

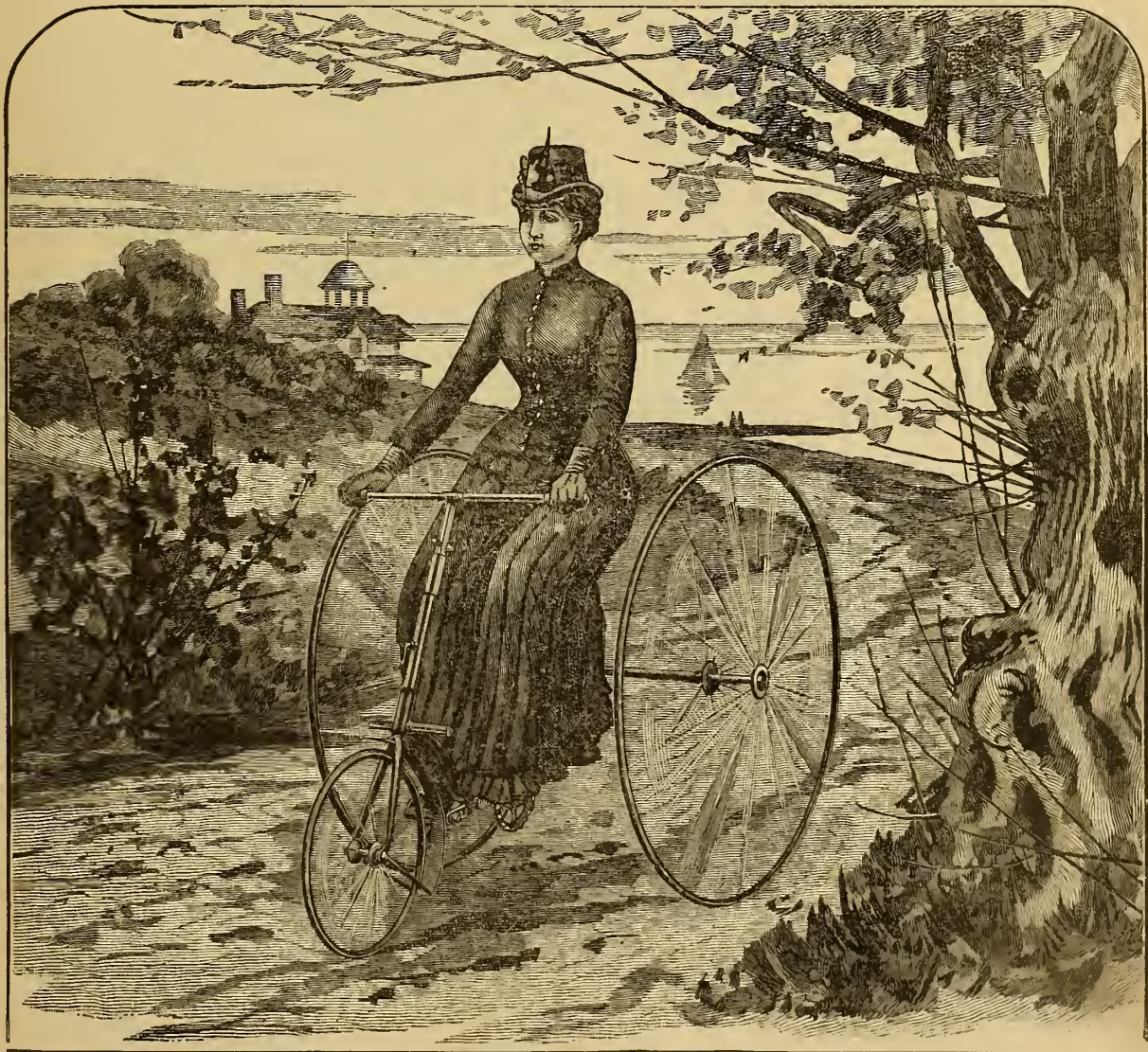
# The Cycle.

VOL. I., No. 16.

BOSTON, MASS., 16 JULY, 1886.

FIVE CENTS.

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



**THE MARLBORO' CLUB—Automatic Steerer,  
ADMIRABLY ADAPTED FOR LADIES.**

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**It costs from \$20.00 to \$50.00 less than any**  
**Safety on the market.**

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or 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.**

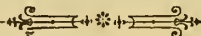
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**GORMULLY & JEFFERY - - CHICAGO,**

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**THE AMERICAN CYCLES,**

**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., 16 JULY, 1886.

No. 16.

## TERMS OF SUBSCRIPTION.

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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 new rules of the A. C. U. have been given to the public, and have been submitted to the Racing Board, L. A. W. for its approval. Below, we give the amateur rule and its explanations. This is somewhat different from the rule as it has been published in a number of our exchanges, but it is from official sources, and may be relied upon as correct.

SEC. 3. The standing of a member in this association shall be determined by the following rules:—

SEC. 4. An amateur is any person who has never engaged in, nor assisted in, nor taught, any recognized athletic exercise for money, or who has never, either in public or private, raced or exhibited his skill for a public, or for a private stake, or other remuneration, or for a purse, or for gate money, and never backed or allowed himself to be backed either in a public or private race.

SEC. 5. A promateur is one who at any time or in any degree has violated his amateur standing, as defined above, by receiving expenses or other remuneration for cycle riding, or any other recognized athletic exercise.

SEC. 6. A professional wheelman is one who at any time and in any degree has violated his amateur or promateur standing as defined above.

SEC. 7. To prevent any misunderstanding in interpreting the above, the Union draws attention to the following explanation: An amateur forfeits his right to compete as an amateur, and thereby becomes a promateur, by,

(A) Receiving expenses or other remuneration for riding the cycle, or for engaging in any other athletic exercise, or competing with, or pace making for, or having the pace made by a promateur in public or private for a prize or gate money.

SEC. 8. An amateur or promateur forfeits his right to compete as such, and thereby becomes a professional, by,

(A) Riding the cycle or engaging in any other recognized athletic exercise for a money prize, or for gate money.

(B) Accepting payment for training or coaching others for cycle riding, or any other athletic exercise.

(C) Competing with, or pace making for, or having the pace made by a professional in public or private event.

(D) Selling, realizing upon, or otherwise turning into cash any prize won by him.

(E) The Union recognizes as athletic exercises all the

sports under the jurisdiction of the National Association of Amateur Athletes of America, the L. A. W., and the N. C. U., of England, viz.: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating.

SEC. 9. The Union wishes it understood that the above rules apply to road-racing and hill-climbing contests, as well as track racing.

The Union promises to enforce these rules in their letter and in their spirit. Given this, and the League can ask no more of it. We think it very probable that the Racing Board will approve the new rules, and allow the Union to hold races unmolested. The League has secured from the A. C. U. all that it had a right to ask,—protection for the amateur,—and now the officials should be content to sit quietly by and watch the experiment the sister association is about to make.

AT this point it may be well to ask what the racing men have gained. The League has been called despotic, and its officials have been styled autocrats, and charged with high-handed proceedings. Its laws have been said to be unfitted for democratic America, and to the new Union the eyes of certain racing men have been turned for relief from these so-called oppressive laws. Does the A. C. U. afford this relief? No, it is even more despotic than the League. Not one of the men who were made professionals by the League can become amateurs or promateurs under the rules of the A. C. U. A great deal of fault has been found because the League inflicted a mild penalty when a man allowed a manufacturer to pay his expenses. Under the A. C. U. such an one cannot be even an amateur. This goes farther than the League ever went. Hendee, Rowe, Knapp, Burnham, and the rest must be professionals under the A. C. U. rules. In saying this we do not condemn the A. C. U., we think they have done the right thing; but we do maintain that the League, having erred on the side of liberality, has a right to due credit for that liberality, and we believe that all who attempt to legislate for the racing interests will find, as the A. C. U. has found, that the lines have to be drawn tightly.

THE Racing Board, by a unanimous vote, has disclaimed all jurisdiction over road-racing. This seems to be the only consistent step for the League to take. Those who claim the protection of the law should respect it.

THE *World* is of the opinion that the League should give up racing and attend to other things. We can see no good reason why this department should be abandoned by the League, especially at this time. Very many places which lie beyond the domain where the promateur flourishes desire to run tournaments under the jurisdiction of the League, and there is no good reason why they should n't if they want to. What the League has done for racing has in no way interfered with the prosecution of other work. Five men out of many thousands have attended to the racing department, and all that they have done, or may do, will not tie the hands of those who desire to push touring. The *World* would have us believe that one man has run the racing interests. Much as that man regards praise from our esteemed contemporary, he informs us that the compliment does great injustice to the other members of the Racing Board, and he will not have it.

ANOTHER paper complains that much of the time of the business meetings of the League is taken up with discussion of the amateur question, and it thinks this to be a good argument in favor of the abandonment of racing by the League. We beg leave respectfully to draw the attention of this other most esteemed contemporary to the fact that all arguments upon the amateur question at League meetings have been directed to a consideration of that question in its bearings upon League membership, and so long as the League confines its membership to amateurs, these discussions will continue, let the League abandon racing or retain it.

THE promoters of the Binghamton and Cleveland tournaments write us that they did not suffer from the absence of the promateurs. They had good races, and the amateurs were able to carry home all the first prizes. How would it have been had the League continued to recognize the members of the Columbia team as amateurs? Mr. Atkins could have selected either of these places, and swooped down upon it with his team of racing men, and carried off every first prize.

THE Boston Club has voted to join the A. C. U. The question came up and the vote was a tie. The casting vote of the President decided it.



## TWO HEART STRINGS AND A FIDDLE-STRING.

[Times Annual.]

(Continued.)

THE boat was gliding swiftly through the water before a fresh sea-breeze. Jack Medlicott was managing the tiller, with Lilith by his side, while her aunt, Mrs. Deloraine, instead of fulfilling her duties as chaperon, was wrapped up in rugs amongst the fishing-lines and bait-cans, sleeping off the effects of a bad attack of sea-sickness. The old sailor, David Thomas, sat in the bows, silently smoking his pipe, and studiously keeping his eyes from the young couple.

It was three weeks after Jack's accident, and his wrist was perfectly well; his bicycle, too, had, with much trouble and no small use of bad language, been taken in a cart to the nearest station, and sent for repairs to the maker's. But he, poor fellow, was hopelessly in love, and could not tear himself away from Carndochan. He knew that if Lord Heskington should happen to learn his true feelings, he would be dismissed at once and with calm contempt; for the noble lord was proud of his blue blood, and at the same time exceedingly polite to those who were unfortunate enough not to possess that aristocratic commodity. In spite of this, Jack was determined to be madly happy for a few weeks, although it might make him miserable for years afterwards.

"My bicycle came yesterday. I shall have to be going back to work now, at once."

"Shall you?" with a little shiver.

"You are cold. Let me put this shawl around you."

"Thank you. So you are going, are you? Then we shall have no more sails together?"

"No, I shall go back to work, and you—" with a catch in his breath—"you will marry this lord whom your father has procured, as he would a new house, and whom we shall have the pleasure of seeing to-morrow. Are you sorry that I am going away, Lilith?"

"I am very much afraid I am."

"I know I have no right to speak to you, Lilith, you are so much above me, and will soon be married to another man; but I think there is little need of speaking, for you must know, by this time, how deeply I love you."

"Oh! Jack, Jack, *must* you go?" whispered Lilith, and straightway burst into tears.

When Mrs. Deloraine had been safely escorted to the hotel, and left to the tender mercies of Mrs. Williams, Jack entreated Lilith to come for a farewell ramble in their favorite wood at the back of the house. Hand in hand they wandered, silent, but determined to be happy for one short hour. A pretty picture, too, they made as, having come to the end of the glade, they leant against the low stone wall, looking over the blazing mass of gorse and heather,—a picture that would have pleased every one but the man who was lucky enough to see it; for that individual was Lord Heskington, who, while taking the air in his own starchy and peculiar manner, came upon them and close to them before they heard even a foot-fall. It would be impossible to describe his horror and indignation! Having hurriedly sent his daughter back to the inn, in spite of

tears and entreating, he turned upon Jack, and with a great show of politeness but hot rage at his heart he explained that, although the musical profession was a noble one, yet he must decline, with many thanks, a son-in-law who followed such a calling. In vain Jack begged to be allowed to say good-by—only good-by; it was of no avail, and after spending a most uncomfortable ten minutes, the noble lord requested him to promise, on his honor as a gentleman, to leave Carndochan the next morning, and poor Jack was obliged to make the promise, though he did so with a bad grace.

Two hours afterwards he met Lilith's maid in the street. She informed him that her mistress was to be kept in her own room until he was safely on his journey. Jack induced her, for she was good-natured, and rather in love with him herself, to take a message to Lilith to the effect that he would be under her window, at three o'clock the next morning, to say farewell. So, with a hastily-scribbled note on the leaf of a pocket-book, she turned towards the inn, while Jack, with a heavy heart, made preparations for departure.

At three o'clock, just as the day was beginning to think of getting up, he was under the window, and heard Lilith, who was dressed and waiting for him, softly whisper his name. The room was on the road-front, and the house, being old-fashioned, was very low, so that the window was only eight or nine feet from the ground. He searched about for something to stand upon, for he felt that he *must* look into her bright blue eyes once again before he left her forever; but in vain, for the benches used by the loungers in the daytime were too short, and there was nothing else. But at last a happy thought struck him, and, placing his bicycle against the wall, with a large stone against the front wheel to balance it aright and give a sense of security, he climbed, with some difficulty, into a standing position on the saddle, which he retained by grasping the window-sill with one hand, and placing one arm round the fair Lilith's waist.

"Good-by, dearest," said he.

"Oh, Jack! Jack!" murmured Lilith, and bending down she put two soft arms round his neck, while her mass of hair, breaking loose, covered his head and shoulders with a golden glory.

For a time they were happy once again, but only for a few moments. A party of drunken villagers, returning from a harvest home, were heard coming down the road, bawling incoherent songs, and shrieking with laughter.

"We must n't be seen together, Lilith. Good-by, darling, good-by."

"Oh, Jack! Jack!" was all she could sob, as he jumped to the ground and was gone.

"Out of the way, you Welsh devils!" shouted he, as, mounted on his bicycle, with lamp lit, he dashed through the group of frightened countrymen. The laughter and jests died away upon their lips, and, holding to each others' coat-tails, they went home quietly and as straightly as they could under so great a stress of liquor, believing from that day that they had seen the Evil One. Lilith, with her head bowed down on her arms and her golden hair hanging all round her, never moved as they passed under her

window; so that each and all imagined her to be some angel, who had kept them safe from the awful apparition that had sailed past them in mid-air. So, with a half-roused sense of their depravity, and thoughts of what their wives would say on the morrow, they slunk away in the darkness, while Jack was riding up and down Welsh hills as he had never done before, in the vain endeavor to leave behind him the image of the blue-eyed maiden who was sobbing his name and wondering why the world was so cruel to her.

Two months afterwards Lilith was married to the noble lord; and Jack, although he vowed he never could, has survived it. He threw himself heart and soul into his profession; and now, when he is acknowledged to be one of the greatest violinists in the world, should any of his intimate friends joke with him about his remaining so long a bachelor, and ask him what he carries in the locket that always hangs from his chain, he opens it with a half-smile, and says, "Only a fiddle-string." But to one or two he has related the story of the blue-eyed maiden with the sunny hair, and these few men, who themselves have had their troubles, know, without—

"Oh! hang it all!" interrupted my brother, "shut up, for goodness' sake! We've had quite enough of that stuff. Dummet Vyse is a fool?"

"You might have allowed me to finish, for there were but a few lines more."

"I don't care. A few lines more would have finished me off. I don't want to seek the solitude of an early tomb."

"Well," said I, "shall I put it in?"

"No?" they all cried in one breath.

I did n't.

## CONTRIBUTORS' CLUB

## ST. LOUIS IN CHICAGO.

*Editor of the Cycle:* I would like to use a little of your valuable space, in which to draw a few comparisons between two cities, St. Louis and Chicago. We are always on terms of friendly rivalry (and sometimes other than friendly), and always try to outdo one another; but when it comes to courtesy to visiting wheelmen, St. Louis is way ahead of anywhere, and Chicago as much behind the poorest cycling town in this country.

I was one of a party who, a little over a month ago, visited St. Louis. We were met at the train, escorted to breakfast (which they would not hear of our paying for), from whence we were shown around town, to the parks, and to Baldwin for dinner, where again they paid the bill. Wherever we stopped *en route* for beverages, such as cyclists are wont to imbibe, who paid for it? St. Louis, you bet. On the return, a very fine banquet was served at Delmonico's, which was again paid for by St. Louis. After spending a very pleasant day, we were escorted to the depot, put aboard the cars, and when the train pulled out, three rousing cheers were given for Chicago by St. Louis. Who on earth would entertain friends in this manner but St. Louis?

And now Chicago has had a chance to reciprocate. Did she do it? Not much!



St. Louis wheelmen arrived here, some on Saturday morning and more Sunday morning, to attend our State meet and races. On Saturday, one man met the train. He showed the way to the clubhouse and hotel; let them go to breakfast alone; let them pay their own bills; left them to entertain themselves as best they could. On Sunday, no one met the second party at the train; did not see any of them until the time set for a run, and then let them pay their own dinner bill at Pullman. Let them go off by themselves; did not go back to the hotel with them Sunday evening; and left them for the greater part to take care of themselves. On race day (Monday), after the races, at which St. Louis won every race she wanted, they were allowed to go home without escort, pay their own bills, etc. Verily, I do not believe that \$5.00 was spent in three days by Chicago wheelmen in entertaining St. Louis in particular, and some one hundred visiting wheelmen altogether.

This is not the only time that this thing has occurred, but is almost invariably the case when we have visitors; and the more liberal, enthusiastic members of the club are becoming very much disgusted at the acts of the majority, especially those who have, from time to time, been the guests of the St. Louis boys, and who never show up when they can do the same for our visitors. Here is a matter that should be taken in hand, and I do hope that the next time St. Louis wheelmen visit Chicago they will be treated like white men, as they certainly are.

NUMBER FIVE.

CHICAGO, 7 July, 1886.

#### ILLINOIS DIVISION.

THE Illinois Division held its annual meeting at Cheltenham Beach, 5 July. At the business meeting, reports were read from the various officers, showing the division to be in good condition. It has in the treasury \$21.44, to be increased in a few days by the reception of \$152.00 due the division from the League treasury. B. B. Ayers was elected Secretary-Treasurer and the *Sporting Journal* was made the Division organ. L. W. Conkling was made Chairman of the Racing Board with other members as follows:—Charles F. Vail, Peoria; Freeman Lillibridge, Rockford; E. H. Wilcox, Genoa; and H. H. Munger, Chicago.

A "biquet" at the Pavilion, a ride to Pullman, and the races, concluded the meeting.

C. W. A.

THE annual business meeting of the Canadian Wheelmen's Association was held 1 July in the Montreal Amateur Athletic Association hall, the president, J. S. Brierley, of St. Thomas, Ont., in the chair, and a very large attendance of members being present.

The chairman addressed the meeting, and in a few well chosen words expressed the appreciation of the Western wheelmen of the efforts of the Montreal Bicycle Club in entertaining them.

The treasurer's statement showed receipts from all sources to be \$819.21 and expenditures \$499.42, leaving the handsome balance of \$319.79 in the treasurer's hands. To this

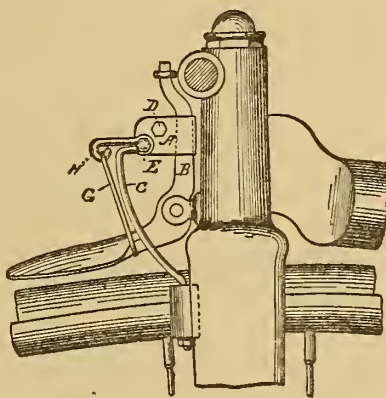
should be added the amount of about \$130, due from advertisement in the *Canadian Wheelman*.

The secretary's annual report is a very full and exhaustive one, and was unanimously adopted.

The selection of officers resulted in W. A. Karn, of Woodstock, Ont., as president, and J. D. Miller, of Montreal, as vice-president.

A motion was passed recommending the board of officers to take into their careful consideration the matter of a paid secretary-treasurer.

After a vote of thanks to the retiring officers, the meeting adjourned to attend the complimentary hop tendered the wheelmen by the management of the Windsor Hotel.



FOOTE'S ANTI-HEADER.

THERE have been many devices for removing the danger of headers on the ordinary bicycle, but most of them have been complicated and of little value. Mr. E. H. Foote's device is at once simple and effective, and has proven itself valuable by actual use on the road. It is not claimed that this device will entirely remove the danger of a forward fall on the bicycle, but it will reduce the danger to a minimum, for while it will not check a fall in which rider and machine are thrown over as one object, it will prevent the nasty little croppers that come upon a man unawares when he is off his guard for a moment. Two rubber rollers impinge against the fork and rim. These turn outward when the wheel goes forward, and it is free to move at will; but let it try to go backwards, or let the fork come forward, and the rollers are jammed between fork and rim and stop wheel or fork at once. To run the machine backwards, a simple movement of the thumb throws the device out of place. The device renders the pedal mount very easy and in many ways improves the machine it is applied to. It is controlled by the Overman Wheel Company, 182 Columbus Avenue.

#### VERMONT DIVISION, L. A. W.

THE formal opening and business meeting of the Vermont Division, L. A. W., took place at Bellows Falls, 9 July. Chief Consul C. G. Ross, of Rutland, presided at the business meeting. Secretary and Treasurer F. E. DuBois, of West Randolph, was re-elected, and J. W. Drown elected as member of the finance committee. Resolutions

were adopted demanding the balance due from Secretary-Editor Aaron, and declaring the sense of the meeting to be in favor of each division managing its own elections. A committee was appointed to arrange for a road book, and the constitution of the State division was so amended as to conform to the League constitution.

At 4 P. M. the parade took place, followed by a hill-climbing contest for first and second prizes, both being silver cups. The distance was eight hundred feet. There were eight starters, and six reached the top; H. L. Emerson, of Brattleboro, making the first in 48 seconds, and C. R. Crosby of the same place taking second place, three quarters of a second later.

At 6 P. M., the Mount Kilburn Club, of Bellows Falls, tendered the Division a banquet at the Commercial House. There were present during the day a number of prominent wheelmen from outside the State, including a large delegation from Keene, N. H.

#### THE CYCLIST ON THE A. C. U.

THE object of the new Union is to usurp the power of the League of American Wheelmen so far as the legislation of the path is concerned, for it is plain, although the promoters state that they are opposed to nobody, and are at antagonism with no one, there cannot be two associations governing the same persons in a different manner any more in America than has proved to be the case in England, whilst, despite the assertion that no antagonism is aimed at the League, the very first rule of the A. C. U. for the government of race meetings runs as follows: "Any amateur wilfully competing at races not stated to be held, and actually held, under the rules of the Union, or rules approved by the Union, or to compete against any rider who has been expelled, will render them liable to the same penalty." From this it will be easy to see that the sole management of American legislation is claimed, and it is absurd for Mr. Ducker or any other man to talk about non-antagonism to the L. A. W.

We are not sufficiently intimately acquainted with the condition of racing in America to be able to see exactly in what circumstances—save the greater distances that places are one from another—racing differs in America from England, but unless the vast majority of riders in the States are makers' men, and want—and can get—their expenses paid, we have little reason to believe that the A. C. U. will obtain any permanent hold. The N. C. U., having recognized the L. A. W. as the governing body of the sport in America, cannot acknowledge its ruling, and one effect of the new Union will be to prevent finally the competition of any English amateurs at Springfield this year, and if Mr. Ducker takes our advice he will convert his monster meet of the present season into a gigantic professional gathering, for it is certain that until matters are definitely settled between the L. A. W. and the A. C. U., it will not be safe for English amateurs to compete in the States, and it will not be worth their while to do so except the suggested interna-

Extraordinary Demand! A Perfect Wheel Appreciated!! Agents Wanted Everywhere!!!

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THE Wheel of the Year! The MOST COMPLETE and IMPROVED BICYCLE Ever Offered.

Best Road Record of 1885, 5,056 Miles on One Wheel, won by ROYAL MAIL.

Demand for these Superb, Strictly High-Class Machines Continues UNABATED.

ORDERS FROM ALL OVER THE COUNTRY.

ONLY WHEEL WITH TRIGWELL'S BALL HEAD!

*BARGAINS. — A few 1886 Model, Slightly Second-Hand, Exchanged for Other Sizes.  
Send for our Second-Hand List, — Bargains.*

WM. READ & SONS, No. 107 WASHINGTON STREET,  
BOSTON, MASS.

## RECORDS FOR THE APOLLO.

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

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

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

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

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

ALL THESE RECORDS WERE MADE ON AN

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

WITH DOUBLE BALL BEARINGS AND BALL HEAD.

**W. B. EVERETT & CO.,** SOLE UNITED STATES AGENTS,  
6 and 8 Berkeley St., Boston, Mass.



tional championship be arranged between the League and the National Cyclists' Union.

*Bicycling World* does n't quite seem to know what to do, whether to support the A. C. U. or oppose it, and it sort of halts between two opinions.

With reference to the L. A. W. *versus* A. C. U. dispute, the L. A. W. will do well to follow the lead of the Union in this country, and decree that meetings must be held under either one or the other rules, and not some races under one set of rules and some under another.

The members of the League of American Wheelmen have supported the Racing Board in their action with reference to the makers' amateur question, and H. E. Ducker, with three others, have formed an opposition body styled "The American Cyclists' Union." We note that the A. C. U. magnanimously decides to recognize the N. C. U. This does not, however, decide the question as to whether the N. C. U. will recognize it, which we rather think will not be the case.

#### PATENTS.

LIST of cycling patents granted this week:—

G. F. Atwood, Swanton, Vt., garment supporter.

E. E. Miller, Canton, Ohio, oil can.

G. A. Stiles, Newark, N. J., cyclometer.

R. S. Willard, St. Albans, Vt., stocking supporter.

#### FROM THE POEM MANUFACTURING COMPANY.

THE famous lines beginning, "Go call a coach," etc., in the burlesque play, *Chronotonthologos*, suggested and assisted the following:—

#### WHEELS, YE GODS.

Go ride a wheel, and let a wheel be rode;  
And let the one who rideth be a rider;  
And for his riding let him rather ride  
The wheel-wheel-wheel, over three.

Wheels, ye gods!

D.

#### CYCLETs.

#### AFTER LONGFELLOW TWO MILES.

TURN, turn, my wheel, the god of day  
Bids us asleep no longer stay;  
The morn is fair, the roads are dry,  
Aurora's blushes tint the sky,  
Come, let us greet her on the way.

The robin's whistle, clear and gay,  
The bluebird's merry roundelay,  
Like matin music sounds on high;  
Turn, turn, my wheel.

Through budding boughs soft breezes play,  
And rain a fragrant, dewy spray  
Upon our path where squirrels try  
A losing race as we flash by.  
Joy leads, we cannot go astray;  
Turn, turn, my wheel.

DUDLEY C. HASBROUCK.

THE Massachusetts Bicycle Club Year Book for 1886 is out.

THE Cyclists' Touring Club numbers over 21,000 members.

W. S. Bull, of the Buffalo Club has been appointed vice-consul of the New York State Division by Chief Consul Bidwell.

THE Springfield and Lynn Clubs have voted to forbid racing on their tracks on Sundays.

E. F. LANDY, Cincinnati, crack amateur, enters Yale College in the fall.

THE *Pastime Graphic* has succeeded the *Mirror of American Sports* at Chicago.

THE Chicago Club has accepted the challenge of the Owl Cycling Club for a team race for the State championship banner. Van Sicklen to be barred from the Chicago team.

LEVENS & SON, of Birmingham, have come out with a "Trousers Clip." It is to be used in holding the trouser reef. The trouser is folded over as usual when the clip is passed over the reef from the foot upwards as a clothes peg might be.

AN English bicycle lock is made with a long staple which grasps crank and fork, and prevents the former from moving.

W. B. EVERETT & Co., show the proof of a circular sent them by Singer & Co., which went down in the Oregon. It lay at the bottom of the ocean a number of months, and was recovered last week.

THE American *Bicycling World* used to be a respectable paper, quoting the source from whence it took its cuttings; but in the latest issue we find a very glaring theft from Welford's "Photographic Notes," as well as an unacknowledged extract from the "*Wheel World*" concerning the size of wheels controversy. — *Bi. News*.

PERHAPS the most remarkable performance in the late fifty-mile ride of the North Road Club was that of Major Knox-Holmes, who with Marriott, on a tandem of the latter's make, covered the full distance in 4.17. The major, who is now close upon his eightieth year, was highly delighted with his ride, which, when we take into consideration the tremendous wind blowing, was truly wonderful. The joint ages of the pair amount to one hundred and fourteen years, and yet they finished in front of numerous bicycles and single tricyclists, and kept up a pace of about twelve miles an hour all through. The major finished strong and well, and put in another eleven miles to Hitchin in fifty-two minutes, to catch his train. — *Wheeling*.

REV. S. H. DAY, of the Massachusetts Club, pastor of the Methodist Church at East Greenwich, R. I., rode from his home to North Dighton, the 5th, on his bicycle, a distance of forty-two miles. He started to return *via* North Easton, where he stopped at night, making a trip of nearly sixty miles in one day.

MR. C. L. McDONALD, of the St Louis Ramblers recently rode from St. Louis to Cincinnati on his wheel in five and a half days. It rained during most of the journey.

ELWELL'S Blue Nose tour will leave Bos-

ton for a twelve days' tour down the St. John river, from Grand Falls to St. John, Friday, of this week.

THE Springfield lithograph is out. It shows Uncle Sam on a wheel getting ahead of John Bull, while the crowd applauds. Around the outside are portraits of leading cyclists.

DUCKER & GOODMAN'S "Wheelmen's Reference Book" is just to hand. The book has been held back for the purpose of inserting a page of errata and omissions. The book contains a deal of interesting matter, including a number of descriptive articles on "Modern Mounts," a club directory, racing men's directory, biographical sketches of racing men and wheelmen, the best records, hints on training, and a list of dealers. A number of very good portraits are in the volume. The book retails for 50 cents, and can be had at any cycle dealer's.

LEAGUE cloth must now be purchased through Secretary Aaron.

ACTION on life memberships in the League has been postponed till the fall meeting of the Board.

THE Massachusetts Club has a run every Saturday afternoon, starting from the club house at three o'clock.

BURNHAM has joined the Columbia team, and has gone into active training. E. P. has shown us what he can do without training, and now we shall see the benefit he gets from it. If Burnham could show his little wheel to Rowe and Hendee, he would be a happy man. Stranger things have happened.

MCCURDY is going to show us what the Star is capable of for a long distance. If he can beat the twenty-four record made by him on an ordinary, it will be a good card for the Star, for that machine has now no good long-distance record.

THE *World*, our esteemed contemporary, has given us the lie direct and by implication, and having been shown that itself was the falsifier, it refuses to retract. So much the worse for the *World*.

THE races of the C. W. A. were timed by electricity, but we do not get a description of the apparatus.

WE saw two or three wheels on the 4th inst. whose backbones were wound with ribbons of red, white, and blue.

W. W. CRANE has retired from the editorial chair of the *Bicycle South*.

WE have no trouble in getting \$1.50 for the CYCLE. Subscriptions are coming to us very fast, but we are willing to have the record broken every day. By the way, do you subscribe? Better send us a check?

H. F. HORBOSTEL and J. W. Schroeder on 28 June, rode on bicycles from Brooklyn to Islip, L. I., and return, about fifty miles, in 5.05.

THE Racing Board has reinstated Fred Russ Cook as an amateur wheelman.

DR. N. P. TYLER, of New Rochelle, N. Y., has been elected official handicapper for the League year 1886-7 by the Racing Board.

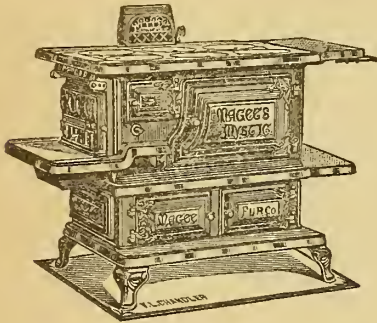


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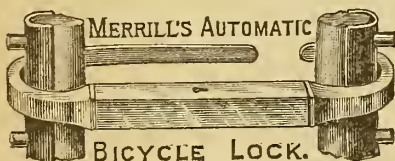
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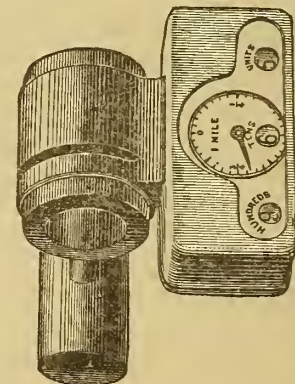
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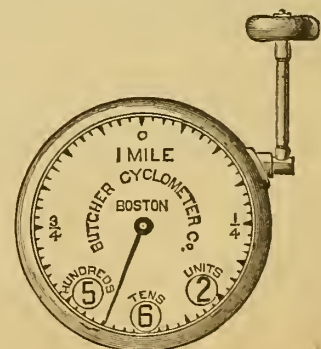
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LAMPLUGH and Brown are making a luggage carrier for the handle-bar, which when not in use can be used for a leg rest for "legs over."

HILLMAN & Co. are out with a bicycle of the Rover type, although they still pin their faith to the Kangaroo.

SPINDLES with springs have been fitted to bicycles before now, but an improved method has been patented by a Sheffield firm, which consists of forming the spindle of the bicycle's front fork in such a manner as to enable a conical spiral spring to be placed around it. On the neck of the backbone a suitably shapen box is then fitted, which box completely surrounds and covers the spindle and spring, the top of the box resting on the top of the conical spring, and so forming a "socket head," touching the spindle only at bottom and top, and yielding downward to every inequality of the road surface. A similarly arranged spindle, spring, and box-head can be applied to the steering wheel of a tricycle, the steering bar or arm in any case being rigidly attached to the top of the spindle, while the backbone is attached to the box. — *Wheel World*.

JOE PENNELL and Philip Hamerton have been arrested in France as spies. They were on a sketching voyage on the Saone. Pending investigation, they were allowed to remain on their boat.

THE N. C. U. has decided against the push-off for tricycles.

TOMMY LANE's boy has won his first prize at the age of ten. He begins well.

THE Marlboro' Club Tandem is now constructed with a rod connecting the two handle-bars. This enables the rear rider to steer, for when he turns his bar he also moves the forward bar.

INDEED fortunate is the house which has little of a previous season's stock on hand, and few houses are ever in that prosperous condition. The Pope Manufacturing Company, of Boston, notwithstanding that it is the largest cycle house in the world, and consequently must carry an immense stock, has always been fortunate in not being obliged to carry over an abundance of any previous year's stock, and on the 1st of July of the present season there were not any Expert Columbias, Columbia Light Roadsters, nor Columbia Racers, of the pattern of 1885, in stock, the highest compliment which the wheelmen of America could pay these popular machines.

THE *Globe* sent a special reporter to New York to interview President Beckwith. The president refused to be drawn out.

WE made a call at the new rooms of the Springfield Bicycle Club last week, and found the club well quartered. The rooms occupy one entire floor of a large building on Main street. The front room is used as the parlor and reception room. In the centre is a heavy oak table, and on the walls hang many handsome engravings. Opening out of the parlor is a small directors' room, with cherry desk and engravings. The parlor is separated from the general reading-room by folding doors and portieres to match the window draperies. This room, which is for informal meetings of the club, is finished

in terra cotta and blue. The carpets of both the parlor and reading-room are of heavy brussels. The billiard room, which occupies the remaining space in the rear, is furnished with two tables, one for pool and one for billiards. There are also card tables in this room. Leading from the billiard room are coat and toilet rooms. Numerous trophies won by the club in former years hang on the walls and rest on the tables. The club has spent \$1,000 to beautify the new house.

A. L. ATKINS, manager of the Columbia racing team, is off on a several weeks' vacation trip down Cape Cod way. Expect fish stories on his return.

By the way, — why not send the Columbia team to Cape Cod? They could get plenty of sand down there.

PRESIDENT CLEVELAND and bride have promised to review the St. Louis wheelmen's torchlight parade, which is to be held next month.

CHICAGO wheelmen are boasting that they have now got the fastest track in the world. It is four laps to the mile, it is a dead level, with easy curves, and has a hard, smooth surface.

HENDEE has been presented with a handsome diamond stud by the Caledonian Club, in appreciation of his record of 2.34, made last week in connection with the series of sports held under the auspices of this club.

GETCHELL is suffering from a bad gash in his right thigh, the result of three headers at North Adams, 5 July.

It is announced on the authority of the Springfield *Union* that eight of the best racing men of this country, amateurs and professionals, have pledged themselves to visit England next spring to participate in the racing events there, and return in time for the fall tournaments at Springfield and Lynn.

BURNHAM received a neat income from an accident insurance company, in the olden time, in the way of indemnities for injuries received by falling off his bicycle. The insurance company has lately refused to cover accidents resulting from racing, and Burnham is left to nurse his bruises without recompense.

WHAT's this? Here comes the *Bi. News* forward with the charge that our friends of the *World* who hate scissors, are cribbing their photo notes from an English paper without credit. Having lost their scissors, they probably use an axe.

FURNIVALL is repeating the successes of last year on the path. He is once more the one-mile champion of England, having won it 26 June, in a contest with Specchly and Illston.

In a ten-mile team race between Oxford and Cambridge, contested 23 June, Oxford was the winner, making twenty-two points to fourteen for Cambridge. Gatehouse represented Cambridge and finished first. His presence seemed to ensure a victory, and Cambridge was backed by heavy odds.

RUDGE & Co. have built a Crescent tandem.

W. B. EVERETT & Co. have a ladies' S. S. on view.

THE mayor of Chelsea, his wife, the city treasurer, and the city engineer, are all active tricyclers.

THE English racers are using a number slip on their machines to carry the number of the rider. This is a step forward.

THE St. Louis illuminated parade committee, headed by J. S. Rogers, is at work preparing for the event.

THE *American Wheelman* bets a box of cigars that Corey can't ride Crank Hill. This will end in smoke.

A RACING circuit, to include St. Louis, Chicago, Detroit, and Cleveland, is one of the things talked about for the fall.

CHARLES WARE, of Marblehead, went to Montreal and won three races. He is a new rider, and may be heard from in the future.

HUNTER, of Salem, entered the Montreal races as a resident of Alberton, P. E. I., and claimed to be only temporarily a resident of the States. Perhaps he would have won a few races if he had dealt fairly.

A. T. LANE, who won the tricycle championship of Canada at the Montreal meeting, writes us that this was done on the anniversary of his introduction of the wheel into Canada. He first rode a 50-inch bicycle in Montreal on the first day of July, 1874.

OUR exchange editor came into the office one morning last week and exclaimed: "S'ot!" and looked ready to die. In a few minutes we were accosted by "Pen Syl" with the remark: "S'ot!" and we thought he was going to drop right down. "Daisie" was not far behind, and "S'ot!" was the first sound that emanated from her lips. "S'ot!" came like the gurgling of a black bottle in a dark closet from the throat of the racing editor. The fighting editor spoke as if he had just come from a representation of "L'Assommoir," for "S'ot!" was the shape which his morning salutation took. "5678," too, turned his attention to the weather, and ejaculated "S'ot!" and so the magic password floated from mouth to mouth, and "S'ot!" "S'ot!" "S'ot!" reverberated from all the corners like the plunging of red-hot bars of iron into ice-water.

THE Pope Manufacturing Company is at work on a Crippler form of tricycle which they hope to have on the market in the fall.

FRED BELL, of Chelsea, tried to get ahead of a train at Mystic crossing, Charlestown, last Tuesday, but the gates came down and struck him and he was thrown over. He was picked up by the passengers in a horse car, that happened to be near at hand and taken home. It was found that his arm was broken.

BURNHAM starts this week for New Hampshire on tricycle. He will continue his training on the roads around Newmarket.

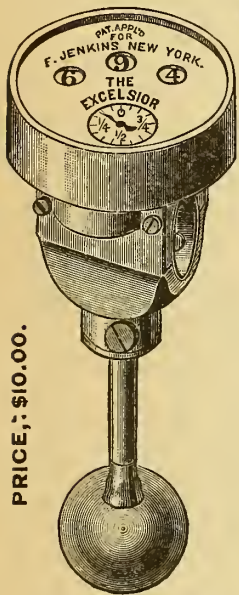
ONLY one official on the Common knew what a lap race was. Their specialty was the dinner at Parker's after the races.



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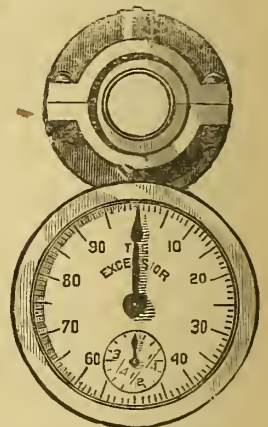
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If you want the Best Roadster Bicycle, suppose you send for Descriptive Price List, and look into the FACILE, which, by the way, is not a "new" machine but is proved by seven years' hard and increasing use, by all sorts of persons, under all sorts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

**J. WILCOX, 33 Murray St., New York. DOWNES & WOODWARD, Agents for Boston and Vicinity, 23 Water St. AGENTS WANTED.**





THE Boston Club made about \$600 at the cycleries.

H. W. HAYES, President of the Cambridge Club, is to be the new Chief Consul for Massachusetts.

WE have received from Dr. W. G. Kendall a number of views showing starts in the races at Boston and Lynn in May, and also the start in the Prince-Neilson and Woodside race of 5 July. They are very well executed, and will form a very attractive addition to our collection.

## THE PATH.

NORTH ADAMS, July 13, 1886. — John S. Prince, the bicyclist, won a five-mile race with a horse at Hoosac Valley Park this afternoon. Time, 15.47. Purse, \$200. Five hundred people witnessed the race, and about \$500 changed hands on the result.

BINGHAMTON, 5 July. — The Binghamton tournament was a great success. The races were well contested, and there was much enthusiasm. The following is a summary of the races: —

*Two Mile.* — A. B. Rich (1), 5.56½; H. S. Kavanaugh (2), 5.57; J. R. Schlager (3).

*One Mile Novice.* — C. B. Kies (1), 3.04½; L. Davis (2), 3.05.

*One Mile, N. Y. Championship.* — J. R. Rheubottom (1), 3.05½; H. C. Hersey (2), 3.06; A. B. Rich (3).

*Half Mile, Boys.* — Fred Bump (1), 1.43; Bert Warren (2); Bert Kenyon (3).

*One Mile Handicap.* — W. A. Platt, 11s. (1); C. E. Titchener, scratch (2), 2.55; W. H. Stone, 22s. (3). Titchener's mile was the fastest in the tournament.

*Three Mile Handicap.* — H. S. Kavanaugh, 75 yds. (1); A. B. Rich, scratch (2), 9.54; P. J. Duckelow, 90 yds. (3).

*One Mile, Run and Ride.* — W. H. Stone (1), 4.44½; C. J. Connelly (2).

*Three Mile, 9.45 Class.* — C. E. Titchener (1), 9.32½; H. C. Hersey (2), 9.33; P. J. Duckelow (3).

*One Mile Consolation.* — C. J. Connelly (1), 3.10; P. J. Duckelow (2).

*One Mile Team Race.* — Binghamton team, Titchener, Platt, Niles (1), 15 points; Genesee Club team, Connelly, Keis, and Montgomery (2), 6 points. Titchener finished first in 2.58.

A parade in the morning was participated in by two hundred wheelmen. The Wilked Barre Club was awarded the first prize for the finest appearing body in line.

The festivities of the day were pleasantly wound up by a miscellaneous entertainment at the Pioneer Rink that evening. After an elaborate drill, executed with neatness and precision by the Scranton Club, an exhibition of the "trick mule" bicycle was given, Captain Rice, of Syracuse, winning the prize for his skill in manipulating the machine.

MONTREAL, 1, 2, and 3 July. — The annual meeting of the Canadian Wheelmen's Association at Montreal was eminently suc-

cessful. The meeting opened with a parade of wheelmen on Thursday, 1 July, in which one hundred and ninety men participated. The first day's races were as follows: —

*One Mile for Amateurs who have never raced before.* — Chas. Ware, Marblehead (1), 3.20½; D. Pollock, Montreal (2), 3.37½.

*One Mile Championship.* — H. W. Clarke (1), 3.09½; Fred Foster (2), 3.09½.

*Three Miles Roadster Machines.* — T. Fane (1), 10.08½; J. H. Robertson (2).

*Half Mile, Hands Off.* — Chas. Ware (1), 1.43; D. B. Holden (2).

*One Mile Tricycle Championship.* — A. T. Lane (1), 3.51; G. M. Mothersill (2). This gives the Canadian record to Lane.

*Five Mile Championship.* — F. Foster (1), 18.56; J. R. Scales (2).

*Three Miles.* — H. W. Clarke (1), 10.4½; D. E. Hunter (2).

## SECOND DAY.

*Road Race to Lachine, 10 Miles.* — F. Foster (1), 42; M. F. Johnson (2), 42.15; J. R. Scales (3), 42.30; T. Fane (4), 43.30; F. W. S. Crispo (5), 43.45.

Concert at Victoria Rink, fancy riding by Master Lane, and a slow race in which Mr. Williams took first prize, and Master Lane the second. Master Lane is a son of A. T. Lane, the popular bicycle agent of Montreal, and is but ten years old. Lester and Alden gave some trick riding and played a polo scratch.

## THIRD DAY.

*One Mile.* — Chas. Ware (1), 3.23½; D. Pollock (2), 3.33½.

*Half Mile in Heats.* — First heat, Fred Foster (1), 34½; J. H. Robertson (2). Second heat, H. W. Clarke (1), 1.30; D. E. Hunter (2). Final heat, H. W. Clarke (1), 1.30; Fred Foster (2); D. E. Hunter (3).

*Five Miles.* — Fred Foster (1), 17.10½; T. Fane (2), 17.25½.

*Two Miles.* — Chas. Ware (1), 6.47½; N. L. Lusher (2), 6.49.

*Three Miles.* — Fred Foster (1), 9.55½; T. Fane (2), 9.55½; D. E. Hunter (3).

A. T. Lane ran a mile against time, to beat his record of Thursday (3.51), but the wind was against him and he finished in 3.52½.

CHICAGO, 5 July. — Races at Cheltenham Beach on the occasion of the annual meet of the Illinois Division.

*One Mile, Novice.* — C. B. Pierce (1), 3.01; J. M. Crennan (2).

*One Mile, Chicago v. St. Louis.* — A. A. Hart, St. Louis (1), 3.6½; N. H. Van Sicklen (2).

*Two-Mile Handicap.* — J. P. Heywood, 10s. (1), 7.26½; C. Pierce, 20s. (2); S. P. Hollingsworth, scratch (3).

*Two Mile, 7.15 Class.* — A. A. Hart (1), 6.24½; C. B. Pierce (2); S. P. Hollingsworth (3).

*One Mile Tricycle, State Championship.* — N. H. Van Sicklen (w.o.), 3.20.

*One Mile, State Championship.* — J. P. Heywood (1), 3.1½; J. M. Crennan (2).

*One Mile, 3.10 Class.* — A. A. Hart (1), 3.11½; C. B. Pierce (2); W. H. Wylie (3).

*Three Mile.* — N. H. Van Sicklen (1), 10.9½; S. P. Hollingsworth (2).

*Five-Mile State Championship.* — C. B. Pierce (1), 17.25; J. M. Crennan (2).

*One Mile Handicap.* — J. P. Heywood, scratch (1), 2.59; S. P. Hollingsworth, scratch (2).

*One Mile.* — N. H. Van Sicklen (1), by a claim of foul; A. A. Hart finished first in 2.55½, but was disqualified.

*One Mile Consolation.* — W. S. Webster (1), 3.10½; C. S. Heywood (2).

JOLIET, Ill., 5 July. — *Road Race of Four and a Half Miles.* — Hicks (1); Strong (2); Sanders (3).

ROCKFORD, Ill. — *One-eighth Mile.* — Frank Ashton (1). *One Mile.* — Freeman Lillibridge (1), 3.12. *Five Mile.* — F. Lillibridge (1), 18.16.

BROOKLYN, N. Y., 5 July. — Races under auspices of the Nassau A. C. *Three Mile Handicap.* — P. H. Burnett, 275 yds. (1), 10.30½; E. C. Parker, 235 yds. (2), by 75 yds.; C. Lee Meyers, 200 yds. (3).

PHILADELPHIA, Pa., 5 July. — Races under the auspices of the Sons of St. George.

*Two Mile Amateur.* — P. Coningsby (1), 14.2; G. Smith (2).

NEW YORK, N. Y., 3 July. — Races under auspices of the American Athletic Club.

*Two Mile Handicap.* — A. B. Rich, scratch (1), 6.45½; C. M. Phelps, 100 yds. (2) by five yards; P. M. Harris, Jr., 75 yds. (3).

BIDDEFORD, Me., 9 July, W. M. Woodside and Fred Westbrook of Forepaugh's circus, raced on bicycles at the Biddeford Trotting Park, after the close of the circus performance. The match was for \$500 a side, the distance one mile. Woodside won in three minutes fifty-nine seconds, beating Westbrook by one second. The match was private and witnessed by *attachés* of the circus principally.

HARTFORD, 8, 9 September; Springfield, 14, 15, 16, 17; Lynn, 23, 24, 25. A good circuit.

THE one-mile bicycle record for grass was made by J. H. Adams at the Ravensbourne sports on Saturday, 26 June, in England, 2.55½. Previous best, by H. L. Cortis, 2.56½.

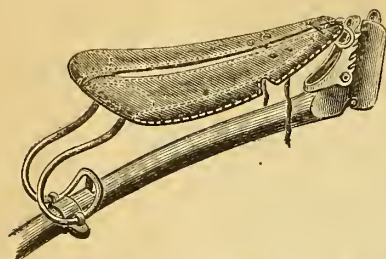
THE chairmen of the various committees to have charge of the fall tournament of the Springfield Club are as follows: On racing, Sanford, Lawton; prizes, W. C. Marsh; advertising, H. E. Ducker; music and park, F. E. Ripley; tickets, W. H. Selvey; reception, I. A. Quimby; press, A. R. H. Foss; police, W. H. Jordan.

THE Boston Bicycle Club members are already devising plans for the annual 100-mile road race to occur next fall. This time care will be taken that the course is properly measured.

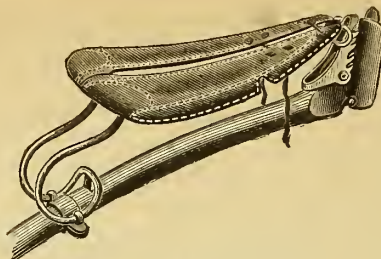
THERE will probably not be another race meeting of importance held on the Lynn track until the three days' tournament next September.

AT Long Eaton, England, 26 June, Cripps and Ratcliffe took the two-mile tandem record in 5.37½. On the same day Allard

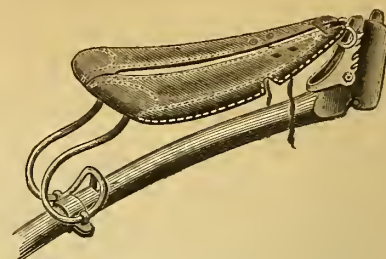




Adjustment in Height in Front.  
Adjustment in Height in Rear.



Adjustment in Length.  
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A Comfortable Coasting Plate.  
A Bifurcated Seat.

## THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

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

**FREEMAN LILLIBRIDGE, Rockford, Ill.**

### THE BOSTON BICYCLE SHOE.

The Perfect Shoe for Cycling.

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

**STRICKLAND & PIERCE,**

156 and 156½ Summer Street,

**BOSTON.**



### SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.  
First American Machine to make more than 20 Miles within the Hour.

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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Smithville, Bur. Co., N. J.

### THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

**MURRAY'S - - - 100 Sudbury Street - - - BOSTON, MASS.**



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### Have You Ever Used the Adhesive Tire Tape?

IF NOT, YOUR TROUBLES HAVE BEEN DOUBLED.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply. — Wind it lapping upon itself as shown in the above cut. It needs no tying, as it is adhesive. Every Wheelman should have a roll in his tool bag.

PRICE, 25 CENTS PER ROLL.

SOLD BY

**HOWARD A. SMITH & CO.** (Successors to Zacharias & Smith), Oraton Hall, NEWARK, N. J.

Send to us for anything you want in the line of Bicycle Sundries. Catalogue sent for stamp.

## BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to

**A. W. GUMP,**  
DAYTON, OHIO,

For large Illustrated Price List of New and Second-hand Machines.

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

### BARGAINS THIS WEEK:

52-inch PREMIER, new tires, ball bearings	- - - - -	\$50 00
54-inch ENGLISH, new tires, ball bearings	- - - - -	55 00
SOCIABLE TRICYCLE, for two riders	- - - - -	80 00
VICTOR TRICYCLE, late pattern, just like new	- - - - -	100 00
VICTOR TRICYCLE, good running order	- - - - -	75 00
50-inch EXPERT, No. 1 order	- - - - -	75 00

Mention THE CYCLE when you write.



covered a mile on a Marlboro' Club tricycle in 2.54.

The Chicago Bicycle Club will hold a race meeting 31 July.

FURNIVALL was the hero of the day on Saturday, 26 June, when the one-mile championship, N. C. U., of Great Britain was run on the Jarrow track. The attendance was about 6,000. M. V. J. Webber and R. H. English were absent through indisposition. Speechly won his heat in 2.58 $\frac{2}{5}$ ; Furnivall won his heat in 2.47 $\frac{1}{5}$ , and W. A. Illston won his in 2.49 $\frac{4}{5}$ . Furnivall won in the second round by four yards in 2.43 $\frac{3}{5}$ . In the final, Illston immediately cut out the running at a fast rate for a couple of laps, when Furnivall took a spell in front, but shortly after Speechly, with a lightning spurt, rushed to the head of affairs, and a desperate race ensued. Speechly continued to lead until one hundred yards from home; here Furnivall made his effort, which was a brilliant one, and gradually forging ahead, he won amid great cheering by three yards, Illston being about five yards away. Time, 2.46. The winner was hoisted shoulder high and carried into the dressing room, being cheered to the echo *en route*.

Furnivall rode with legs bandaged and threatening to give way at any time, and the mile was the fastest he ever rode.

F. J. OSMOND and S. S. Williams have taken the English record for two miles on an Invincible tandem. Time, 5.47 $\frac{2}{5}$ .

JOHN LEE captured the two-mile Safety record of England at Long Eaton, 26 June, in 5.52 $\frac{3}{5}$ .

SCHOCK wants to race for six days with any man in the world barring John S. Prince. He will wager \$500 or \$1,000, on the result.

#### THE CLUB.

THE annual election of the Rochester Bicycle Club resulted as follows: — President L. F. Featherly; Secretary, R. A. Punnett; Treasurer, W. Craib; Captain, Chas. Ford; Lieutenant, Albert Schirck; First Guide, H. A. Zimmer; Second Guide, W. P. Sweeney; Bugler, B. L. Genther; Executive Committee, Messrs. Lennox, Stinson, Klein, Featherly, Punnet and Craib.

THE members of the Springfield Young Men's Christian Association have formed a bicycle auxiliary with these officers: Captain, E. A. Jones; Secretary, C. S. Cleaves; Executive Committee, Charles K. Starr, H. S. Woffenden, and Charles A. Morgan.

THE following gentlemen compose the new board of officers of the Boscobel Bicycle Club of Lynn: President, P. J. McCarthy; Vice-President, S. Steele; Secretary, E. A. Packard; Treasurer, E. Truesdale; Club Committee, J. T. Stevens, C. A. Saunders, W. L. Lewis, G. Sieson; Captain R. J. Heren; First Lieutenant, E. Truesdale; Second Lieutenant, G. Sieson; Color Bearer, H. Fisher; Bugler, E. Packard; Second Bugler, T. Stevens.

THE New South Wheel Club of Birmingham, Alabama, was organized 7 July, with the following officers: L. D. Aylett, President; E. L. Rowley, Secretary and Treasurer; J. W. Lutz, Captain.

#### COMING EVENTS.

##### JULY.

- 16 Friday. — Elwell's Blue Nose Tour starts from Boston for a two weeks' run down the St. John River.  
20 Tuesday. — 50-mile road race for A. M. Hill medal, at New Orleans, La.  
22 Thursday. — Annual races of the Genessee Club, Rochester, N. Y. Half mile national championship.  
23 Friday. — Races of the Trojan Wheelmen, at Rensselaer Park, Troy, N. Y.  
31 Saturday. — Races of the Chicago Bi. Club, on the ball grounds. Entries close 24 July, to F. A. Ingalls, 189 Michigan avenue.

##### AUGUST.

- 3 Tuesday. — Clerical wheelmen's tour starts from New York City. Rev. Sylvanus Stall, Lancaster, Penn., promoter.  
9 Monday. — Iowa division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.  
19 Thursday. — Annual meet and races of the Pennsylvania Division as guests of the Williamsport (Pa.) Bi. Club.  
26, 27 and 28 Thursday-Saturday. — Race meeting of the Cleveland Bicycle Club.  
28 Saturday. — Annual meet and races of the New Jersey division, at Millville, N. J.

##### SEPTEMBER.

- 3, 4 Friday, Saturday. — New York division meet and races, at Buffalo, N. Y.  
6 Monday. — L. A. W. tour from Rochester, to end at Harper's Ferry on 16 September.  
Annual meet Ohio division, at Massillon, Ohio.  
8, 9 Wednesday, Thursday. — Annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn.  
9, 10 Thursday, Friday. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass.  
14 to 17 Tuesday to Friday. — Springfield Bi. Club's annual tournament, at Hampden Park, Springfield, Mass.  
21, 22, 23 Tuesday-Thursday. — Bicycle races at Junction City, Kansas. Apply to Charles S. Davis, Junction City, Kansas.  
23, 24, 25 Thursday-Saturday. — Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.

#### RUDGE RACERS.

##### ATTENTION RACING MEN.

1 53 Rudge Racer, used twice,	90.00.
1 54 " " used three times	90.00.
1 55 " " never used	90.00.
1 57 " " " "	90.00.

Saddle on backbone, and all latest improvements. Apply early.

##### STODDARD, LOVERING & CO.,

152 to 158 CONGRESS ST., BOSTON.

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

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

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

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**BICYCLES AND TRICYCLES** received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

# WHEELMEN,

## USE

## THIS.

### ABBOT BASSETT,

#### 22 School Street,

#### BOSTON, MASS.

Send me the CYCLE for  
One Year, from

Enclosed find \$1.50.

Address .....



# ON THE ROAD THE COLUMBIAS ON THE PATH

Boston, July 6, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

## SMASHED RECORDS ON COLUMBIAS.

### GEO. M. HENDEE AT SPRINGFIELD, July 5.

$\frac{3}{4}$ -MILE (World's Record) . . . . .	1.52.
1-MILE (World Amateur Record; Fastest Mile ever made in Competition) . . . . .	2.34.

### WM. A. ROWE AT LYNN, July 5.

4 MILES (World's Record) . . . . .	11.05.
5 MILES (World's Record) . . . . .	13.57 2-5.
6 MILES (World's Record) . . . . .	16.47.
7 MILES (World's Record) . . . . .	19.38.
8 MILES (World's Record) . . . . .	22.24 2-5.
9 MILES (World's Record) . . . . .	25.18.
10 MILES (World's Record) . . . . .	28.03 2-5.

### THE COLUMBIAS AT BOSTON, May 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE . . . . .	A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE . . . . .	A. B. RICH.

### THE COLUMBIAS AT LYNN, May 31.

1-MILE OPEN RACE . . . . .	W. A. ROWE.
3-MILE RACE, 9.45 CLASS . . . . .	CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS . . . . .	CHAS. E. WHITTEN.
5-MILE OPEN RACE . . . . .	GEO. M. HENDEE.
3-MILE HANDICAP RACE . . . . .	CHAS. E. WHITTEN.
5-MILE PROFESSIONAL RACE, AMERICAN CHAMPIONSHIP, JOHN S. PRINCE.	

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

### THE COLUMBIAS AT NEW HAVEN, June 11, 12.

1-MILE OPEN RACE . . . . .	W. A. ROWE.
3-MILE OPEN RACE . . . . .	GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . .	W. F. KNAPP.
20-MILE COLUMBIA CUP RACE . . . . .	A. B. RICH.
1-MILE RACE, 3.05 CLASS . . . . .	E. A. DEBLOIS.
5-MILE LAP RACE . . . . .	GEO. M. HENDEE.
$\frac{1}{4}$ -MILE BOYS' RACE . . . . .	F. A. CLARK.
3-MILE OPEN RACE . . . . .	W. A. ROWE.
3-MILE HANDICAP RACE . . . . .	E. A. DEBLOIS.

Every Open Event won on Columbias.

### THE COLUMBIAS AT LYNN, June 17.

1-MILE NOVICE RACE . . . . .	S. L. TRUESDALE.
1-MILE OPEN RACE . . . . .	W. A. ROWE.
Time, 2.37 2-5.	
2-MILE LAP RACE . . . . .	GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . .	F. S. HITCHCOCK.
$\frac{1}{4}$ -MILE PROFESSIONAL TRICYCLE RACE, World's Record, T. W. ECK.	
Time, .42 2-5.	

### CHAMPIONSHIPS ON COLUMBIAS, Season of 1886.

1-MILE BICYCLE . . . . .	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE . . . . .	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE . . . . .	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE . . . . .	L. A. W. CHAMPIONSHIP.

### THE COLUMBIAS IN THE WEST.

#### THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—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 $\frac{1}{4}$  miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

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

### THE COLUMBIAS IN NEW JERSEY, June 19.

25-MILE INTER-CLUB ROAD RACE . . . . .	E. H. VALENTINE.
On Columbia Light Roadster.	

### THE COLUMBIAS AT BROOKLYN, June 19.

1-MILE NOVICE RACE.	
2-MILE HANDICAP RACE.	
3-MILE HANDICAP RACE.	
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.	
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.	
The above Events won on Columbias.	

### LONG-DISTANCE RIDERS ON COLUMBIAS. Season of 1886.

AROUND THE WORLD (ON THE WAY) . . . . .	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), F. E. VANMEERBEKE.	
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), S. G. SPIER.	
FROM NEW YORK TO SAN FRANCISCO AND RETURN (ON THE WAY),	
GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD "POST."	

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