week Morgan lost his pocket-book, containing all his funds and a ticket from Boston to Chicago. He will hereafter travel with less than a thousand dollars in his pocket, having decided that it is n't safe to carry so much.

THIRTY-THREE members of the Missouri Club reported over 8,500 miles in the aggregate for the May riding. There were ten men with over 400 miles apiece to their credit. The leaders were Ab. Lewis, with 666 miles; Alex. Lewis, 613; E. F. Woestman, 532; Percy Walden, 521; W. M. Brewster, 411½.

It is difficult for one man to give another a piece of his mind without destroying the peace of both their minds.

CHICAGO is talking over a new bicycle track. A party of wheelmen, including J. O. Blake and Major W. M. Durell, visited Cheltenham Beach last week to look over the ground whereon the new bicycle track is to be laid. The ground affords ample room for a much larger track than it is intended to lay, but the gentlemen in charge of the work have decided that a quarter of a mile will be the most convenient size. The track is to be of 2 x 6 matched boards, eighteen feet in width on the straights, and twenty-five feet on the ends. It will be raised two feet on the outside, so that riders may take the corners at full speed, without fear of accident. Inside the bicycle track there will be a cinder path for foot racing, and outside a half-mile track for horses. It is doubtful whether a more suitable piece of ground for the purpose could be found anywhere, as the shade-trees afford excellent shelter for the spectators without in the least obstructing the view.

ONE of our local clubs has in view a basket picnic to the woods. The ladies will attend, some on tricycles and some in a barge. Would it not be a good idea for other clubs to fall in line with this idea? It gets monotonous when we always go to an hotel.

WHAT a boon to cycling editors this A. C. U. business has proved.

THE Missouris had an informal opening of their club house last Wednesday, and a very good joke was played on Capt. Brewster. Mr. A. Moore Berry made a speech complimenting him for his many virtues and alluded to a present. Brewster cocked up his ears and said to himself: "A watch, I hope, or a new bike would go." Then the door was opened and a horrible boneshaker was rolled in. It was constructed by a Kansas jay-hawker of the roughest kind of lumber. The backbone was of six-inch stuff, and the pedals were wood throughout. Brewster was put on in a sort of dazed state and ridden around the asphalt amid the plaudits of the crowd. The machine was then labelled "Capt. Brewster's latest mount," and prominently placed in the club house.—*Journal*.

WAS there ever a horse v. bicycle race that was not a hippodrome and a failure? We trow not.

THE tricycling parties at the rink seem constantly to gain in favor with the ladies, and about twenty-five are present each morning. Several ladies have purchased machines and are doing road riding, and there is talk of forming a club. — *Hartford Courant*.

"WHAT is that Bicycle Man doing, father? See! he has Jumped Forward from his Wheel and is putting his Face to the Earth. Is he Kissing it?" "No, my son; the Man has his Ear to the Earth. He is Listening. He thought he heard Something Drop." — *Burlington Free Press*.

"SONNY, you needn't do that any more, I'm satisfied; here's a dime."

"What's the dime for?"

"Why, to pay fer the exhibishun; don't you generally take up a collection?"

Now, there is nothing in the above to make a wheelman mad, yet the bicyclist who was practising the pedal mount in a little town in Kentucky last Sunday, became almost dangerously violent, simply because the honest old countryman offered him a dime for witnessing his contortion acts. — *Ex*.

A UNIQUE vacation by a clergyman will be taken by Rev. Mr. Utter, of the First Unitarian Church of Chicago. He proposes to make a bicycle tour through portions of England, Germany, and France.

THE new \$250 tandem tricycle that Dr. Rust brought from Boston yesterday, came to grief early. He and Will Collins had ridden it a number of times up and down Colony street in the afternoon, followed always by the admiring glances of all spectators. Later the Miller brothers started out to ride the four-wheeler. Up Colony street they had the hard luck to run foul of the curbstone, and one of the large wheels of the machine was considerably damaged and the machine injured so that it will cost something for repairs. — *Meriden Journal*.

AT races on the Crystal Palace track, London, 29 May, P. T. Letchford made a half mile against time in 1.26½, and H. A. Speechly made a quarter mile in 38½, both times beating the English record.

THE *Bulletin* of 11 June is a star number. It gives a report of the League Meet in full, and a very large quantity of interesting matter.

MR. H. S. WOOD resigns as bookmaster. This is a great loss to the League. Mr. Wood is conspicuously able in the direction of the work allotted to his office, and it will be no easy task to fill his place.

FROM advice received at New Orleans, it is learned that Fred Van Meerbeke, the New York to San Francisco tourist, arrived at San Antonio, Texas, late in the evening of 5th inst., having been 20 days out from New Orleans, which city he left on 17 May, after a two weeks' rest. He is in good health and spirits, and three days ahead of time.

THE members of the Toronto Bicycle Club, who are now touring in France, were last heard from at St. Gervais, a small town between Rouen and Paris. They are very much pleased with the French roads.

FOURTH

Annual Race Meeting

OF THE

BINGHAMTON BICYCLE CLUB,

Monday, July 5, 1886.

GOLD MEDALS GIVEN IN ALL EVENTS.

ONE-MILE NOVICE RACE, OPEN.

TWO-MILE DASH, OPEN.

THREE-MILE, 9.45 CLASS, OPEN.

ONE-MILE NEW YORK STATE
CHAMPIONSHIP.

ONE-MILE RIDE AND RUN, OPEN.

THREE-MILE HANDICAP, OPEN.

ONE-MILE B. B. CLUB HANDI-
CAP.

ONE-MILE CONSOLATION.

ONE-MILE TEAM RACE, THREE
MEN FROM EACH CLUB, OPEN.

L. A. W. RULES TO GOVERN.

ENTRANCE FEE, 50 CENTS FOR EACH EVENT.

Entries Close July 1, to

CHAS. E. TITCHENER,

BINGHAMTON - - N. Y.

THE COLUMBIAS AT NEW HAVEN.

New Haven, June 11, 12,

EVERY OPEN EVENT WON ON COLUMBIAS.

1-MILE OPEN.

1st, W. A. ROWE.

3d, C. E. WHITTEN.

3-MILE HANDICAP.

2d, L. A. MILLER.

3-MILE OPEN.

1st, G. M. HENDEE.

2-MILE NOVICE.

2d, G. B. BUXTON.

2-MILE HANDICAP.

1st, W. F. KNAPP.

2d, C. P. ADAMS.

20-MILE COLUMBIA CUP.

1st, A. B. RICH.

2d, J. ILLSTON.

1-MILE 3.05 Class.

1st, E. A. DEBLOIS.

2d, E. S. HORTON.

5-MILE LAP.

1st, G. M. HENDEE.

3d, J. ILLSTON.

1-2-MILE BOYS'.

1st, F. A. CLARK.

2d, W. F. GRAHAM.

3-MILE OPEN.

1st, W. A. ROWE.

2d, W. F. KNAPP.

3-MILE HANDICAP.

1st, E. A. DEBLOIS.

CATALOGUE SENT FREE.

THE POPE MFG. CO.

597 WASHINGTON ST., BOSTON.

Branch Houses: 12 Warren St., N. Y.; 115 Wabash Ave., Chicago.

WILMOT and Sewell, the well-known Boston fancy riders, have been with Barnum's show four weeks this season, and three weeks in New York, at Miner's Bowery Theatre, the London, and Miner's Eighth Avenue Theatre.

J. G. HITCHCOCK, the Omaha racer, arrived here Thursday. He visited the Yale College races at New Haven. He will be domiciled at Hotel Faneuil for the summer.

In point of active membership in the League, the Massachusetts Club ranks first, the Pennsylvania Club second, and the Chicago Club a close third, with 89 riding members.

THE St. Louis Ramblers have issued a very neat schedule of runs for the season of 1886, extending from 2 May to 31 October. The shortest run is 26 miles, and the longest about 200. The member who attends every one of these runs will have covered 1,274 miles during the season.

BURNHAM has broken or sprained his arms six times, as a result of bicycle racing; and for the sixth time he recently made the resolution to never again race on a bicycle, being firmly determined to devote all his efforts in the racing line to tricycles.

THE Melrose Bicycle Club will give a series of races on the road 4 July. The programme will probably include a slow race, a race with hands off, and a ride-and-run race.

HARRY COREY has been riding up the Brighton side of Corey Hill. This is a much more difficult feat than that of riding up from Beacon street, and it has been accomplished by very few. Arthur Young, of St. Louis, rode it several times last fall; and these two are the only ones that we know of who have got to the top.

HILLIER'S German records were knocked out by Webber at Munich, the stout-hearted Islesman winning both his races after a terrible fall the day before. He writes us: "I don't expect I shall be able to race any more this year. No matter! I'll smoke my rides out this season and go for 'em next year." We wish him a speedy recovery and a return to the path at an earlier date than now seems possible to him. — *London Wheeling*.

The annual meet of the New Hampshire division will occur at Portsmouth, 5 July.

WHEN M. V. J. Webber left for England last September, he left his 56-inch Rudge Humber Racer with Mr. H. D. Corey. This is the machine on which he rode during the famous race of twenty miles within the hour, and was only used at Springfield. Mr. Corey offers the same for sale and invites correspondence. Address, 152 Congress street, Boston, Mass.

Now is the time to secure anything in the cycle sundry line which you may need. Call or send to Stoddard, Lovering & Co., 152-158 Congress street, Boston.

HOWELL says he will ride a tricycle twenty miles in the hour the coming season. We hope he will do it.

SINGER & Co. have increased their plant by buying up the establishment of Settle & Co.

THE English papers are not taking kindly to the proposed international tournament.

THE *Mirror of American Sports* will make changes, and, pending these, the paper will discontinue publication. The new paper will appear 3 July.

THE *American Wheelman* has three different accounts of the League Meet. There is something in the lot to suit all parties.

KAUFMAN has been having a try at the one-mile unicycle record held by himself. He made the run at Aston Lower Grounds, and scored 4.7 $\frac{2}{5}$. His Rochester record is 4 minutes.

W. K. MENNS, of Everett, is making an illuminating oil for cyclists' use. He warrants it not to gum nor to crust over, and the vibration of the wheel will not put out the light.

MISS KIRKWOOD, of Maplewood, has been made an honorary member of the Everett Wheel Club.

"By telegraph" and "special" and other terms are familiar in the daily papers as showing how the news comes. "By bicycle" appeared, probably, for the first time in the world in a daily paper, in Monday's St. Louis *Post-Dispatch*. About 10.30 Monday morning, the *Post* was advised by telegraph of a murder at Kirkwood, fourteen miles distant. Quicker work was required than could be got out of a horse and buggy. Reporter Hicks, one of the best in the city, is an expert wheelman. Accompanied by Al. Stewart as pace-maker, he made the fourteen miles to Kirkwood (road in bad condition) in an hour and twenty minutes. The return was by train, and the *Post* had two-thirds of a column covering the essential points in the case.

THE agents of the Buffer saddle have been taxed to their utmost to make the supply equal the demand, but are now pleased to say that their stock is complete. Stoddard, Lovering & Co., 152-158 Congress street, Boston.

"KING of the Road" lamps, of all sizes, prices, finishes, and patterns, can be found at Stoddard, Lovering & Co.'s, 152-158 Congress street, Boston.

BAYLISS, THOMAS & Co. have turned out a racing tricycle, with 7 $\frac{1}{4}$ inch cranks, which scales 33 $\frac{3}{4}$ pounds.

JAMES LENNOX was to start on the 7th inst on a record-breaking trip to John O'Groats.

At a Muswell Hill contest held lately in England, the winning rider had his machine built with the forks raking forward and the handles bent half way down the forks, and the English wheelmen say that all contests of the kind in future must include a ride down the hill as well as up it.

"ARRAGIT," as we heard a person call it last Sunday (the Harrogate of ordinary mortals), is destined this season to be a big thing in camps, and already claims a record as the first camp lit with the "electric light"; whilst the programme is a most full one, Saturday, Monday and Tuesday being all occupied with races. The campers' sports on Tuesday will include some novel features, amongst them being ring tilting on bicycles, tug-of-war, bicyclists *vs.* tricyclists; a prize will also be given to the losing team. Trick-riding. Bath chair race; one man to pull, one to push, and one to ride; *competitors to hire their own chairs*. Hopping contest, 150 yards. Wheelbarrow

race (handicap), one lap; one man to ride and one to push; wheelbarrows will be supplied. Pig-a-back race (handicap), 200 yards; one man to carry another. — *News*.

ONLY six teams started in the Team Road Race, though eight were down on the official programme. The Kings County Wheelmen were the favorites, and were the winners. The Harlem Wheelmen were looked upon for second place, but only took third. The Elizabeth Wheelmen took second place. The fact that the first and second clubs are the ones that already have a race arranged between themselves will add largely to its interest. As the teams in the coming race will be composed of eight men, a close contest may be anticipated.

THE New Jersey Cycling Association called for the fourth payment of ten per cent on 1 June. They have also sent out letters inviting the smaller subscribers to pay up in full, both as a matter of convenience and because they expect to need money faster than it will come in at the rate of one call a month. Work on the track has been begun, and its opening is announced for 5 July. It hardly seems possible from present appearances that it can be in good shape then.

MR. DUCKER says the desire to win is the true amateur idea. That's where Mr. Ducker is at war with the dictionary.

THE BATTLE IN BICYCLE LANE.

A SOBER young man in knee breeches,
Trundled into our gossip town;
In his heart had been numerous breaches —
'T is a paradise here for the gown.

The June air was cooling and bracing,
The gleam of his shimmering wheel
Mysterious flashes kept tracing
In air like a phantom of steel.

His head was well balanced and steady,
Was level, and clear was his brain,
But a sorrow had crossed it already,
With wrinkles of grief in its train.

In his calf was a quiver of anguish,
In his eye lurked the demon of wrath;
His thoughts took a turn of the anguish
As he crossed a macadamized path.

"Tooth-inserter," sweet angel of healing,
A bulldog of cannibal mien,
Had claimed his acquaintance with feeling;
And the size of his grip could be seen

Marked in red on the young athlete's stocking,
As the hero, with never a word,
But with thoughts that were perfectly shocking,
Sped on like a shot-peppered bird.

Straight on, neither right nor left turning,
He hied to an armorer's shop,
And his bosom with vengeance was burning
As he entered that door with a hop —

And closed it. What further, I knew not.
Three hours in the den did he plot;
Then emerging, to right or left threw not
A glance (on his cheek was a blot!)

"Tooth-inserter" sat up in the twilight
As a bicycle swept into sight.
He smiled, with a yawn like a skylight,
And murmured, "I like that taste, quite I!"

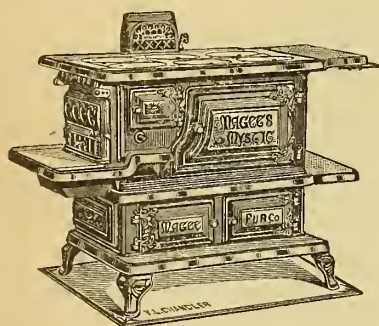
He rose and walked slowly to meet him;
The wheelman had turned rather white.
With fear? ah never r-r! to greet him
His vengeance arose in its might.

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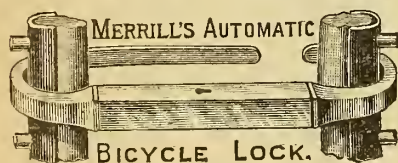


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FIVE DOLLAR.

From his shoulder (just where the crusader
Once wore his dread weapon of woe)
He unclasped a non-patent persuader,
And grimly confronted his foe.

'T was a foil. Three feet was its measure,
On the point was a round ball of steel,
Like a two-per-cent apple — a treasure
To all devotees of the wheel.

"Ho! ho!" grinned the demon, approaching;
"Ha! ha!" hissed the bicycler low;
And stealing his soul 'gainst reproaching,
He dealt him one lightning-like blow.

With a yell of wild maniac cadence,
He dashed down the shadowy lane,
As the farmer came out with a rail fence,
And wailed o'er the fate of the slain.

Up and down that broad turnpike we wheelmen
Oft whirl on our jubilant way.
"Tooth-inserter" lies buried! we feel men
Set free from demoniac sway.

LEAGUE TOUR.

TOURMASTER BURLEY B. AYERS, of the L. A. W., has decided upon the following route for the annual tour of the League: The start is to be made from Canandaigua, N. Y., on Monday, 6 September, and the tourists will ride to Geneva for dinner; then by steamer down Seneca Lake to Watkins' Glen, where there will be a hop in the evening, and the night will be passed at the leading hotel:—

Tuesday, 7 September. — Leave Watkins' Glen at 2 P. M., and ride to Havana, thence to Elmira, where the night will be passed. The late start is to give the tourists time to recover from the effects of the festivities of the previous night.

Wednesday, 8 September. — Start from Elmira at 9 A. M., wheel to Chemung, Waverly to Oswego, where the party will take special Pullman car for Port Jervis.

Thursday, 9 September. — Start from Port Jervis at usual hour, which is 9 A. M., and ride to Milford, Penn., Duigmaus, Bushkill, Delaware Gap and Portland, a distance of forty-four miles; but as the wheelmen will by this stage of the trip become very well hardened, they will not mind the extra miles.

Friday, 10 September. — Leave Portland for Columbia, N. J., Knowlton, Hope, Budd's Lake, and Flander's; distance for day, thirty-one miles.

Saturday, 11 September. — Ride to Ironia, Morristown, Summit, Milburn, South Orange, Newark, Jersey City, New York City, making headquarters at the Grand Union Hotel. This will complete the northern division of the tour, and the following day and a half of rest will be appreciated.

Monday, 13 September. — Leave New York at 3 P. M. on one of the Old Dominion steamers for Old Point Comfort, Va.

Tuesday, 14 September. — Arrive in evening at Old Point Comfort, where headquarters will be established at the Hygeria Hotel. A complimentary hop will be given in the evening, and the wheelmen will be in fine condition after their long rest to enjoy the fun.

Wednesday, 15 September. — Spend day about Norfolk and vicinity, and in the evening leave by Pullman car for Staunton, Va.

Thursday, 16 September. — Start on a four days' trip down the Shenandoah Valley, winding up at Harper's Ferry. Here the

tour will end, but it is likely that individual tourists will continue on in smaller parties.

CONVERTIBLE CLOTHING.

As a general rule, it may be said that the garments worn for cycling should be essentially cycling clothes, and not be used for any other purpose; but there are occasions in some riders' experiences when it is highly desirable to temporarily doff the close-fitting nether garments for the orthodox trousers of every-day life; and it has been the custom for such cyclists as use their wheels in business to wear ordinary trousers, and to pin them closely round the ankles when necessary for riding. Such an arrangement is not at all neat, but confers an awkward and inelegant appearance upon the rider; and to provide against this inconvenience the firm of Goy seems to have tackled the matter very thoroughly, with the result that a complete suit of convertible clothing is invented which meets, in its component parts, the above-mentioned and other requirements. The trousers are arranged with cunningly concealed hooks and eyes, so carefully placed in position as to convert the trousers into very neatly-fitting knickerbockers and close leggins, complete for riding, without any difficulty or need for removal, the appearance in the first case being that of ordinary tailor-made trousers, and in the other case of a well-fitting garment free from the ungainly bagging and creasing induced by pinning trousers around the ankles. For the rider's trunk, a jacket is made with the front of a waistcoat attached inside it, so that the wearer can either ride with the double protection across his chest, or with the jacket opened, and in the latter event it is impossible for the sides of the jacket to fly wide open even when going against the wind, as the buttoned vest underneath prevents the jacket-flaps opening to more than a graceful extent. For the head, a cricket-cap is made with a second flap behind, which can either be folded inside the lining, or opened out to convert the cap into a neat two-peaked soft helmet. — *Wheel World.*

UNITED STATES CIRCUIT COURT, NORTHERN DISTRICT OF ILLINOIS.

THE POPE MANUFACTURING COMPANY	} Bill.
<i>vs.</i> HARRY B. OWSLEY, HEATON OWSLEY and GEORGE B. MARELE.	
HARRY B. OWSLEY, HEATON OWSLEY and GEORGE B. MARELE	} Cross-Bill.
<i>vs.</i> THE POPE MANUFACTURING COMPANY.	

This cause coming on to be heard upon the bill of complaint filed herein, the answer thereto and the replication of the complainant, the cross-bill of said defendants, the answer thereto, the replication to said answer, the proofs taken in said cause, and arguments of counsel; and the Court, being fully advised in the premises, doth find:

That the equities of this cause are with the complainant in the original bill.

That the defendants entered into the agreements with the complainant in the original bill, as stated in the bill of complaint in this cause, whereby the defendants became licensees of the complainant, under certain

Letters Patent specified in said agreements, and that said agreements were in force at the hearing of this cause, excepting the agreements marked "Exhibit A" and "I" in the original bill of complaint.

That the defendants have violated the said licenses and agreements entered into with the complainant, by refusing to make monthly reports or returns in writing to the complainant, on or before the tenth day of each calendar month in each year, of machines manufactured by the defendants during the month preceding; that said defendants have refused to make such reports, or to pay the royalties or license fees due the complainant for such manufacture from February, 1883, except as ordered by the Court, since this suit was commenced. That since that period said defendants have continued to manufacture machines and other articles which they were licensed to manufacture under said licenses, and have neglected to make returns and pay royalties thereon, except as ordered by the Court; and have sold different machines manufactured under the patents referred to in said licenses, and containing the devices patented in said Letters Patent, without affixing or stamping on such articles the word "Patented," in accordance with the terms of said licenses, and without attaching thereto a printed list of patents under which the said machines were made, in accordance with the conditions of said licenses.

The Court further finds that the defendants, under the order of the Court, have reported a number of machines that they had manufactured under said licenses, and that the amount due under said license agreements on said machines, so reported by the defendants, is seven thousand, five hundred and forty-eight dollars and ninety cents (\$7,548.90); and that there was due the complainant, at the time of hearing this cause, said sum, with interest thereon from the date when said license fees or royalties became due and payable, to March 29, 1886, amounting in all to the sum of one thousand, one hundred and fifty-nine dollars and one cent (\$1,159.01), making a total of eight thousand, seven hundred and seven dollars and ninety-one cents (\$8,707.91), which said sum was then due the complainant from the defendants for royalties on machines reported by the defendants, and the interest thereon.

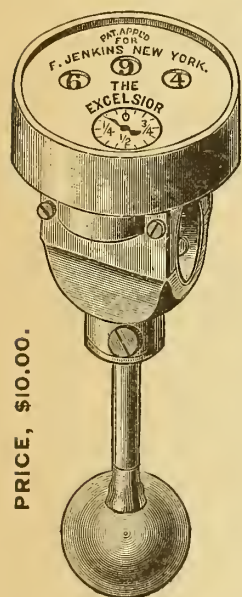
It is therefore ordered, adjudged and decreed by the Court that the said defendants pay the complainant the said sum of \$8,707.91 for said royalties and interest due up to the twenty-ninth day of March, 1886, and that a judgment for that amount be had against the defendants, and the surety signing the bond, which was given by the defendants under the order of this Court to secure the payment to the complainant of such sum as might be found by the Court to be due the complainant.

It is further ordered that there be a reference to E. B. Sherman, one of the masters of this court, to ascertain and report to this Court what machines the defendants have made and sold in violation of their agreements, and which are covered by complainant's patents, other than and besides those reported by the defendants as aforesaid as having been made under said license agreements herein; and the master is directed

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

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

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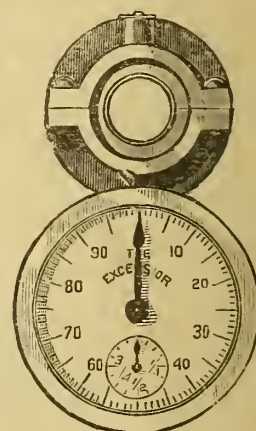
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If you want the Best Roadster Bicycle, suppose you send for Descriptive Price List, and look into the FACILE, which, by the way, is not a "new" machine, but is proved by seven years' hard and increasing use, by all sorts of persons, under all sorts 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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AGENTS WANTED.



to take proofs and report the same with his conclusions thereon. And he is hereby authorized to summon the defendants, their agents and employes before him and examine them on oath, and require said defendants or their employes to produce their books of account touching the matters hereby referred.

It is further ordered, adjudged and decreed by the Court that the defendants shall perform each and every obligation in said licenses contained which are obligatory upon the defendants to perform, and that the defendants shall make returns and pay royalties in accordance with the terms of the said licenses.

It is further ordered, adjudged and decreed by the Court that the defendants, and each of them, their and each of their servants, agents and employes be, and they hereby are, enjoined from manufacturing or selling any velocipedes, bicycles or baby carriage wheels specified in said several licenses, without affixing or stamping thereon the word "Patented," in accordance with the terms of said licenses, or without attaching thereto a printed list of the patents under which said several machines may be made, in accordance with the conditions of said licenses. That the defendants and each of them, their servants, agents and employes be, and they hereby are, restrained and enjoined from manufacturing or selling any velocipedes, bicycles or tricycles other than or different from what they are allowed to make in and by their aforesaid licenses, or in violation of the conditions in said licenses contained, so long as the patents or any of them mentioned in said license shall remain in force. The said defendants, and each of them, are hereby enjoined from in any manner, directly or indirectly, violating any of the provisions in the said several licenses mentioned in said bill of complaint.

It is further ordered, adjudged and decreed that the cross-bill of the defendants herein be dismissed, for want of equity, at the cost of said defendants, Harry B. Owsley, Heaton Owsley and George B. Marble.

THE PATH.

RACES OF YALE BICYCLE CLUB.

FRIDAY, 11 JUNE, 1886.

ABOUT five hundred persons were present at 2.30 P. M., the first day, when the one-mile open race was called. G. Weber, Smithville, C. P. Adams, Springfield, Mass., W. A. Rowe, and C. E. Whitten, Lynn, Mass., started. Rowe won in 3.0 $\frac{1}{2}$; Weber a very close second, 3.22; Whitten third.

A. W. Ives and G. G. Knapp won the one-mile tandem race in 3.51 $\frac{3}{4}$.

The one-mile handicap race had ten starters, and was won by F. G. Warner, of Hartford, who had a twelve seconds start, in 2.36. L. A. Miller, Meriden, scratch, second, 2.56 $\frac{1}{2}$; A. W. Ives, third. Just at the finish, as Ives and Warner were tied for first place, Ives slipped a pedal and was thrown over the tape. No bones broken.

The three-mile open record race was contested by George Weber, C. P. Adams and George M. Hendee. Hendee took the lead and made the one half mile in 1.20. The pace was too hot for Adams, and he dropped out. Hendee kept up the same

pace for the three miles, winning in 8.52; Weber second, in 9.31 $\frac{3}{4}$. Hendee's time is the fastest ever made on this track.

Thomas R. Finley then rode his Star for the gratification of the spectators and a money consideration.

G. B. Buxton, Meriden, F. G. Warner, Hartford, and S. Carleton, Yale College, contested in a two-mile novices' race. Warner won in 6.43 $\frac{3}{4}$; Buxton second.

W. F. Knapp, C. P. Adams, and C. E. Whitten rode the two-mile handicap, open race. On the beginning of the last half mile, C. L. Hyde, starter, stepped on the track in front of Adams and Whitten, and both men were thrown. Adams mounted again and finished second, but Whitten had to be carried from the track. He was not hurt, but stunned. Knapp's time was 6.29.

J. Illston, A. B. Rich, were the only entered men who started on the twenty-mile Pope Cup Race. F. G. Warner rode, however, under protest. Rich won the race in 1.10.30 $\frac{3}{4}$, Illston second, and Warner over a mile behind.

SATURDAY, 12 JUNE, 1886.

First race, one mile, 3.05 class, had E. S. Horton, E. Hartford, G. B. Buxton, Meriden, H. H. Stockder, Meriden, F. G. Warner, Hartford, E. A. DeBlois, Weathersfield, and S. Carleton, Yale College, as starters. DeBlois won in 2.55 $\frac{3}{4}$; Horton second; Stockder third.

George Weber, J. Illston, and George M. Hendee rode in the five-mile open record race, Hendee winning in 15.23; Weber second.

F. A. Clark, Plantsville, Wm. F. Graham, W. Randall Seymour, were the starters in the one half mile boys' race. Randall finished first, with Clark second; but he fouled both Clark and Graham, so they were given first and second places.

T. R. Finley once more rode the Star. J. S. Kulpp, S. Carleton, and E. B. Patterson then rode a mile for the club championship, which Carleton took, with Kulpp second.

The three-mile open race with G. Weber, W. A. Rowe, and W. F. Knapp as starters, was the only race of the day. Knapp took the lead, and held it most of the time. On the last one-half mile Rowe took the lead, and for the distance round the track into the home stretch Weber was trying to pass him, but Rowe won in 8.37, with Knapp second.

Mr. J. Brooks then made his one hundred and sixty-eighth balloon ascension.

The last race, a three-mile handicap, had five starters, with L. A. Miller as scratch man. E. A. DeBlois won in 8.53 $\frac{3}{4}$ (twenty seconds); J. S. Kulp, second, 9.13 (twenty seconds); H. H. Stockder, third 9.20 (ten seconds). JEWETT.

HAMILTON PARK, New Haven, Conn.,
11 and 12 June, 1886.

LAWRENCE, MASS., 5 June. — Races under auspices of Lawrence Cricket Club. *Two-mile amateur*. — M. Fuller (1), 7.25; S. Smith (2); A. M. Tracy (3).

BOSTON, 2 June. — Races under the auspices of the Roxbury Latin School. *One-mile amateur*. — G. L. Batcheller (1), 3.48.

MONTREAL, 5 June. — Races run under the auspices of the Montreal Amateur Athletic Association. *Three mile handicap*. — J. H. Robertson, scratch (1), 11.14; H. M.

Ramsay, 10 seconds (2), 11.21 $\frac{1}{2}$; F. W. S. Crispo, 10 seconds (0).

PHILADELPHIA, PA., 5 June. — Races run under auspices of the Schuylkill Navy Athletic Club. *One-mile amateur*. — M. J. Bailey (1), 3.9; S. H. Crawford (2). *Two-mile amateur*. — C. B. Keen (1), 6.1 $\frac{3}{4}$; S. H. Crawford (2); M. J. Bailey (3).

W. NEW BRIGHTON, L. I., 5 June. — Races under auspices of Staten Island A. C. *One-mile amateur*. — First heat: A. B. Rich (1), 3.42 $\frac{1}{2}$; E. Valentine (2), by five yards; E. C. Parker (3), by ten yards. Second heat: Rich (1), 3.50 $\frac{1}{4}$; Valentine (2), eight yards; Parker (3), fifteen yards. *Three-mile handicap*. — F. S. Ray, 75 yards (1), 10.45 $\frac{1}{2}$; E. Valentine, 150 yards (2), two yards; T. H. Burnett, 250 yards (3), seven yards; E. C. Parker 225 yards (4), two feet; A. B. Rich, scratch (0).

ST. PAUL, MINN., 31 May. — Races under the auspices of the University. *Half-mile amateur*. — Pillsbury (1), 1.37 $\frac{1}{2}$.

CLEVELAND, O., 12 June. — The regular spring race meeting of the Cleveland Bicycle Club was held at Athletic Park, this day: —

Five-Mile Club Championship (bicycle). — Prize, the Wade gold medal: G. T. Snyder, 1; George Collister, 2. Time, 2.59 $\frac{1}{2}$, 6.05, 9.21 $\frac{1}{2}$, 12.55, 16.20.

Quarter-Mile Open Heat Race (bicycles). — Prizes, silver cup and gold scarfpin: Taylor Boggis (Cleveland Club), 1, 1; George Valliant (Cleveland Club), 2, 2; W. N. Eyster (Canton, O.), 3, 3. Time, 40 sec., 41 sec.

One-Mile Open Handicap (tricycles). — Prizes, gold and antique bronze medals: George Collister (Cleveland Club), 20 sec., 1; Clarence Howard (Akron, O.), scratch, 2. Time, 3.34 $\frac{3}{4}$.

Two-Mile Open Handicap (bicycles). — Prizes, diamond scarfpin and gold scarfing: W. P. Sargent (Cleveland Club), 30 sec., 1; F. P. Root (Cleveland Club), 10 sec., 2; Taylor Boggis (Cleveland Club), scratch, 3; C. E. Farnsworth (Cleveland Club), 20 sec., 4. Time, 3.09, 16.30 $\frac{3}{4}$.

Half-Mile Open Race. — For 1.30 class riders, bicycles. Prizes, pair of tennis racket and silver-headed cane: F. P. Root, (Cleveland Club) 1; George W. Valliant, (Cleveland Club), 2; W. N. Eyster (Canton, O.), 3. Time, 1.27 $\frac{1}{2}$.

One-Mile Time Race. — Bicycles: Prizes, gold and antique bronze medals. J. T. Huntington (Cleveland Club), 3.24 $\frac{3}{4}$; W. P. Sargent (Cleveland Club), 3.34 $\frac{1}{4}$; George Collister (Cleveland Club), 3.34 $\frac{1}{2}$.

One-Mile Open Race. — For riders of the 3.10 class (bicycles). Prize, gold cuff buttons. F. P. Root (Cleveland Club), 1; Lucien Davis (Cleveland Club), 3. Time, 3.13.

ST. LOUIS, MO., 30 May. — Races under the auspices of the Missouri A. A. Club. *Two-mile handicap*. — S. G. Whittaker, scratch (1), 5.57; A. A. Hart, 170 yards (2); H. Morris, 260 yards (3).

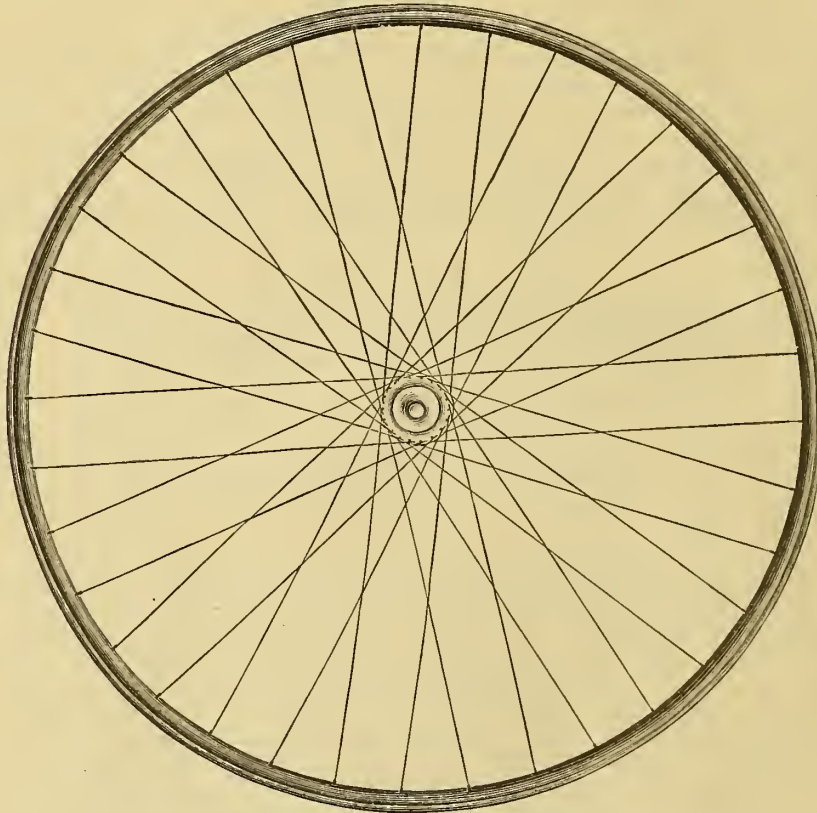
ALMEDA, CAL., 31 May. — Races run under the auspices of the Albion Athletic Club and Bay City Wheelmen. *One-mile novice*. — R. W. Turner (1), 3.27; A. S. Ireland (2); F. James (3). *Half-mile amateur*. — F. D. Elwell (1), 1.33; H. G. Kennedy (2). *One-mile State championship*.

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"The best wheel ever built."—Bicycling News.

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IMPORTERS,

BALTIMORE, MD.

W. G. Davis (1), 3 10 $\frac{1}{2}$; F. D. Elwell (2). *Two-mile handicap*. — F. D. Elwell, scratch (1), 6.56 $\frac{1}{4}$; H. D. Kennedy, scratch (2); H. S. Blood, 50 yards (3); C. A. Biedeman, 60 yards (4). *Five-mile handicap*. — H. G. Kennedy, scratch (1), 19.4 $\frac{1}{4}$; H. J. Blood, 150 yards (2); H. B. Churchill, 175 yards (3).

THE order of races in Boston, 5 July, will be as follows: One-mile amateur, three-mile promateur, two-mile amateur, one-mile tricycle, three-mile amateur. Makers' amateur races will not be accepted for amateur races. The medals, as usual, of gold and silver, will be of the highest order of workmanship. The rules will be similar to those of last year, though there will be no restriction in the winning of prizes, and there must be no loafing. Mr. Charles H. Orr will referee the races, and Messrs. McEtrick and Sullivan will be the judges.

THE programme of the North Adams Wheel Club's tournament, at Hoosac Valley Park, will include the following races: Mile, novice, three prizes; three-mile county championship, one prize; one mile, boys, 17 years, two prizes; one mile, open, two prizes; three miles, open, two prizes; five miles, open record, three prizes; half-mile dash, two prizes; one mile, 3m. 20s., two prizes; consolation race. There will also be a foot race and a military drill. The skating rink will be open in the evening, and there will be racing and dancing.

ARRANGEMENTS are in progress for a 20-mile road race by members of the Springfield Club, on the morning of 5 July. The race will probably be started at 6 A. M., and the course will be from the west end of the North End Bridge to the Suffield House, via Agawam Bridge and the brewery, and return. Suitable prizes will be given to the winners, and Westervelt, Whipple and Eldred will be handicapped according to their records for road riding.

C. B. KEEN, of the University of Pennsylvania, lowered the intercollegiate two-mile record, 5 June, at Philadelphia, covering the distance in 6m. 1 $\frac{3}{4}$ s.

THE track of the New Jersey Cycling and Athletic Association will be opened 5 July.

A 20-MILE championship club road race, open to all clubs in Connecticut, will be given 26 June, under the auspices of the Meriden Wheel Club, over the well-known course from Meriden to New Britain and return. Each club to enter a team of three men, the position at the finish to count as in tug-of-war races. The race will be ridden under L. A. W. rules, and none but those strictly amateur will be allowed to compete. The prize for the winning team consists of a real bronze figure of Mercury, in bas-relief, framed in plush, with easel, value \$30; and individual prizes for the first three men, as follows: First, gold championship medal, value \$25; second, lamp, value, \$15; third, Smith & Wesson revolver, value, \$8. An entrance fee of \$3 per team will be charged, returnable to those who finish the race. The start will be made between three and four o'clock P. M. Entries close 22 June.

THE third annual tournament of the Connecticut Bicycle Club will be held on Charter Oak Park, 8 and 9 September.

THE CLUB.

ROXBURY. — The Roxbury Club was organized Friday evening, with headquarters at 1177 Tremont street. The club starts with a membership of eighteen, and has elected the following officers: President, W. H. Emery, M. D.; captain, John S. Lowell; secretary, B. W. Potts; treasurer, W. T. Johnson.

OWING to absence in Europe, Mr. Charles F. Cossum has resigned the position of secretary and treasurer of the Ariel Wheel Club, Poughkeepsie, N. Y. At the regular meeting of the club, held Tuesday evening, 8 June, Mr. Frank J. Schwartz was unanimously elected to fill the vacancy.

HARTFORD, CONN. — The South End Girls' Tricycle Club met on the Capitol Grounds last Saturday morning, and elected the following officers: President, Kate Deming; vice-president, Pauline Mayer; secretary, Callie Belden; treasurer, Lizzie Belden. The club will meet Saturdays on the Capitol grounds, and later in the season contest for prizes. — *Hartford Censor*.

MERIDEN, CONN. — At the annual meeting of the Meriden Wheel Club, held 9 June, the following officers were elected: President, T. S. Rust; captain, Wm. Collins; secretary, H. G. Miller; treasurer, J. E. Brainard; first lieutenant, L. A. Miller; second lieutenant, F. A. Stevens.

COMING EVENTS.

JUNE.

- 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.
Races at Cleveland, Ohio.
- 17 Thursday. — Second Prince-Neilson race at Lynn.
- 19 Saturday. — Annual Championships of N. A. A. A. at New York.
Annual race meeting of K. C. W. at Brooklyn, N. Y.
- 23 Wednesday. — Races of Trojan Wheelmen, at Troy, N. Y.
- 24 Thursday. — Annual meet of the Michigan Div. L. A. W. at Detroit. Ten-mile National Championship.

JULY.

- 1 Thursday. — First day of annual meeting of C. W. A. at Montreal.
- 2 Friday. — Second day of annual meeting of C. W. A. at Montreal.
- 3 Saturday. — Third day of annual meeting of C. W. A. at Montreal.
Suffolk Wheel Clubs' three days' tour begins.
- 5 Monday. — Race meeting at Binghamton, N. Y.
Race meeting at Cleveland, Ohio, two miles, L. A. W. championship.
Races at Chelsea, Mass.
Races at Boston, Mass.
Races at East Saginaw, Mich.
- 15 to 18, Tuesday to Friday. — Tournament at Columbus, Ga. State championships will be run.

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