

# The Cycle.

VOL. I., No. 13.

BOSTON, MASS., 25 JUNE, 1886.

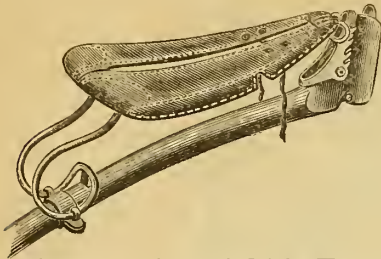
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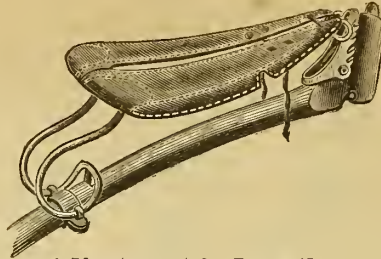


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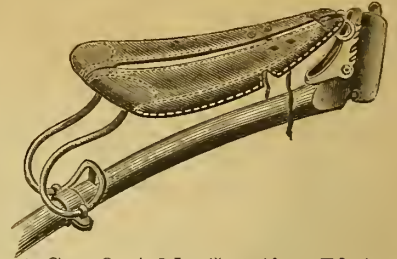




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Price, Nickelled, \$5.00. Price of Coiled Spring, with Straps, etc., for Old Saddles, 75 Cts.

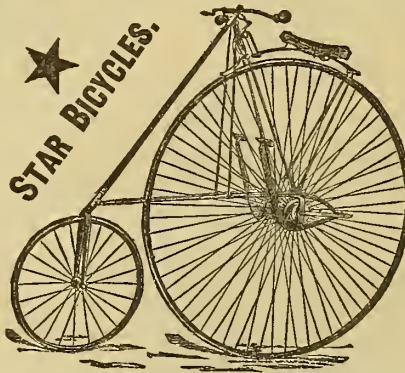
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Three L. A. W. Championships for 1885.  
Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

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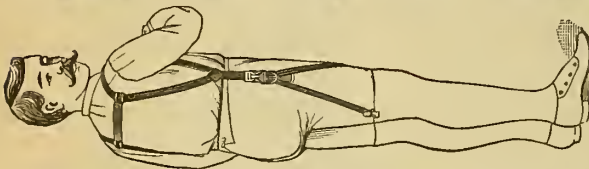
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54-inch ENGLISH, new tires, ball bearings	55 00
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VICTOR TRICYCLE, late pattern, just like new	100 00
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Mention THE CYCLE when you write.

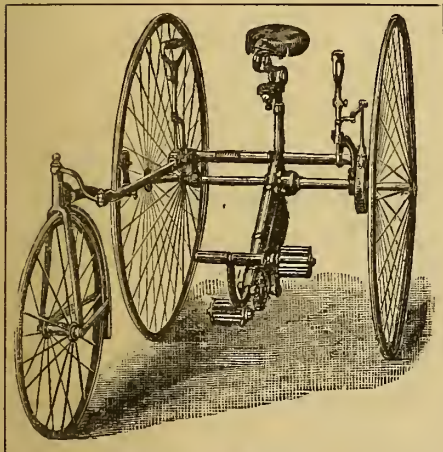


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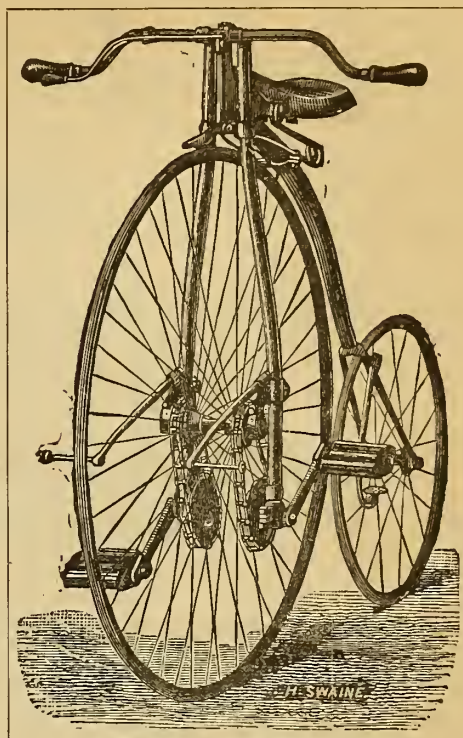
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**50 MILES IN 2 h. 38 m. 53  $\frac{1}{2}$  s.**

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

**PRINCE MADE 1,042 MILES, 220 YARDS,**

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

ALL THESE RECORDS WERE MADE ON AN

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

WITH DOUBLE BALL BEARINGS AND BALL HEAD.

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SOLE UNITED STATES AGENTS,

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**Safety on the market.**

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**Note this disinterested opinion from J. C. Thompson, President and Treasurer of the  
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"I have tried the American Safety myself, and I must say that it is the **FINEST ACTION**  
for a Safety, and the **EASIEST RUNNING BICYCLE** I ever rode; and that is saying much,  
as I have ridden almost every make. I congratulate you on your achievement of turning out the  
**BEST SAFETY** at the **LOWEST PRICE.**"

J. C. THOMPSON, *Pres. and Treas.*

NEW HAVEN, June 3, 1886.

**THE PRICE OF THIS BICYCLE IS \$76.00.**

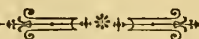
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**Which are High Grade Machines at Reasonable Prices.**



**NEATEST CATALOG IN THE TRADE FREE.**



# THE CYCLE

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

VOL. I.

BOSTON, MASS., 25 JUNE, 1886.

No. 13.

## TERMS OF SUBSCRIPTION.

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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.  
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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.*

THE A. C. U. will never succeed upon its present basis. The great and mighty public to whom it looks for support will not brook deceit, and the man who races for money, and pretends that he does it for the love of the sport, practises a deception.

An amateur is one who enters into a sport for the love of it. He who draws a salary cannot claim that love alone inspires him. And yet we believe there is room for an association that will do in a straightforward way what the A. C. U. proposes to do in a questionable way. There is great need for a society that shall step in to regulate professional racing and road racing. Let the A. C. U. take these under its wing and then establish three classes of riders as follows:—

Class A.—Those who are pure amateurs under the definition of the L. A. W. and the N. C. U.

Class B.—Those who have never raced for a money prize in any form, nor with a professional.

Class C.—Those who have raced for a money prize in any form.

Note. A rider who competes in races under Class B forfeits his right to enter races under Class A. A rider who competes in races under Class C forfeits his right to enter races under Class B.

It is not possible for the League to establish such a system as this, but it is practicable for such an association as the A. C. U., and they would make a strong bid for favor should they do it. Under this system there would be no dishonesty. A rider would come upon the path in his true colors and pretend to be nothing more than he is. We believe that in time, if the new association proved itself worthy, the League would hand over to it all jurisdiction over racing. We believe the riders in Class B would be sought as the drawing cards in all tournaments. We believe the fast men would gravitate to that class, and the amateur races would be left to those who ride for love of the sport, who are, and must be, in the nature of things of the "Duffer" class.

We believe the new society should admit professionals and formulate rules with a system of fines for professional races. For such a society as this, we can see a brilliant future, and with a programme like this there would be no conflict with the League. But the A. C. U. has done nothing of this kind. They have struck at the League in its most sensitive part, and they have set against themselves every man who likes to see true honor in sport.

To the above plan there is just one drawback. How shall we adjust the relations between the Class B men and the League? The League only knows two classes, and all who are not amateurs must be professionals. We do not doubt the makers' amateurs would go into Class B if the League would recognize them in that class and allow them membership; but just so long as they are to be called professionals they will actively protest. The desire to form a class more elevated in its tone than the professional, and at the same time to respect the amateur rule, is certainly a most worthy one, and the League would do well to encourage those who hold it; but such a radical change as the one we have proposed takes time to bring about, and meantime it behooves the A. C. U. to take measures to win the confidence of the rank and file of the League by showing itself worthy the important trust it asks to have handed over to it.

A CORRESPONDENT writing in good faith asks us if Rule A is not too arbitrary, and suggests that the League allow wheelmen to

exercise their own sweet will about entering races. We will try to answer him. Here is Rule A:—

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

The rule was made for a special purpose which it admirably served. It was the practice of agricultural societies to offer money prizes in bicycle races held at their fairs, and in many instances cities and towns gave purses for Fourth of July races. A great many amateurs were led to engage in these contests and serious complications arose. In order to break up this practice, Rule A was put upon the books and League officials were asked to see that League rules were adopted in all races in their respective districts. The evil was corrected in a very short time, and up to the date of the Lynn races on Decoration Day, League rules were in universal use throughout America. With the League rules in force, an amateur wheelman was in no danger of losing his status, and he was given a protection of no little value to him. If the League has done nothing else, it has done this. It is the duty of the League to give protection to amateurs. This they have done and this they will do. A new association has arisen that advertises amateur races and allows professionals to enter. A rider who goes to a tournament under A. C. U. rules hazards his status. The existence of the A. C. U. fills his path with snares and pitfalls. In the interest of the racing men, the L. A. W. must hold a firm position and secure the purity of the path. The League is working for the benefit of amateur racing men, and, strange as it may seem, the very men it seeks to protect are the ones that are making the most complaint.

## THE HERALD'S IDEA.

THE idea of the American Cyclists' Union attempting to have such riders as Hendee, Rowe, Knapp, and Weber parade before the public as amateurs is simply preposterous. If such men are amateurs, better at once abolish the distinction between the amateur and the professional. It may be that these men prefer to pose as amateurs, because there is more money in it than in the professional arena. Does any sensible person suppose that Weber travels from Smithville all over the country at his own expense; that Rowe can spend several weeks at



Springfield, and break records simply for the glory accredited an amateur wheelman; that George M. Hendee can spend months in training on the Lynn track simply for love of the sport and the honor therein contained? Yet this is only a part of what might be alleged. These men are in the hands of the most experienced and competent trainers. Who pays for them? Their wheels are the best that skill can make and money procure. Who furnishes them? And yet the American Cyclists' Union tries to wink at this farce, as the League of American Wheelmen did for a long time, and as the National Cyclists' Union of Great Britain confessedly has for a still longer term. The Springfield and Lynn clubs have made a great mistake in their attitude. They cannot expect to be the gainers by it. Undoubtedly the racing interests have been injured by the present state of affairs. But if either the amateur interest or the racing interest has to go, let the latter go by all means. It will have ample time to recover from the shock. The English "amateurs" won't come here and defy the L. A. W. They do not care to lose their own caste. Where anything has been said in favor of the A. C. U., it has been said simply from motives of self-interest, not unselfishly and independently. Many will ask, what other course was open to the A. C. U.? The answer is very simple. There is every reason to believe that an amicable compromise of some nature could have been effected between the supporters and opponents of the makers' amateurs. This would probably have resulted in the establishment of a third class, midway between the amateur and the professional. The prizes in the new class would be very valuable, and on this account would doubtless continually draw from the first men in the amateur ranks. This would have made the races in three classes interesting and exciting. The outcome will be watched with the greatest interest by all interested in wheeling.—*Herald*.

#### PATENTS.

LIST of cycling patents issued this week: D. G. Biggs, Louisville Ky., velocipede, F. F. Foster, Mount Pleasant, Mich., velocipede sleigh; J. A. Lamplugh, Birmingham, Eng., luggage carrier; E. G. Latta, Friendship, N. Y., velocipede; A. H. Overman, Chicopee, Mass., velocipede saddle; T. J. Strickland, Randolph Mass., bicycle shoe; W. L. Fay, Elyria, O., tricycle; C. H. Ross, Albany, N. Y., luggage carrier.

#### 281 9-10 MILES IN TWENTY-FOUR HOURS.

THE Boston *Herald* has the following dispatch from Indianapolis, 19 June. The record is a remarkable one, if it can be proved; but it must be remembered that every care was taken to secure the record as it now stands, and unless the new claimant can show as satisfactory proof as that on which Munger's record rests, no record can be given.

S. P. Hollingsworth, of Russiaville, Ind., was wonderfully successful in his attempt to beat the long distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield, 19 June, at four o'clock, and in the twenty-four hours scored a total of 281 $\frac{9}{10}$  miles. His actual riding time was twenty-one hours and twenty-three minutes, two hours and thirty-

seven minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 $\frac{3}{4}$  miles, made by Munger, of Detroit, at Boston, while the English record is 266 $\frac{1}{4}$ . The best race track record is 276. Hollingsworth's course ranged along the National road, from the Gayman House, Greenfield, to the toll gate immediately east of Cumberland, the round trip covering 17 $\frac{3}{4}$  miles, cyclometer measure, and 17 $\frac{8}{10}$  miles by more careful survey. The track was an average piece of road lying nearly straight. Early in the day, Hollingsworth broke a spoke in his bicycle, and, while having it repaired, he rode a strange machine, and by this means received a "header," which severely injured one knee. But for this accident he is none the worse for his exertion to-day. His "running" weight is one hundred and fifty pounds, and he lost six pounds in the race. His age is twenty-five years, and he is purely an amateur rider, having never engaged in a professional contest. The result of the race, fortified by affidavit, will be immediately forwarded to the American Association (?), and his claim as champion will be recorded. The race created great interest in Greenfield and the country generally.

#### SUFFOLK WHEEL CLUB'S TOUR.

THE Suffolk Wheel Club of South Boston has perfected its arrangements for a three-days' tour along the North Shore, and there is every prospect that the tour will prove a delightful one. It will be run under the auspices of the eastern division of the League Touring Board, and all wheelmen of the State are cordially invited to participate. By special arrangements with the various hotels, the price of tickets for the entire tour have been placed at the low figure of \$5. All intending to participate are requested to obtain tickets at once, so that proper arrangements may be made with the hotels. First Lieutenant A. G. Collins will be in command, and J. A. Channock will act as quartermaster.

The programme has been changed materially since first announced, and as now arranged is as follows:—

#### SATURDAY, 3 JULY.

3 P. M.—Start from corner Berkeley street and Warren avenue for Salem. Supper, lodging, and breakfast at Essex House. First day's ride, 25 miles.

#### SUNDAY, 4 JULY.

9 A. M.—Start for Gloucester. Dinner at Bass Rock House. 3 P. M.—Start on the famous "ride around the Cape," distance 16 miles. Supper, lodging, and breakfast at the Bass Rock House. Second day's ride, 32 miles; from Boston, 57 miles.

#### MONDAY, 5 JULY.

8 A. M.—Start for Essex House, Salem, for dinner.

2.30 P. M.—Start for Boston, arriving at starting-point about 6 P. M., where the tour ends. Third day's ride, 41 miles. Total for tour, 98 miles.

#### ROAD RACE, 5 JULY.

The road race will be started from the Bass Rock House at 11 A. M., allowing the tourists a view of the finish at the Essex House, Salem. First prize, gold medal;

second prize, silver medal. Entries free to tourists; \$2 fee to all others. Entries close to Mr. J. J. Gilligan, 6 and 8 Berkeley street, Boston, 2 July.

A large number of wheelmen have already signified their intention of participating, and it is expected that the party will be one of the largest which has ever enjoyed a tour of this kind. The road race will be particularly interesting, and as several very fast men are to enter, some lively time may be expected.

#### NOTES OF A CYCLIST.

THE *Bulletin* has contained two surprises lately. The issue of 4 June reprinted a paragraph from the *Bicycling News*, which was a good take-off of the rules regarding the character of the matter allowed in the official organ. Perhaps the editor was not back in time to prevent the perpetration of the joke. The issue of 11 June contained some verses in praise of a particular machine. The editor had certainly returned before this number appeared, for it contains one of his characteristic editorials. Perhaps these verses were not in "the columns devoted to reading matter." If they were in them, however, it is fair to presume that they constituted an advertisement; but on that theory they should have been followed by the usual "adv.," which was absent. What, then, can such extravagant praise of a machine mean in the columns of our organ?

I THINK the membership at large will heartily approve of Mr. Harris's demand, at the meeting of the board of officers, for a full report of the financial condition of the League. It looks very much now as if the treasurer was a sort of figure-head, and the secretary-treasurer an overburdened officer. Either the treasurer ought to have more of a treasurer's usual duties, or the work of the secretary-editor's office ought to be better systematized, and enough help secured to keep it in the best of running order. If League work is killing the secretary, he ought to have more help. If he is not able to keep the work up promptly, the remedy rests with the officers of the League.

THERE seems room for improvement in some directions. The *Bulletin* rarely, if ever, reaches the vicinity of New York before Monday afternoon, and for several months now it has not arrived until Tuesday afternoon. Its publication day is supposed to be Friday. Why should it take till Tuesday to travel a hundred miles? The *CYCLE* is also published on Friday, and it arrives on Friday night from double the distance.

UNDER the existing circumstances, it is charitable to charge to ill health this and other shortcomings that could be mentioned. I am glad to hear that the secretary is better, but I think he ought to have had a longer rest.

5678

W. B. PAGE, of the University of Pennsylvania, the American champion high-jumper, is also a devotee of cycling. He intends taking a 1,500-mile tour on the wheel through the White Mountains and Canada this summer.



## CYCLETS

## THE RUDGE.

[I was asked if I wrote "The Humber," in the *Bulletin* of 11 June. I did not write it, as my sentiments are those given below.] L. H. P.

Was there ever wheelman  
With a heart so cold,  
But he loved the cycle  
Upon which he bowled?

Was there ever cyclist,  
Callous to all worth,  
But he thought his own wheel  
Best of all the earth?

I have rarely met one,  
So devoid of zeal,  
But he sang the praises  
Of some maker's wheel.

Nor am I exception  
To the mighty throng,  
Neither when I praise one,  
Do I others wrong.

All makes have their lovers,  
Each as best they claim,  
But the wheel most perfect  
Is the one I name.

Of all, 'tis most graceful;  
Yields in speed to none;  
Faster than its compeers,  
Records best has won.

Lighter than all others,  
As "light roadster" claimed;  
Stronger than the strongest  
Which "light" wheels are named.

Firm, and very rigid;  
True beyond compare;  
On the coast the fastest,  
Like a bird of air.

Smoothest in its motion,  
Fastest up the hill;  
Like a sentient being  
Yielding to the will.

More than any other,  
Life endowed it moves;  
Its surpassing virtues  
Always fresh it proves.

Ask you what the wheel is,  
Chiefest known to fame?  
Ned I but pronounce it,  
Light Rudge is its name!

THIS is the month of perfect days. Did n't June O it?

LAST Monday was the longest one we shall have this year.

Now the sweet girl graduate talks about climbing the hill of learning.

Now the bull-frog pipeth in the marsh.

Now the wheelman wonders if he had better not lay off till September.

BUT the sun does not shine by night, and illuminating oil is not expensive.

WE have had more fun riding at midnight than we ever enjoyed at mid-day.

NED OLIVER has been tendered and will probably accept the secretaryship of the touring department of the L. A. W.

WHEN the Pope Manufacturing Company swoops down upon a tournament with its team, all the others have to stand aside. Witness Lynn and New Haven.

ON the fifth of July Rowe will be at Lynn, Hendee will go to Springfield, and Knapp will appear at North Adams.

THERE will be a lengthy parade of bicycles at Hagerstown, Md., 4 July. A large number of Baltimore riders will take part in the affair.

THE Capital Bicycle Club has made arrangements for a very interesting five-day

bicycle run of two hundred miles, from 13 to 18 June, through Maryland. The first day they will travel 36½ miles; the second, 38; third, 42; fourth, 49; and fifth, 32. The run will be made under the guidance of Capt. Elsen Bolds.

MR. CHARLES E. GATES, of Jamestown, N. Y., will start about 1 July, for a ride to Lake Minnetonka, Minnesota. A 48-inch Star Light Roadster, weighing forty-five pounds, will be the machine used. The route will be *via* the Ridge Road along Lake Erie from near Dunkirk (forty miles south of Buffalo), N. Y., Erie (Pa.), Painesville, Cleveland, and Toledo, Ohio, then by way of Jackson, Mich., to Chicago, and from there to St. Paul, Minn., Minneapolis, and after a stay of over a month at Lake Minnetonka with relatives, and a short tour to the northern part of the State, the tour will be continued to lower Iowa, where another stop will be made with relatives. From Iowa the return trip will be made by the way of St. Louis, Indianapolis, and possibly through Cincinnati to Western New York again, taking in the fall tournaments *en route*.

CAPTAIN COFFIN's series of articles on yachting, now running in *Outing*, will, when completed, be published in book form. They will make the first comprehensive history of American yachting ever published, and will be elaborately illustrated by the celebrated marine artist Cozzens.

CAPTAIN AUBIN has sent the following circular letter to the clubs about Boston:—

The Newton Bicycle and Nonantum Cycling clubs will give an antique and horrible parade on Monday morning, 5 July. You and the members of your club are most cordially invited to aid us, with your presence, in making this affair a success. The start will be made from Cycle Hall, Newtonville, at 6 A. M. The route of the parade will be over eight miles in all of Newton's "sand-papery" roads, and returning to Newtonville, where a breakfast will be served to those participating. Wheelmen are expected to appear in fancy dress, and it is particularly requested that nothing will be worn that may in any way unpleasantly impress the spectators.

Costumes may be forwarded in care of the Nonantum Cycling Club, Newtonville, *via* Boston and Albany Railroad, or by Hunting's, Parker's, Patch's, or Thomson's expresses, prepaid, prior to 5 July, plainly marked with owner's name, and the same will be cared for by the committee.

THE Boston club is planning for a repetition of its cycle picnic in the woods, which proved so successful last year.

BOB ENGLISH is not yet able to go upon the path, and his friends say that it is extremely doubtful if he was in any of the championships. America did not agree with Bob, and it looks as though he would remain at home this year.

HOWELL has done the mile in 2m. 39½s. at Leicester, *starting from a stool*, a performance equal to about 2m. 36s. with a push off. Howell also did the half mile in 1m. 17s., both of which performances are English professional record.

ARRANGEMENTS are being made with the Fitchburg, Troy and Boston and other railroads, for reduced rates on their lines, be-

tween all principal points, for the bicycle races at Northampton, 5 July.

THE Worcester Bicycle Club will hold a field day, Saturday, 26 June, at Lake Quinsigamond.

THE Wakefield Bicycle Club has been offered the management of the 5th of July antique and horrible parade in that town, but has not yet decided whether or not to accept. The club will, at all events, contribute a feature in the parade, and will hold races in the afternoon.

SAYS the Springfield *Union*: The way the Westfield boys do it is to tackle a sort of "square" over there, the distance around which is about two miles, and keep pegging away at it for a number of hours. Goodman, so it is said, used to leave the bank about 4 o'clock and ride into the night, and sometimes, on moonlight nights, he would ride all night. They have a good hard sidewalk, and the road is thus an easy one to travel.

MR. W. T. WILLIAMS, of Yantic, Conn., wheeled to Boston and returned to the L. A. W. Meet. The first day he ran from Yantic to Putnam, a distance of 41½ miles, in 8¾ hours. The second day he made 30½ miles, reaching Milford at 5.15 P. M. He was on the road 9¾ hours, but had to stop frequently to escape hard showers. On the third day he made 34 miles in 3¾ hours, reaching Boston at 12.15. Returning, he made 68 miles the first day in 12¼ hours, and the second day he made 54 miles in 10½ hours. He made a total distance of 228 miles over country roads, with one day of foul weather, in five days, which is good travelling.

MR. PARKER, of the Manchester, N. H., club, was in Boston last week, hunting for a bicycle that had been stolen from him. A young man called at his store and hired a bicycle for an afternoon, promising to return the machine the next morning; but instead he took the first train for Boston, and that is the last Mr. Parker has heard of his bicycle. The young man claimed to live in Brockton, and he is now being hunted for in that locality.

GASKELL has gone West to look up his agents. The Club people are having a big run on tricycles, and are meeting a demand for new goods better than any other house in the city.

Two decisions of interest to bicyclists have recently been made in the Newton court, as follows: Commonwealth *v.* Carr, Commonwealth *v.* Green. The former case was one in which a bicyclist was assaulted by one Carr, who threw stones at the rider while riding in a public street. None of the stones struck the rider, but, upon complaint being entered, the defendant was convicted of assault and fined with costs. The latter case was one where one of two boys concerned in the first mentioned case, brought an action, alleging assault and battery against one Green, the victim of the assault, who had taken him without a warrant, and by force had carried him to the station-house. The defendant was discharged, the court ruling that the circumstances warranted the act, as any delay to obtain an officer would have endangered the probability of an arrest, and that the force used was only such as was necessary in order to hand the offender to the proper officers.



GORMULLY & JEFFERY have recently received a very handsome bronze medal from the New Orleans Exposition Company, as a souvenir of the fact that their wheels took the first award at the New Orleans Exposition. On one side of the medal is an allegorical design of "The Three Americas," similar to that on the Prince Albert Memorial in London; and on the other is a suitable inscription.

THE *Sporting Journal* has been made the official organ of the Illinois division.

SHE was a dainty little miss, and he was a most enthusiastic cyclist. He was explaining to her the wonders of his new wheel—1886 pattern. "And what are these?" she asked. "Those? those are the pedals which I put my feet on in riding," he gallantly replied. "Oh, I see," she exclaimed, "and now I know why men's feet are called pedal extremities." He wiped his foamy brow with his tool bag, and endeavored to end his existence in the next road race. — *Cyclist and Athlete*.

MR. T. R. FINLEY denies that he competed at Yale College races for a money consideration.

MR. A. W. FISHER, of Boston, was riding in Malden last week, when he was attacked by a savage dog. Mr. Fisher, who is quite a scorcher, by the way, tried to run away from the beast, but was not fast enough, and left the whole of his boot heel and a small amount of flesh in the mouth of the canine.

KLUGE has returned home, much the worse for the header indulged in at the Lynn races. It is feared that he will not be able to race again this season. We met him the other day, and found that he was unable to straighten his left leg. He was on crutches, and in the best of spirits, despite his misfortune.

THESE gentlemen will constitute the executive board, and any one can see that it has a decidedly Eastern flavor. I doubt that any other States will be affected by the Union. We will have our races served up with League sauce, and although we do not expect to break many records, we can at least have the enjoyment of knowing that the winners are *bona fide* amateurs, and that they race for their own enjoyment, besides defraying their own expenses. The League certainly has more to offer than the new organization, and if it is left as a matter of choice between the riders, I think that very few will care to throw away their League membership for the privilege of competing at the tournaments of the Springfield and Lynn clubs. It might pay the class of men that are centred around the vicinity of Boston, but there the benefit will cease, and an attempt to make the Union provide for the whole country will result in a miserable failure. — *Fenkins in Sporting Life*.

THE Institute Building is in ruins. It will live in history as the scene of the International races between John Keen and John S. Prince and C. D. Vesey and L. T. Frye. On its track the record for a mile first fell below three minutes, and within its walls were witnessed many a notable event in cycling history.

AN excellent crayon portrait of Cola E. Stone, by his mother, is at Glover & Finkenaer's. It is quite large, and represents

Cola sitting on the pedal of his "bike." He has just climbed Son-of-a-Gun Hill, the first time it was ever climbed on a wheel. He is near the small tree towards the top, with his back to it, and the deeper shadows of the wood across the road on his left. He sits facing you, and looks squarely into your eyes, as you have seen him look when he was interested in something you were saying. The expression is better, more like Cola, than that of any picture of him I have seen, either in photograph or drawing. The attitude is as easy and confident as the rather difficult seat on the pedal admits, a great deal easier than you or I could assume, much less feel; but Cola was at home in all things difficult on the wheel. His arms are folded naturally, his shoulders fall forward a little as they used to when under no special excitement; the expression is that of the big, good-natured, confident repose so familiar to every one who knew him, but out of his eyes and around the mouth there is an unmistakable suggestion of the grim determination and personal force that never faltered at an obstacle, nor stopped to measure the size or strength of an opponent. The portrait conveys an excellent impression of the personality of Cola Stone, and before this achievement the petty technical defects which a critic might pick out fall into matters of the smallest importance. The portrait is to be given to the Ramblers Bicycle Club, of which Cola was the pride and ornament. — *Spectator*.

BROOKLINE will celebrate the 5th by a parade of antiques and horrors on bicycles in the morning and bicycle races in the afternoon.

THE professionals are about to start off on another tour. Mr. Morgan claims for them no more than they are entitled to, for from their Southern and Western trips came good results to the wheelmen thereabouts.

COL. POPE goes to England next month.

THE board of officers of the New York State Division will hold their spring meeting at the Grand Union Hotel on 29 June, and a large attendance has been promised. Considerable business will come before the meeting, and plans will be perfected for the publishing of a road book, and arranging for the annual meet of the division some time in the fall. I understand that the Buffalo Club will make a bid for the event, and think that they will have no difficulty in securing the prize. The talk of a State camp grows beautifully less as the time approaches, and will, I think, be dropped altogether. In fact, there are so many meets and races going on all the time that they wear upon one's pocket-book, besides taking valuable time. One cannot attend everything, and the fact that the numbers at the last meet were less than the event held in the same place four years ago, when cycling was in its infancy, prove that the word "meet" no longer provokes the enthusiasm of bygone days. — *Fenkins in Sporting Life*.

SEVERAL appeals have been made at the Boston police headquarters within a few days by bicycle dealers who have had valuable machines stolen from them by persons to whom they had been let. Six bicycles have been stolen within a few days in this way. Persons who steal machines from doorways have also been doing a good busi-

ness of late. An Apollo, valued at \$150, was stolen from a door on Columbus avenue Saturday evening. None of the men at police headquarters knew enough about bicycles to readily recognize machines of which they have descriptions, so there is a poor chance of the offenders being caught.

HE who says a bike is not made for two knows not whereof he speaks. Klipstein and Harry Gordon were mounted on a wheel the other evening, Harry being seated on Klip's shoulder. At Sixteenth and Locust, Klip's getting off place, Harry stood on the handle-bar and gradually slid down on to the saddle, while Klip went *via* the backbone to the ground. — *Sunday Sayings*.

MESSRS STODDARD, LOVERING & Co. wish to state that they are now prepared to fill orders for the American Rudge. They report the demand for this machine has been something extraordinary, and they have been taxed to their utmost to keep up with sales. The American riders are beginning to appreciate that they can get a first-class machine for, in the vicinity of \$110.

#### A GOOD RECORD.

ON 20 June, a tandem record for twenty-hours, for a lady and gentleman, was established by Mr. and Mrs. L. H. Johnson, of the Orange Wanderers. They began their ride at midnight, when their Lakin cyclometer was checked by Captain Belcher, of the Wanderers. They rode steadily until 10.20 at night, when they had completed 150½ miles. During their ride they were accompanied by different members of the club.

#### NEW ORLEANS.

WELL, the particulars of the late Meet are all in, and we breathe easy once more. Of course there are to be found some who still denounce the Racing Board for its recent action, but that was expected, so not much is thought of it, and it is your humble servant's opinion that ere many months have fled, that the M. A.'s and their friends will have become reconciled to their fate, and gradually cease their idle talk and threats. So far as the A. C. U. is concerned, it is apparent that it can hope for but little aid from the South; for, notwithstanding the difference of opinions regarding the Racing Board's action, one and all still swear by the League. I fear if Mr. Ducker was to see the lukewarmness with which his pet hobby is received down this way, that he would grow "faint-hearted," and give up the ghost at once.

THERE is before our State Legislature, now in session, a bill to require the paving of this entire city. It is needless to say with what favor it is received by the cycling community. Should it pass, good-by to frequent dismounts and trundling of wheels.

THE St. John's Sporting Club, of this city, give their annual tournament on the 24th inst. Among their sports is a one-mile bicycle race, to which there are already some eight or ten entries, with a prospect of several more. Hill and Hughes, two of our fast men, will come together for the first time in this race, and there is some little speculation as to who will prove the speedier man.



THE race for the Hill medal has been fixed for 15 July, the course to be selected later. Mr. Hill, being the donator of the medal, will not run in this race, which will make it all the more interesting, as he being conceded the palm for the distance (fifty miles), there is a doubt as to who will prove the second-best man.

THE election of the secretary-treasurer of this division, as well as officers of the N. O. B. C., will occur on the 23d inst.

FROM what your correspondent can learn, the meet of Southern wheelmen at Columbus, Ga., 15 to 18 July, promises to be the biggest thing in the wheel line that has yet occurred in the South. A splendid programme has been arranged, including tours, road races, hill-climbing contest, etc. They have a splendid track (probably the best in the South), and with fair weather, some new Southern records are sure to be made. Bt.

NEW ORLEANS, 18 June, 1886.

#### LEAGUE COMMITTEES.

PRESIDENT BECKWITH of the L. A. W. has announced the following appointments (those in italics are new):—

Membership committee L. A. W.—Edward F. Hill, chairman; Dr. G. Carlton Brown, 16 Broad street, Elizabeth, N. J.; J. R. Dunn, Massillon, Ohio.

Racing Board—Abbot Bassett, chairman, 22 School street, Boston; Ewing L. Miller, 134 South Front street, Philadelphia, Pa.; N. H. Van Sicklen, 2 Adams street, Chicago, Ill.; *Charles H. Potter*, Cleveland, Ohio; *Gerry Jones*, Binghamton, N. Y.

Rules and regulations—W. I. Harris, chairman, box 5132, Boston, Mass.; *Dr. C. S. Butler*, 203 Main street, Buffalo, N. Y.; *Knight L. Clapp*, 328 West Sixtieth street, New York.

Rights and privileges—Charles E. Pratt, 597 Washington street, Boston, Mass.; John C. Gulick, 132 Nassau street, New York; *A. S. Parsons*, Cambridge, Mass.

Transportation committee—Burley B. Ayers, chairman, 152 South Hoyne avenue, Chicago, Ill.; George R. Bidwell, 2 East Sixtieth street, New York; W. S. Bull, 587 Main street, Buffalo, N. Y.; J. H. Livingston, editor the *Reformer*, Bennington, Vt.; Fred T. Sholes, Marsh-Harwood Company, Cleveland, Ohio; Frank Read, Equitable Life Assurance Society, Philadelphia; Frank A. Elwell, *Transcript* office, Portland, Me.; Columbus Waterhouse, San Francisco, Cal.; Frank X. Mudd, A. & W. P. R. R., Montgomery, Alabama; W. M. Brewster, Vandalia line, St. Louis, Mo.; M. E. Graves (at large) Minneapolis, Minn.

#### THE N. A. A. A.

At a meeting of the Executive Committee, N. A. A. A., held 17 June, the following resolution was passed:—

*Resolved*, That whenever our definition of an amateur is identical with that of the League of American Wheelmen, and the League in any such instance finds that a person has violated the said definition and declares him a professional, that this committee will not investigate the matter further, but will concur with the decision of the League.

#### GLEANINGS FROM GOTHAM.

WELL, the League drove a nail in the coffin of the A. C. U. last Saturday by demonstrating that successful races, and a paying meeting could be held without the presence of the M. A.'s. League rules, league men, and amateurs predominated at the fourth annual race meeting of the King's County wheelmen, at the grounds of the Brooklyn Athletic Association Grounds. A lovely day, little wind, and a good track combined to make the occasion memorable, and the crowds of Brooklyn's fairest representatives applauded vociferously as the doughty knights of the wheel spun around on their shining steeds of glittering steel. (Mem. This is cribbed from a daily paper.) The racing was all that could be desired, and it was a pleasure to welcome many new faces on the track. It seems that we can have *bona fide* amateur races; and although the time was not so fast as at Springfield, otherwise the contests were close and interesting.

THE novices had the first innings, and there were so many of them that they had to be divided into heats, the first, second, and third to compete in the final. As usual, there was the spurter on the first lap, but E. I. Halsted got to the tape first in 3.14, H. F. Hornbostel and F. B. Jones getting second and third. The second heat, was taken by T. H. Burnet in 3.19½, with E. B. Moore and E. R. Lamson coming in in time for a slice of the final cake. This was quite a pretty brush between the six, and resulted in favor of Halsted, who finished first in 3.12½, with Burnet second.

The King's County wheelmen members, who have never won a prize in a bicycle race, then struggled for a mile, and T. C. Crichton delighted himself and his wide circle of friends by winning handily in 3.18½. R. J. Knox was so delighted at finishing second that he nearly took a header, C. R. Neville securing third. A two-mile handicap had so many entries that two heats were necessary. A. B. Rich made his first appearance in this race, and was cheered as he rode slowly to the starting-point. There was a little flurry as to whether he would be allowed to compete, but a telegram from Chairman Bassett set matters straight, and he was obliged to ride under protest, all prizes being withheld pending the investigation as to whether Rich had violated the rules of the League. It was a very pretty brush throughout. Rich made the first mile in 3½, the fastest time for the day, and captured the heat from Kavanagh of Cohoes by two feet. Time for the total distance, 6.15. In the second heat, Powers and Wilhelm of Reading, Pa. had a lively tussle for the lead, but the former was not in good condition, having just recovered from malarial fever. He made a good race and secured a place in the final. The final heat was interesting, Rich and Kavanagh having a lively struggle throughout, the former crossing the line after a lively brush on the home stretch, taking 6.7 to cover distance.

A job lot of club championships followed, interesting to the contestants, and keeping the audience awake. The Brooklyn Club medal was captured by Wm. Mceteer in 3.25. The Ilderans ran a little faster, W. M. Richardson winning in 3.19½. The Bedford Cycling Club spread theirs out two miles, and C. F. Pray captured the race in

7.14½. The band then cleared the deck for action, and the best contest of the day, the five-mile championship for the State of New York, was announced. This brought out a fine field of starters. A. B. Rich, E. Valentine, T. W. Roberts, W. S. Gilson, P. M. Harris and E. C. Parker faced the handsome starter, Mr. Edward Pettus (this means a good cigar). Kavanagh was in the swim and kept dangerously near the front. Long-legged Gilson, who is the best road rider Gotham has produced, made his second appearance on the track, and proved that with a little training he would be a dangerous man. He rides a 59-inch wheel, and the way he negotiated the turns takes one back to the days when Louis Hamilton charmed us on the old Manhattan track in a fifty-mile race. He started out at the crack of the gun, and led a very lively bunch of animated legs for four laps. Harris spurted across the tape and took the first mile in 3.16½, but afterwards dropped back to second place. Valentine bobbed along serenely, keeping a sharp lookout for the leaders, but not lagging too far behind. Roberts and Parker struggled for the honors of last man with varying success. Harris rode well; in fact, never better, considering he had not been on a wheel for a week. He needs a little training. There were a few changes on the next mile, but Gilson bumped over the line in 6.34½. Harris popped up to the front at the commencement of the third and fourth miles, and as the time came for the final rush, every one jumped to their feet in excitement. Round they came, with Gilson leading, and at the bell Rich made a break for the lead, and got it amid tremendous excitement. Kavanagh followed, but suddenly Valentine rushed into second place, and in that order they finished. Gilson secured fourth and Harris fifth. The time of the winner was 16.17½, and last lap 33 seconds.

Between dr—, the races I mean, a three-mile handicap was run off, and was neatly captured by Rich, with Kavanagh second by about ten yards time, 9.31½. Rich and Valentine had a tumbling match on tricycles, but Valentine did all the tumbling, and Rich won easily in 4.48½. These two events came before the championship, and then came the final event, a consolation race, which brought out lots of good men that were not quite as good as the men who had won the previous events. The doughty Wilhelm plowed his Star to the front, after a hot run with Honson, of Troy, Bridgeman, Harris, and several others. His time was 3.7½. This closed the tournament, and all departed well satisfied with the result of the day's sport.

I dropped into the Ixion Club after the races, and saw Mr. Herring do a quarter of a mile in 14½ on a home trainer. The machine was not in perfect order, and he was unable to finish the mile, but I think he can come close to a minute on ordinary occasions, and there is no doubt in my mind but that the fifty-two odd seconds was correct. There is as much of a knack about pedaling on a home trainer as anything else, and while many may be able to pass the gentleman on the track or road, it seems reasonably fair to credit the performance, especially as it was certified to that the timing was correct, and the maker has given a clean bill of health as to the accuracy of the instrument used. JENKINS.

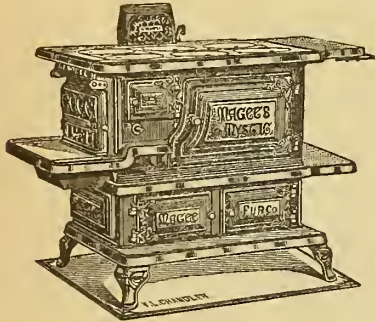


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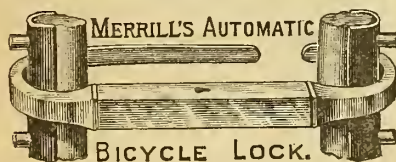
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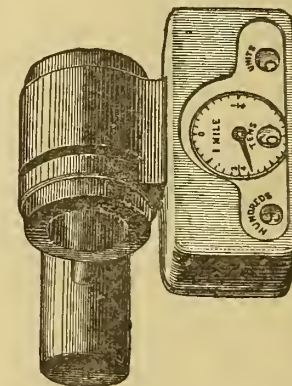
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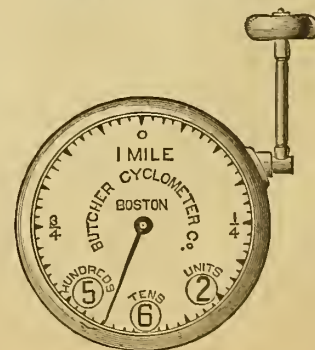
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## THE COLUMBIA IN THE WEST.

### THE RECORD BROKEN.

Splendid Performance of S. P. Hollinsworth,  
Greenfield, Ind.

[Special Dispatch to the Sunday Herald.]

INDIANAPOLIS, IND., June 19, 1886. S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276,

This record was made on a 55-inch wheel, COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

## THE COLUMBIAS AT LYNN.

June 17, 1886.

### 1-MILE NOVICE.

1st, S. L. TRUESDALE.

2d, HENRY McBRIEN.

### 1-MILE OPEN.

1st, W. A. ROWE.

Time, 2.37 2-5.

### 2-MILE LAP.

1st, G. M. HENDEE.

### 2-MILE HANDICAP.

1st, F. S. HITCHCOCK.

### 1-4-MILE PROFESSIONAL TRICYCLE, WORLD'S RECORD.

T. W. ECK.

Time, .42 2-5.

## THE COLUMBIAS IN NEW JERSEY.

### 25-MILE INTER-CLUB ROAD RACE, (NEW JERSEY.)

JUNE 19, 1886.

1st, E. H. VALENTINE.

3d, H. CALDWELL.

(On Columbia Light Roadsters.)

## THE COLUMBIAS IN BROOKLYN.

June 19, 1886.

The following Events were won on Columbias.

### 1-MILE NOVICE,

### 2-MILE HANDICAP,

### 3-MILE HANDICAP,

### 2-MILE BEDFORD,

### C. C. CHAMPIONSHIP,

### 5-MILE N. Y. STATE

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THE State division of Rhode Island has in immediate prospect a hill-climbing contest in July, and excursion to and ten-mile run at Newport, and will conduct the tournament at the State Fair in September, inaugurated last year by the Providence Club, under its auspices.

### PENCILLED PARAGRAPHS.

THERE is a scheme on foot to put Rowe in a ten-mile race against the three best men of Essex County,—the “three best” to relieve each other every mile.

EUGENE M. AARON, the secretary-editor L. A. W., has applied for admission to the A. C. U.

THE A. C. U. should at once appoint an official handicapper, or some scratch man will slay the Lynn officers in cold blood after being defeated by some 560-yards man.

THE old illustrations of “sitting on the ragged edge,” so much used in the Greeley presidential campaign, could be worked in with good effect to show the standing of some of our pure amateurs.

STRICKLAND & PIERCE will soon close their Boston office and move to the factory at Randolph. They have outgrown their present location.

THE Rev. David Utter of Chicago has spent several days among our dealers preparing for an extended continental cycle tour.

WOODSIDE will give Eck 200 yards in the mile race at Lynn on the 26th. Eck evidently is more modest about his abilities as a racer than as a trainer.

A. E. PATTISON, of the Pope Manufacturing Company, is sick with pneumonia.

PERRY, of the Massachusetts Bicycle Club, is doing private detective work in the interest of the riders who have lost machines lately. The Coventry people are the gainers by his services so far.

DR. COOKE, of the Massachusetts Bicycle Club, leaves for a fishing trip in Maine this week. If he reports favorably on the fishing outlook for the section of Maine he intends to visit, several more of the Massachusetts men will follow him.

A NEW book will soon be put upon the market, entitled “The earth and how I run it,” by T. W. Eck.

LEONARD AHL, of the Massachusetts Bicycle Club, has returned from Europe, and reports that his brother Ralph will bring back with him from England a semi-racing tandem that will set all the Massachusetts tandemons wild with envy. It may not be out of place to say that when he gets into a race with his club members, he will *tan dem all*.

KLUGE is still unable to bend his knee, and will, as soon as he can travel, retire to New York, and endeavor to get well before the fall meets.

IF handicaps show anything, the Lynn men evidently intend that Rowe shall break all the short records on their track in an open meeting.

HOSMER'S rowing machine appeared on the Lynn track, and was the source of much amusement to the men training on the track,

who succeeded in about equalling three minutes in three circuits of the track. The machine has a terrific pull when the whole force of the body is put into the stroke.

A. A. GLINES has been appointed consul for the Newtons.

THE Caledonian games at Springfield on the 5th will include three handicap races. “Our George” will be scratch in the mile.

THE Springfield Club has ordered one watch to cost over \$1,000 for the first prize in the mile, open for its next tournament, and two more of high value as the second and third prizes.

THE Boston tailor who will buy League cloth by the piece and make the uniform at the regular L. A. W. prices, will make money. It has been tried successfully in other cities.

MR. C. E. WHITTEN is still confined to his house from the effects of his fall at New Haven.

COREY HILL climbing is now considered a sign of effeminacy among our local cracks.

THE corners of the Lynn track will be raised twenty-two inches after 5 July.

THE Springfield club has vacated its old rooms for more commodious quarters nearer the track.

THE best cycle racing reporter in the State is Merrill of the *Springfield Union*. Nothing escapes his eye, and he gives you the position of each man during the entire race, so that in perusing his accounts you can see the faster riders gradually drawing up and away from their slower brethren.

E. P. BURNHAM has located at Watertown a branch store for the letting and sale of cycles. His arm is much improved, and Burnham now longs for a brush with his old opponents.

PAPA WESTON has suddenly revived sufficiently to issue a manifesto against the A. C. U., and has had a bad relapse into his old comatose state. What is the reason Acting Chief Consul Potter did not issue the warning over his own name?

UBIQUITOUS.

### THE PATH.

BROCKTON, 16 June.—The Brockton races were eminently successful. There was no very fast time made, but the races were closely contested and interesting. The track was in excellent condition, and as the turns are good every opportunity was given for good racing. The races were under the auspices of the City Bicycle Club of Brockton, and much credit is due it for the success of the meeting. The parade in the morning was participated in by about seventy-five wheelmen, who, headed by the band, marched through the following streets: East Elm, Montello, Elliott, Main, West Elm, Warren avenue, South, Main to East Elm, where the procession was dismissed. H. A. Churchill acted as chief marshal, with Walter Brown, George Pinckney, and F. G. Parker as aids.

The races were as follows:—

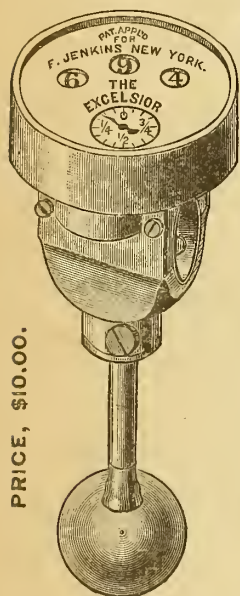
Half-Mile, *Plymouth County Wheelmen*.—Ed. Severance (1), 1.30½; Walter Brown (2); Wm. Randall (3); S. A. Little (4).



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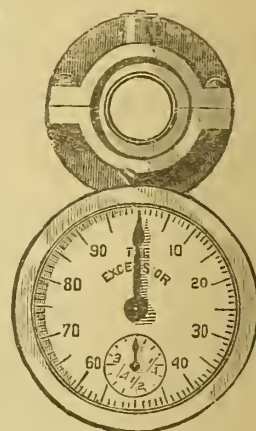
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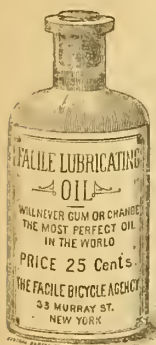
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If you want the Best Roadster Bicycle, suppose you send for Descriptive Price List, and look into the FACILE, which, by the way, is not a "new" machine but is proved by seven years' hard and increasing use, by all sorts of persons, under all sorts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





*Two-Mile Professional, County.*—A. P. Holmes (1), 6.35 $\frac{3}{4}$ ; Will Mason (2).

*One-Mile 3.30 Class.*—D. C. Pierce (1), 3.13 $\frac{1}{2}$ ; W. S. Doane (2); Walter Brown (3).

*One-Mile Handicap.*—A. E. Randall, scratch (1), 2.57 $\frac{1}{2}$ ; Ed. Severance, 40 yards (2); W. Randall, 60 yards (4); Walter Brown, 50 yards (4).

*One-Mile, Boys.*—A. W. Porter (1); White (2).

*Five-Mile Handicap.*—This was between John S. Prince and T. W. Eck. The only feature was the time of the first mile, 2.51. Prince conceded 400 yards start to his opponent and had his man caught at 3 $\frac{1}{2}$  miles, but managed to keep behind until the finish, when Prince spurred and won by a few lengths. Time—one mile, 2.51; 2 miles, 6.02 $\frac{1}{2}$ ; three miles, 9.18 $\frac{3}{4}$ ; four miles, 12.42; five miles, 16.02.

*Five-Mile.*—D. E. Hunter (1), 16.57 $\frac{1}{2}$ ; H. C. Getchell (2); D. C. Pierce (3); Eugene Sanger (4).

*One-Mile against Time.*—R. A. Neilson endeavored to break the record of 2.51, made by Prince on the same day. He made a good effort, but failed by two seconds. Time—quarter, 41 $\frac{1}{2}$ ; half, 1.23; three quarters, 2.13 $\frac{3}{4}$ ; mile, 2.53.

*One-Mile.*—H. C. Getchell (1), 2.53; Frank Gibbs (2); A. E. Randall (3). Getchell did splendid work and succeeded in equalling Neilson's time of 2.53. He made the quarter in 48 $\frac{3}{4}$ ; half, in 1.27 $\frac{1}{2}$ ; and three quarters, in 2.11 $\frac{3}{4}$ . He was deservedly applauded for this splendid performance.

*One-Mile Tricycle, County.*—A. E. Randall (1), 3.50; D. C. Pierce (2).

The officials were as follows: Referee, A. D. Peck, Jr., of Boston; judges, J. S. Dean of Boston, L. C. Southard of North Easton, G. C. Holmes of Brockton; timers, J. G. Hitchcock of Omaha, J. E. Savell of Dorchester; scorers, R. E. Bellows of Dorchester, W. B. Briggs of Brockton; umpires, W. S. Atwell of Charlestown, J. J. Gilligan of Boston; starter, W. M. Pratt of Brockton; clerk, A. E. Brayton of Brockton.

LYNN, 17 June.—Races under the auspices of the Lynn Cycle Track Association. A good meeting. The track was in fine condition and there was little loafing. The races were run under the rules of the A. C. U., and a new crop of professional racing men was added to the already large list. The races were as follows:

*One-Mile, Novice.*—S. L. Truesdale (1), 3.5 $\frac{1}{2}$ ; H. McBrion (2), 3.12 $\frac{3}{4}$ ; J. L. Lang (3); Fred Woodbury (4).

*One-Mile, 2.50 Limit.*—W. A. Rowe (1), 2.37 $\frac{3}{4}$ ; Geo. E. Weber (2), 2.43; W. F. Knapp (3).

The start was very bad, and several seconds were stolen on the pistol. It is doubtful if the record will be allowed by any good authority. It was announced on the track that this was the best record ever made in an actual race; but we have in mind the record of Fred Wood, 2.35 $\frac{3}{4}$ , made in a race at Springfield.

*Quarter-Mile Tricycle, against Time.*—This brought out T. W. Eck, in an attempt to beat the record. He was off before the word and got the advantage of the pistol. He made the distance in 42 $\frac{3}{4}$ , but the record will not stand.

*Three-Mile Lap Race.*—Geo. M. Hendee (1), 27 points; Geo. E. Weber (2); A. A. McCurdy (3). All but Hendee were mounted on Stars. Hendee won every lap. Weber made a very game race, but McCurdy fell out at the end of the first lap. The times were as follows: Mile, 2.53 $\frac{3}{4}$ ; two miles, 5.57 $\frac{1}{2}$ ; three miles, 8.41 $\frac{1}{4}$ .

*Ten-Mile Professional.*—The entries and starters were John S. Prince and R. A. Neilson of Boston, and W. M. Woodside of Chicago. The race was exceedingly interesting throughout.

Leader.	Time.
One mile, Woodside.....	2.50
Two miles, Woodside.....	5.47 $\frac{3}{4}$
Three miles, Prince.....	8.50
Four miles, Woodside.....	11.44 $\frac{3}{4}$
Five miles, Woodside....	14.49
Six miles, Prince.....	17.55
Seven miles, Prince.....	20.58
Eight miles, Woodside.....	23.41 $\frac{1}{2}$
Nine miles, Neilson.....	27.07 $\frac{3}{4}$
Ten miles, Prince.....	30.08 $\frac{1}{2}$

R. A. Neilson (2), 30.8 $\frac{3}{4}$ ; W. M. Woodside (3).

*Two-Mile Handicap.*—F. S. Hitchcock, 560 yards (1), 5.19 $\frac{3}{4}$ ; A. A. McCurdy, 350 yards (2); W. A. Rowe, scratch (3), 5.29. Rowe's mile time, 2.40.

CLEVELAND, O., 31 May.—Races run under the auspices of the Cleveland A. C. *One-Hundred Yard*, two in three.—F. P. Root, first and third heat and dead heat for second, 11 $\frac{3}{4}$ , 11 $\frac{3}{4}$ , and 11 $\frac{1}{2}$ ; W. S. Upson (2); G. Valiant (3). *One-Mile Amateur.*—G. Valiant (1), 3.1 $\frac{1}{2}$ ; J. Huntington (2); F. P. Root (3).

HARTFORD, 19 June. The 20-mile road race of the Hartford Wheel Club was run this day. The start was from Thompson's corner in West Hartford, over a carefully measured 20-mile course which led to New Britain and returned through Newington and Elmwood. There were 11 starters, but of these only seven finished, the rest dropping out when they felt sure of getting no place in the race. The start was made at 6 A. M. to ensure clear roads, and the first man in was William Harding, who came through Capitol avenue and up Main street to the club room at great speed with F. G. Warner as pacemaker. Only two minutes behind, however, was A. F. Judson, who had started ninth, four minutes behind Harding. He also came in at a great pace, dropping one pacemaker who met him two miles out, picking up another whom he met in the city and dropping him also, and finishing in the remarkable time of 1.29.16. Harding's time was 1.31.14. Howard Wilcox finished in 1.41.20, and the other men in the following order: C. H. Way, 1.47.15; E. N. Way, 1.49.10; H. Starkweather, 1.53.05; Frederick King, 1.55.17. Wilcox took the wrong one of two parallel roads, but it was the worst of the two, and his claim to third place was not probably be contested. Judson, Harding, and Wilcox will be the club's team in the State road race of the Meriden Club 26 June. The best record over this course previous to to-day was 1.28 for 18 miles, made by F. F. Ives, of Meriden.

NEW YORK, 19 June. Games of Manhattan Athletic Club.—*Two Mile Bicycle Race.*—C. M. Phelps (1), 6.33 $\frac{1}{2}$ ; L. S. Squire (2).

PRINCETON, N. J., 18 June. Games of Princeton College.—*Two Mile Bicycle Race.*—Stearns (1), 6.55 $\frac{1}{4}$ .

NEW ORLEANS, LA., 29 May.—Races run under the auspices of the Young Men's Gymnastic Club. *One Mile Handicap*,—for members of the New Orleans Bicycle Club,—W. L. Hughes (1), 4.3 $\frac{1}{4}$ ; E. E. Marks (2), 4.5; G. McD. Nathan (3), 5. 30 May. *One Mile Amateur.*—W. L. Hughes (1), 3.51 $\frac{1}{2}$ ; E. E. Marks (2), several lengths.

MOTT HAVEN, N. Y., 12 June.—Races run under auspices New York Athletic Club. *Three Mile Handicap*,—S. Gilson, ninety yards (1), 18 $\frac{1}{2}$ ; F. Thayer, one hundred yards (2).

THE twenty-five-mile road race of the Wakefield, Mass., Bicycle Club took place 12 June, and resulted as follows: First prize, J. C. Clark, time, 1.4 $\frac{1}{2}$ .5; second, H. R. Emerson, 1.48.13; third prize, J. F. Coombs, 1.57; fourth prize, a silver cup, F. C. Patch, in 1.58.20.

In a practice spin Saturday, on the Lynn bicycle track, George M. Hendee made five miles in 14.4 $\frac{3}{4}$ , beating Rowe's world record of 14.7 $\frac{3}{4}$  by 3 seconds. Rowe wheeled ten miles in 29.18 $\frac{3}{4}$ , that being only 6 seconds slower than the professional record. Knapp was the first man to go ten miles inside of 30 minutes on this track, making the distance in 29.58.

THE Meriden Wheel Club has now on hand \$750 of the \$1,500 necessary to construct a third of a mile track at the trotting park. Of this sum the wheelmen subscribed \$400, N. L. Bradley \$100, and Mayor Doolittle and H. Wales Lines raised \$135 among their friends. The track will be ready for use in six weeks. It will be twenty feet wide.

THE next race between Prince and Neilson will be run at Lynn, 26 June. No other races will be run at that time. It is understood that the men will then try to break the ten-mile record.

THE Rhode Island Division of the L. A. W. will hold a twenty-five-mile road race on Saturday, 26 June, 1886, which will be open to all members of the Rhode Island Division of the L. A. W. The course will be as follows: From a point just beyond the Red Bridge in East Providence, taking the Warren road straight down twelve miles, and return by the same road. On returning to the starting-point, the race will be made one half mile along the Pawtucket road and back, that completing the twenty-five miles. It will be seen that under this arrangement spectators may view the race three times at the starting-point, and have a splendid opportunity to see the mile race with turn at the finish. Start will be made promptly at 3 P. M. The prizes will consist of gold medal to first, and silver medals as second and third prizes. If the entries are seven or more, a fourth prize may be added.

THE Inter-State Meet will be held at Youngstown, O., 15 July. The programme for the day is: One mile novice race; half mile open, two heats in three; one mile open; five miles open, lap race; two miles open; hundred and fifty yards foot race; half mile Inte.-State championship; one mile Inter-State championship; two mile Inter-State championship; two mile consolation.

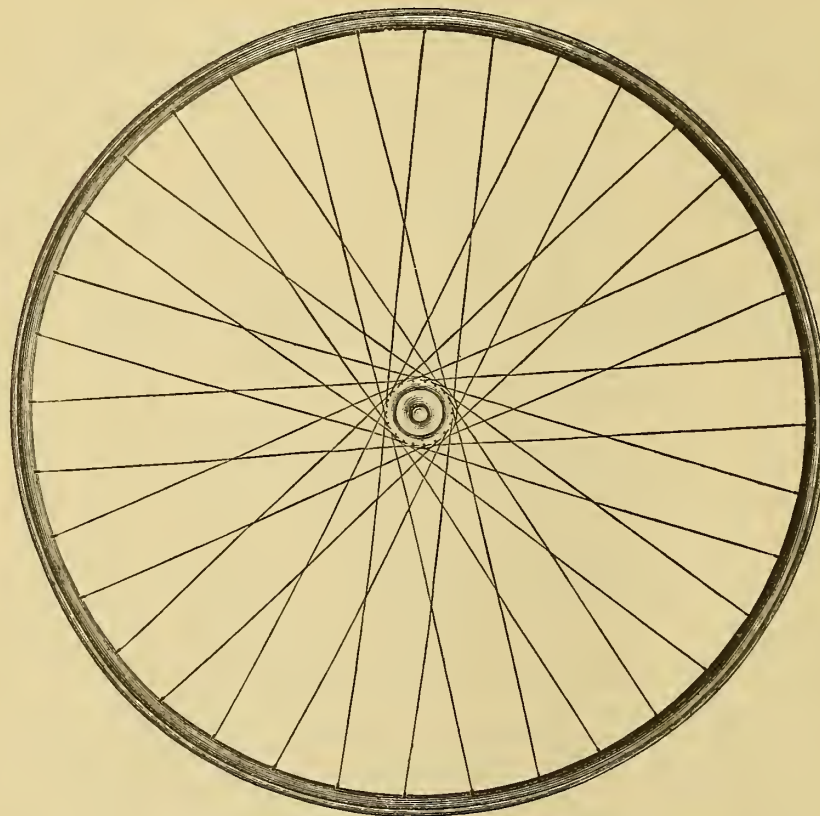


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Universally acknowledged to be  
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SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

## TRUE TANGENT WHEEL.

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

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EVERYWHERE.  
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BALTIMORE, MD.



THE following is the programme of races at the Illinois Division L. A. W. Meet, to be held at Cheltenham Beach, on 5 July: No. 1, 3 P. M., one mile, novice, bicycle; No. 2, 3.10, one mile, Chicago and St. Louis, bicycle; No. 3, 3.20, two mile, handicap, bicycle; No. 4, 3.35, two mile, 7.15 time race, bicycle; No. 5, 3.45, one mile, State championship, tricycle; No. 6, 3.55, one mile, 3.15 class race, bicycle; No. 7, 4.00, one mile, State championship, bicycle; No. 8, 4.05, three miles, open to all amateurs, bicycle; No. 9, 4.20, five miles, State championship, bicycle; No. 10, 4.40, one mile, handicap, bicycle; No. 11, 4.50, one mile, open to all amateurs, bicycle; No. 12, 5.00, one mile, consolation, bicycle. No. 3 is not a team race, but is arranged for the benefit of the best of St. Louis' and Chicago's men.

THE tournament of the Binghamton Bicycle Club bids fair to be an event of no little importance in cycling circles. The club will accept entries only from pure amateurs, and the races will be run under League rules. President Beckwith and Chief Consul Bidwell will be among the officers of the day. There will be a parade at 11 A. M., and an entertainment in the evening.

AN open ten-mile road race will be held by the Orange Wanderers on 10 July. The course will be two laps over good macadam roads, the finish being a straight half-mile stretch with a very slight down grade. The course is a fast one. Three medals will be given. Full particulars may be had from E. P. Baird, Brick Church, N. J.

### THE CLUB.

THE Rover Bicycle Club is a newly formed organization of the wheelmen residing in Brighton and Allston. The club begins life under very favorable circumstances, and, considering the very large number of wheelmen in that district, the club should soon be on a strong and prosperous foundation. The present officers are: President, H. A. Fuller; secretary and treasury, C. G. Brazier; captain, H. J. Taylor. A meeting of the club will be held next Tuesday evening at the residence of President Fuller, 15 Sparrowhawk street, Brighton, and all wheelmen of the district are cordially invited to attend.

THE Winona (Minn.) Club held a largely attended meeting, 7 June, at the Merchants Bank. The election of officers for the ensuing year resulted as follows: President, C. H. Porter; vice-president and captain, W. H. Elmer; secretary, A. W. Laird; treasurer, John I. Wilson; first lieutenant, H. S. Bolcom; second lieutenant, J. R. Marfield; executive committee, L. W. Worthington, R. E. Tearse, H. H. Norton. Work is in progress on the bicycle track at the lacrosse grounds, and the track ranks as one of the very best in the State.

THE Capital Bicycle Club's election, 12 June, for the term ending 31 Dec. 1886, resulted as follows: John M. Killits, president; Rudolph Kauffmann, vice-president; Charles A. Burnett, recording secretary; James Q. Rice, corresponding secretary; Joseph E. Leaming, treasurer; Edson B. Olds, captain; D. E. Sharretts, sub-captain; William M. Dougal, junior sub-captain; executive committee, the officers *ex-officio*,

and J. West Wagner, P. T. Dodge, William B. Hibbs, J. McK. Borden.

THE Florence (Mass.) Cycle Club, at its last regular meeting, voted to offer prizes to members attending most club runs, also for riding largest number miles during the season. This step was taken to renew the interest of the members and sustain the reputation of being a live, active organization. The captain was also instructed to call a run every Sunday, and also one during the week in addition.

### COMING EVENTS.

#### 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. Races at Brookline, Mass. Races at No. Adams, Mass. Races at Springfield, Mass. Races at Lynn, Mass.
- 10 Thursday. — Road race of Orange (N. J.) Wanderers.
- 15 to 18, Tuesday to Friday. — Tournament at Columbus, Ga. State championships will be run.

## FOURTH ANNUAL RACE MEETING OF THE BINGHAMTON BICYCLE CLUB Monday, 5 July, 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 Handicap.  
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

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*Upon this Racer were made the World's Records for  $\frac{1}{4}$  and  $\frac{1}{2}$  mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for  $\frac{1}{4}$  and 1 mile; the World's Professional Records for 3 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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