

The Cycle.

VOL. I., No. 9.

BOSTON, MASS., 28 MAY, 1886.

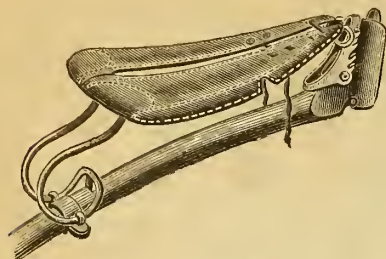
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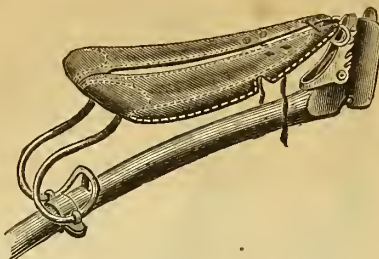


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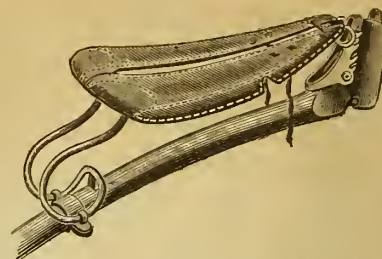
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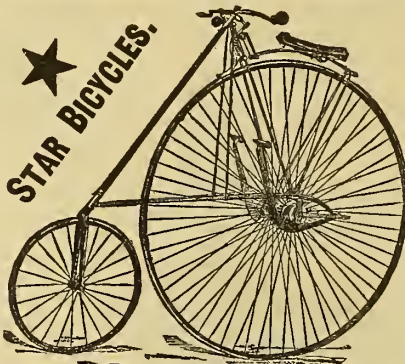
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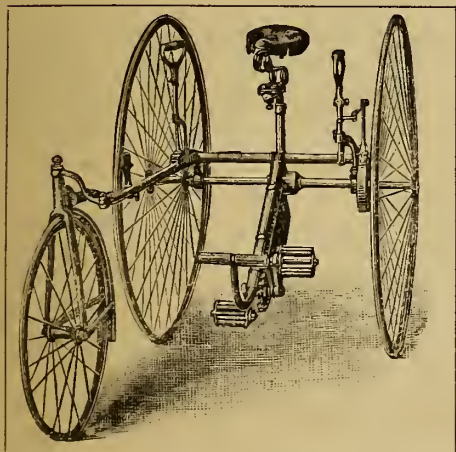
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ROYAL MAIL

SECOND ANNOUNCEMENT.

We first announced, at the beginning of the year, the important improvements added to this Favorite Wheel for 1886, from which time the demand has been EXTRAORDINARY and INCREASING. From all parts of the country orders have poured in upon us, far exceeding our expectations, and taxing our ability to fill. We have been obliged to cable for a large increase of the year's complement. Such shows the appreciation of these Common Sense Improvements and the Great Popularity of the Wheel. Wheelmen can understand the increased strength of the New Rim, which having thick double edge (which in other rims is the weak point), cannot buckle and cannot become dented or put out of true. Especially adapted to rough American roads. The Ball Head has universal praise. No other Bicycle has the Grip Fast Rim or Triggwell Ball Head. A Perfect Roadster. We have got THE Wheel.



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Mr. Jeffery also made the first tricycle at about the same period, and has been making Cycles ever since. If experience is the best teacher, surely the American Cycles, which to-day combine his long experience and many inventions, are the best.

PRETTIEST CATALOG IN THE TRADE FREE.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 28 MAY, 1886.

No. 9.

TERMS OF SUBSCRIPTION.

One Year, by mail, post-paid.....	\$1.50
Three Copies in one order.....	3.00
Club Subscriptions.....	1.00
Six Months.....	.90
Single Copies.....	.05

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

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

New York, ELLIOTT MASON, 12 Warren Street.

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

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ABBOT BASSETT EDITOR
W. I. HARRIS EDITORIAL CONTRIBUTOR

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

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.

BOSTON puts on her holiday garb this week, and extends a kindly welcome to the League of American Wheelmen. She will do her best as a generous host to make the stay of her visitors pleasant and profitable, and from her bounteous store of good things she will give with unstinted hand.

OF first importance is the business meeting. Everything hinges on that. Let no wheelman fail to be present to cast his influence and his vote for those measures which he believes will tend to the good of the League. All else at the meeting is in the line of enjoyment, but pleasure should be sacrificed to business always.

"POLLY" advances some good ideas on adjustment of saddle. Not a few ladies who have had the disposition to ride have changed their ideas, after seeing the bad form of some lady who has had no good friend to fix her saddle at the right elevation. Little things like these go a great ways.

To be able to lubricate one's machine at the beginning of the season, and not do so

again during the year, is a thing to be desired. Our correspondent "Villsa" says that he has done this, and that it is practicable. We shall try vaseline by all means; but if the facts are as put by our correspondent, why not persuade the makers to send out their wheels oiled for the season?

THE advantages which the readers of the cycling press have over those who do not read this class of literature are many and varied. The reader keeps posted regarding the new wheels and coming events, he picks up here and there a few hints regarding riding, care of machines, etc., etc., and in numerous ways he is able to get more out of cycling than is possible for the non-reader. And for this the charge is only nominal. The price of a dinner at a first-class hotel, a much smaller sum than any club subscription, the price of a theatre ticket, will send you a paper for a year. Think of it, and send us a dollar and a half.

THE *Bicycle South* wants the League divided into four divisions, Eastern, Central, Western, and Southern, and suggests that annual meets be held by the riders in these divisions. What's the matter with our present plan? State divisions hold annual meetings, and in the back country it would not be a bad idea for one or two States to combine.

WE write this paragraph long before the meeting of the League, but it will not come to our readers until the meeting is well under way. It has been our policy to champion the cause of the Racing Board in its move against the suspects, but we have tried to deal fairly and give our opponents every opportunity to meet us on even terms; but they have failed to take advantage of the League rules, and their hands are tied. We notified these men that no change in the rules could be made unless notice was given in the *Bulletin* of 21 May, but that paper has been issued and no notice has appeared. The rules will remain as they are.

MR. DUCKER is out with a long screed, in which he endeavors to show that the chairman of the Racing Board has exceeded his authority in his action against the makers' amateurs, and he seeks to bolster up his

side of the case by an attack on the method employed. We have no time to reply to the article. It is full of misstatements and wrong deductions. At the meeting of the League the chairman will substantiate every statement that he has made by the production of official documents, which will bear out what he says.

THE CYCLE will issue no special edition for the League Meet. We shall come out in our every-day clothes, and show you just what we are. It would be an easy matter for us to get out a great big number, and offer it to you as a sample of our regular work, but we should deceive you when we did it. We will not show you a fine baldwin as a specimen of our fruit, and fill your order with crab apples. The paper we give you this week is an ordinary edition, made as good as it was possible to make it under the pressure of League work incident to the Meet. We shall do better than this in future numbers, rest assured.

WE regret very much that our friend Aaron is not to be with us at the Meet. Ill-health produced by overwork has sent him to the South in search of health, and his physician bids him remain there. We shall miss the glint of those glasses very much.

"FAED" has some good ideas on the amateur question, and as they run in a similar channel to our own, we reproduce them:—

"I am aware that the tendency of thought at Springfield is against this process of purification in the amateur cycling ranks, but knowing your unvarying practice of suppressing nothing that is written in good faith, I am emboldened to say that I consider the Springfield view to be a mistaken one. The foundation of amateurism is that "amateurs" in any sport are men who take part in that sport *for amusement in their leisure hours*; and it must be patent that such men as are represented by one of your American cracks, who admitted that he received very little money over and above his expenses (*i. e.*, that he made a livelihood and a little bit over) for riding a certain make of bicycle, is not an amateur, but one who rides *as a means of livelihood—ergo* a professional. The reason why it seems so distasteful to class such men as Rowe and Hendee with the recognized professional bicyclists is, that professionalism has been brought into such ill-odor by the hippodroming tactics of professionals as to make it unpleasant to regard these ex-amateur young gentlemen as on a

par with all other professionals; but if we look at professional cycling from its best point, and also at professionalism in amusements of a non-athletic description, we can easily imagine that a strict drawing of the line between the two classes of riders will result in the elevation of the professional in the social scale. Music, for example, is the most universally pursued amateur recreation, and yet there is no social stigma attaching to the professional musician, but rather the contrary; and when it comes to be understood that a professional cyclist can be a well-behaved and gentlemanly sportsman, subsidized amateurs need no longer dread riding openly as professionals in an honorable profession. Then just as people prefer to pay to hear good professional music to mediocre amateur music, so would good professional cycle-racing attract the paying public to witness it. And the makers would derive just as much benefit from openly subsidizing the professionals to ride their machines as they now do by secretly subsidizing amateurs to do so, records of fast speed being the only thing to be desired for advertising racing wheels."

CONTRIBUTORS' CLUB

LUBRICATION OF BEARINGS.

Editor of the Cycle: This much-worn subject has been discussed and re-discussed in the various cycling papers, but perhaps the readers of the CYCLE will bear a little more if it will benefit them.

This article will speak principally of vaseline, which has many advantages over thin oils, particularly for ball-bearings. The following experiments with a ball-bearing rear wheel will show the points of advantage.

After thoroughly cleaning the bearings, the wheel was dried perfectly dry, and would run 10 minutes and 56 seconds with one sharp turn. Of course it would never do to run the bearings dry, on account of heating. I next tried a little oil called "Black Oil" or "American Petroleum," and it would run 9 minutes and 48 seconds. After cleaning the bearings again, tried vaseline, and the wheel would run 9 minutes 38 seconds. The little difference shown is due, of course, to the thickness of the vaseline.

As to staying qualities, this wheel was run over all kinds of roads from 18 June to end of season a distance of 584 miles, without being again lubricated in any way. At that time it was taken apart to clean for the winter, and the vaseline was found nearly as good as new, and good for another 500 miles at least. The front wheel was run the same time under the same circumstances with like result. Vaseline will not gum, as will other articles used for this purpose. A machine left idle from 20 November to 1 March ran as easily as if just oiled, and the bearings, on being opened, showed no sign of being gummy or sticky.

Another point is cleanliness. You fill your bearings with vaseline, set the balls in and put the machine together. A little will run out; wipe this off and your bearings are always clean on the outside, no oil running out to attract dust, and no gritting of the bearings. This method makes it necessary to take the machine entirely apart; but as it will only have to be done, at most, twice a season, any cyclist should be glad to do that,

and save continual oiling and dirty bearings.

No oil of any kind should be put into bearings containing vaseline.

For ball pedals it makes them run a little slower when whirled with the hand, but is quite as good for them as for wheels.

The above will apply only to ball-bearings. For cone or parallel bearings the black oil mentioned above is excellent, if not the best oil obtainable, for the purpose. It is largely used for high speed machinery, and does not gum readily; being quite thick it does not run out as much as thin oils. Most riders oil too much and too often. This does more harm than good, as the oil runs out and collects dust, which grinds and spoils the bearings and makes the machine run hard.

VILLISA.

POOR ADJUSTMENT.

Editor of the Cycle: I want to put in a plea in behalf of the amateur lady riders, — or rather the beginners, for I should be sorry indeed were there professionals among our sex.

My idea is this: Can't the people who rent tricycles be persuaded that it is for their best interest to take a little more pains to fit their machines, as nearly as possible, to the person hiring them? All of us have seen ladies, evidently taking their initial ride, with machines on which the saddles were so low as to make the riders look as if literally working their passage, and with the handles so high or the saddle so far forward that their arms are spread akimbo, until it makes one fairly ache to look at them, they seem to be so uncomfortable. And then we hear wonder expressed that ladies do not take more kindly to tricycling. No wonder they don't. Probably few ladies take their first ride on a machine of their own adjusted to suit their particular needs, and consequently, unless they are fortunate enough to have a friend who knows something about the matter, they are so thoroughly uncomfortable that after riding a few squares they give it up in disgust, and assert that they don't see where the pleasure comes in; and not only that, but if they hear any one of their friends talking of trying it, they immediately tell them, "Don't you do it; I tried it, and it's just horrid; I never was so tired in my life"; and we lose another possible rider.

Now, of course no one in this advanced (?) age would think of taking the trouble to fit machines out of pure love for the sport of cycling, but it does seem reasonable to argue that it would pay them well in the long run to do so; for they would sell more machines if they took pains to make their customers as comfortable as possible on their mounts, and we all know how unhappy one can be on a "misfit machine."

POLLY.

ROUTE OF THE ROAD RACE.

Editor of the Cycle: After a careful re-examination of the course selected for N. Y. and N. J. Team Road Racing Association's initial race on 12 June, the executive committee find that Valley Road is not in as good condition as it was last season, owing partly to recent repairs, and think it best to modify the route by deciding on the following:—

The start to be on Clinton avenue, about 1 1/2

miles east of Irvington (where the Elizabeth wheelmen will in a few days set up a sign-post); thence via Clinton Avenue, to Irvington, and via Springfield avenue to the milldam and bridge just beyond Millburn, making 6 1/4 miles, which will be covered four times—twice each way—to complete stipulated distance of 25 miles, finishing at the starting point.

Detailed rules for the government of the race will be issued in a few days.

EDWARD J. SHRIVER,
President.

NEW YORK, 23 May, 1886.

TEAM ROAD RACING—LIGHTS AND BELLS FOR CYCLES.

AT the monthly meeting of the Orange Wanderers, on 19 May, they discussed the question of the first team road race of the new association. The last official notice received from the association described a course which they are well acquainted with, and do not consider suitable or safe. Nothing was said about preliminary heats, and it was at the same time stated in print that there would be none. Discussion of these facts led to the adoption of the following resolutions:—

Whereas, The Orange Wanderers joined the Team Road Racing Association on account of their interest in road racing; and,

Whereas, It is evident that road racing should be conducted in such a manner as not to interfere with travel on the highways, or to violate in any degree the rights of others; and,

Whereas, It is impossible for a large number of wheelmen to race together on the road without interfering with the public;

Resolved, That the Orange Wanderers respectfully request the executive committee of the N. Y. and N. J. Team Road Racing Association to order trial heats in each section, if more than one club from any such section enters for a race, so that in the final only one club from each of the three sections (New York City, Long Island and New Jersey) be represented. They also desire to call the committee's attention to the announced course, which they do not consider suitable or safe for the purpose, and suggest that it be changed.

Resolved, That these resolutions be forwarded at once to the executive committee of the Road Racing Association, with request for a reply, and published in the wheel papers.

The subject of compelling cycles to carry bells or whistles at all times, and lighted lanterns after sunset, was also discussed. The great increase in the number of cyclists throughout the Oranges has already brought this question to the attention of the authorities. It was the opinion of the club that prompt action on their part would aid in increasing the good feeling of the community toward them; consequently the following resolutions were adopted:—

Whereas, Cycling is becoming recognized as the most healthful, invigorating and pleasant of all recreations, the rapid increase in the number of cyclists in this vicinity being special cause for congratulation; and,

Whereas, One of the objects of this organization is to promote the development of cycling and aid its healthful growth;

Resolved, That the Orange Wanderers, being desirous of securing to all travellers on the public highways equal rights and justice, and recognizing the silence with which cycles move, do respectfully recommend to the Common Council of Orange and to the township committee of East Orange, South Orange, and West Orange, that they require all cycles to carry bells or whistles at all times, and a lighted lantern between sunset and sunrise.

Resolved, That the executive committee of the club are authorized to appoint a member, or members, to wait upon any of the above-named bodies, if they desire it, to furnish information concerning cycling, in order to secure justice to all in the proposed regulation, and that copies of these resolutions be sent to each of the above-named bodies, and published in the local papers.

THE PARADE.

THE details of the parade at the Meet Saturday next are as follows: Captains of clubs intending to parade will report at headquarters, Hotel Vendome, at 9 A. M. Friday, and state the number of men they expect to turn out, and no place will be given to those who fail to report before 10 A. M. Between 8 and 9 A. M. on Saturday, the captains of clubs to parade will report at headquarters, and receive instructions as to where they will form, after which they will get their men and proceed to the place designated for them to form in. The procession will form in four divisions, on the south side of Commonwealth avenue, the right resting in front of Hotel Vendome, and move at 10 A. M. over the following route: South side of Commonwealth avenue to Arlington street, countermarch on north side of Commonwealth avenue to Chester park, to Harrison avenue, to East Concord street to James street, to East Newton street, and proceeding by West Newton street to Columbus avenue, to Dartmouth street, to Beacon street to Longwood, where the picture is to be taken; returning, Beacon street to Chester park, to Huntington avenue to Mechanics' building, where the parade will be dismissed. Each division will have a color: "A," purple; "B," red; "C," blue; and "D," white.

THE RACING BOARD.

THE following letter from the secretary of the Executive Committee to the chairman of the Racing Board is printed to correct statements which are going about, to the effect that the chairman acted on his own responsibility in enforcing the laws:—

My Dear Mr. Bassett,—I notice that some parties are making a desperate effort to show that the action taken by the Racing Board recently, regarding makers' amateurs, was simply a personal matter with you; that you are the only official who favored the steps taken.

Such persons have not the faintest conception of consistency. We had certain rules on our books which were not enforced, and which time and again parties said could not be enforced, and further dared the officials to enforce them. The action you have taken is no more nor less than enforcing the rules in their spirit and intent, and you deserve the thanks of all members for your courage and determination. The rules have been

enforced; if the results have been unsatisfactory, the remedy lies in changing the rules, if a majority can be persuaded so to do, and not in personal and childish attacks upon you. The fault, if fault it be, lies in the laws, not in the official who enforces them. I wish I could be at the meeting. You could depend on having my hearty support in your action. You did the right thing. I believe the rules should be radically changed; but I honor you for your courage in enforcing the present rules—in short, for fearlessly doing your duty.

As for you being alone in the action you have taken, I have to say, as secretary of the Executive Board, that you submitted your action to the Board before beginning it, and that the Executive Committee, with the secretary-editor, pledged you their hearty and earnest support, and urged you to go ahead with the matter, believing that as our rules now stand, your course was the only clearly consistent one. All good government rests upon a strict enforcement of laws. If the laws are then unjust and unfair and burdensome, the laws must be changed. It is the duty of officials to see that the laws as made are enforced. This we considered was your duty and ours, and we have no reason to in any way withhold the support we pledged you.

T. J. KIRKPATRICK.

MAY 22, 1886.

FIVE-MILE HANDICAP.

THE Orange Wanderers run a five-mile club handicap road race in the spring and a ten-mile race in the fall.

The five-mile race was run last Saturday with the following starters: E. P. Baird, 54-inch Royal Mail, scratch; L. H. Johnson and J. W. Smith, Humber tandem, scratch; C. Hening, 54-inch Victor, 2.30; L. H. Porter, 54 Rudge, 2.30; C. S. French, 54 Victor, 3.00; A. E. Cowdrey, 52 Rudge, 3.15.

At two and a fourth miles the tandem struck a wagon, which turned in front of them, breaking several spokes, and detaining them probably a minute. Hening passed the two men in front of him at two and three fourths miles, and led to the finish. Baird rode a fine race, passing three men on the homestretch, and coming in only four seconds behind Hening. Had he begun his final spurt a little sooner, he would probably have won.

The positions at the finish were Hening, 20.29; Baird, 18.03; French, Cowdrey, Porter, tandem.

THOMAS STEVENS.

THE following letter has been addressed to the Secretary of State by the publishers of *Outing*:—

HON. THOMAS F. BAYARD:

Dear Sir,—A cable dispatch, dated London, 15 May, has been published in our papers announcing that Thomas Stevens, the special correspondent of *Outing*, has been arrested on the Afghan frontier. No other information in regard to his treatment by the authorities has as yet reached us, and as he may possibly have been deprived of his money, and unable to communicate with us or with the American Minister at Teheran or St. Petersburg, I venture to

hope that a few words in regard to his journey may warrant the President in intervening in his behalf.

Thomas Stevens is an American citizen, who, after making the journey across this continent from San Francisco to New York on a bicycle, crossed the Atlantic a year ago, and in April of 1885 set out on a journey across the Continent of Europe, Turkey, Asia Minor and Persia, in the hope of reaching Pekin. His mission is solely as the special correspondent of *Outing*, an American Monthly Magazine devoted to out-door life and recreational sports. He seeks to make this journey mainly for the purpose of displaying the powers of the modern bicycle, and his movements are watched with the keenest interest by at least half a million of wheelmen in this and other countries. Our last communication from him was dated Meshed, Persia, 31 March, 1886. It states that he had received from the Russian Minister, at Teheran, permission to go through Russian territory by way of Merve, Samarkand and Southern Siberia. With this object in view he went to the expense of having sufficient money changed into the currency of the country to maintain him the whole distance. It now appears that in spite of this Russian protection, before he had gotten more than half way from Teheran to Meshed, he was arrested by Russian officials, and forbidden to enter Russian territory.

As Mr. Stevens has not cabled us, we are harassed by many painful uncertainties in regard to his situation. He may be in confinement, he may have been deprived of his funds and unable to incur the expense of a telegram, or he may have ignorantly rendered himself amenable to judicial penalties.

In view of these and other possible dangers to which he is exposed, I venture to suggest and request that our Minister at Teheran, and also our Minister at St. Petersburg, be instructed to inform themselves, as soon as practicable, of Mr. Stevens' situation, and to afford him such protection as an American, in the execution of a lawful calling in a foreign country, is entitled to.

Let me here add that Mr. Stevens is not open even to the suspicion of having any political errands or designs in his journeyings—but as I have already stated is simply anxious to make his journey across the solid portions of the Eastern and Western Continents on a bicycle, and through doing so to distribute as far as possible to the entertainment of the readers of *Outing*.

It can hardly be necessary for me to say that I shall be very grateful to you, sir, for any information which the State Department may receive, if it shall receive any which it is at liberty to communicate, about Mr. Stevens' arrest, his present situation, and what he lacks, if anything, for his present comfort and protection.

I am, sir, with great respect,

Your very obedient servant,

POULTNEY BIGELOW.

NEW YORK, 18 May, 1886.

THE CYCLE, Abbot Bassett's new paper, is about as well an edited wheel paper as any that find their way to this office. — *American Sportsman*.

L. A. W. MEN,

COUNT THE COLUMBIA CYCLES IN THE LINE,

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FROM A FEMININE POINT OF VIEW.

BOSTON is in holiday attire this week. She has put on her best robes, and she extends a loving hand of welcome. With Coriolanus she bids her guests "one hundred thousand welcomes," and of her bounty she deals out an unstinted portion.

HER hotels will swarm with wheelmen, and the silent steed will throng her streets. Boston has two guests to welcome, the church and the wheel. The one ministers to the spiritual welfare, the other to the physical. It is a happy meeting and Modern Athens is to be congratulated.

It is a week of anniversaries. The wheelmen have been with us once before, the clergymen are yearly visitors. Can it be wondered at then if Boston should bestow a little more kindly welcome to the stranger guest? Will it be surprising if the grasped hand is more firmly pressed or longer retained? We trow not.

THE heart of Boston is large and generous, and both of her visitors will find it a very warm place for their nestling.

FROM a feminine point of view the present meeting means much. Never before have there been so many women a-wheel; never before have they enjoyed the anniversary as they will this.

IN the early days of bicycling the gentlemen used to tell us that there was no proselyting agent so potent as a League Meet. The sight of hundreds of riders on their glittering wheels implanted a feeling of desire among the onlookers that quickly gave place to a resolve.

THE gentlemen tell us that there is no longer need to proselyte, and that the army of cyclers is enjoying a healthy and a steady growth.

BUT how is it with us? We all know that we have to brave public opinion to a large extent when we take to the wheel, and we all know that many sensitive girls shrink from the ordeal. Can we not use the occasion as an educator, just as our brothers did years ago? And can we not show to the people of Boston that the wheel is doing a world of good for womankind, too few of whom appreciate its benefits?

WHEN this is read we shall be in the midst of our enjoyment. May that enjoyment be unchecked, and may we all look upon this occasion as a garden spot in our memories.

UNLIKE our brothers we are free from the cares of business, and no vexed questions of policy ruffle our feelings and mar our pleasure. Let us enjoy ourselves to the extent of our ability, throw care to the winds, and bid healthful pleasure be our constant guest.

A SHORT time since I suggested the idea of a riding school for ladies, and said it would not be a bad idea if some of the unused skating rinks were converted into riding

schools. I have just come across this article in a paper, which tells what is being done by the ladies of Hartford, Conn.: "The rinking tricycle parties have been begun the past week, and have proved very attractive to a number of women. The plan is a private one, and thus far only the women friends of the man who got up the scheme have been invited. If the interest in the sport continues to increase, however, there will be an opportunity for somebody to make a regular business of what is now a courtesy. The women learn fast, and while they at first feel some awkwardness, they soon not only get used to the machines, but feel the big rink far too small and want to get out on the road. Already several of those who began riding in the rink are able to set a very good pace on the road, and seem to think nothing of a spin of five miles."

DAISIE.

ELECTRICAL TIMING.

E. H. FOOTE of the Massachusetts Bicycle Club has submitted to President Ducker a scheme for obtaining absolutely correct timing of races, and it is so practical and ingenious that the club will put it into practice. The details are as follows:—

Take a strip of rubber $2\frac{1}{2}$ to three inches wide and one-sixteenth inch thick, long enough to cross the track. Sew or rivet on one side of this two strips of thin sheet brass or copper. Fold the two sides of the strips together, metal strips inside, and sew together. In use fasten one end to the ground on the opposite side of the track to the judges' stand, the other end to the ground on the side next the stand. This end to be attached to a block of wood or rubber having binding screws connected with the metal strips. These screws are also connected in circuit with a battery and a loud, single stroke bell. The strips are kept apart at the opposite end by a wooden plug if necessary. The riders to be started with their wheels just in contact with the strips. Whenever there is pressure enough put on the rubber to place the metal strips in contact, the bell will sound. The starting time to be taken at the first stroke of the bell when the first man crosses, as there would be a slight variation in the men getting away and the rear wheels would also cause a stroke. The time of finish to be also taken by a stroke of the bell. The time between the strokes of the bell would be absolutely correct, and could probably be taken more accurately than by the eye. This system could be extended by putting in the battery circuit a recording instrument which would automatically and accurately record on paper each and every time, how many men there might be in the race. This would necessitate quite an additional expense, as the recorder would have to be actuated by an accurate time piece. Mr. Foote is the inventor of the anti-header device, which may be seen at the cycleries.

ESSEX COUNTY PARADE.

THE fifth annual meet of the League of Essex County Wheelmen will be held at Lynn on Monday, 31 May, and promises to be one of the most successful in the history of this organization. The regular business

meeting will be held in Mechanics' Hall, Market street, 10 o'clock. All members are requested to attend, for business of considerable importance will be transacted. Dinner will be served at 11.15 A.M., tickets for which may be obtained of W. G. Foster, E. L. Story and F. L. Tupper. The parade will be formed at 12 o'clock, and will proceed over an attractive route. At Highland square a photograph of the parade will be taken. Visiting wheelmen will be received at the Boscobel Hotel. From there all will ride to the Lynn Cycle Club's track at Glenmere, where races will be run at 2 o'clock. L. E. C. W. members will be admitted for thirty-five cents, others for fifty cents. In the evening the Lynn Club will give a dance at Exchange Hall, to which all are invited. E. L. Story will act as officer of the day, and club captains are requested to report to him on arrival.

THE MEET OF 1881.

A FEW facts about the former meet in Boston, 30 May, 1881.

THE Massachusetts Club had the largest number of men in line, 38. The Boston Club had 26 men. Chelsea Club, 33 men. Nearly 800 men in all.

Two triocycles were ridden. This machine is now only known as a relic of the sweet some-time-ago.

THE Commander was C. K. Munroe, New York; Division Commanders, E. C. Hodges, Boston; K. N. Putnam, New York; S. T. Clark, Baltimore. The membership was 1,700 at that time, and the treasury had a balance of \$300.

An exhibition was given at Music Hall. M. Chandler and G. E. Allen of Providence, Burt Pressey and Rex Smith gave some fancy riding; and the Hermes Club of Providence and the Crescents of Boston gave club drills. Prof. Rollinson gave his comic act, showing the experiences of a beginner on the wheel.

ON the Saturday before the meet (28th), races were given at Beacon Park. Woodside won the mile race in 3.36 $\frac{3}{4}$, and the two-mile race in 6.52 $\frac{1}{2}$. Rollinson made a run against time to beat 3.25, and scored 3.37 $\frac{1}{2}$.

THE business meeting heard reports and elected officers.

THE banquet was in Music Hall. Speeches were made by A. D. Chandler, Col. Henry Walker, Rev. F. B. Weston, Col. Jordan, Col. Pope, President Bates and others.

THE BLUE-NOSE TOUR.

THE pleasure derived from the "down East" tours of the past three years has caused a demand that a similar tour be planned for the present season. Acting on the suggestion of the New Brunswick members of last year's tour, we have decided to lay our course down the noble St. John River in that Province, from Grand Falls to the Bay of Fundy.

Below is the programme of the tour:—
16 July.—Night Pullman for Grand Falls, arriving there afternoon of 17th.

17 and 18 July.—At Grand Falls.

19 July.—Ride to Andover, 24 miles. Canoe sail to Indian Rock.

20 July.—Ride to Florenceville, 24 miles.

21 July.—Ride to Woodstock, 25 miles.

22 July.—Ride to Half-way House; dinner at Eel River

FIRST GRAND OPENING TOURNAMENT

— OF THE —

Lynn Cycle Club Track Assoc'n,

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

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

PROSPECTUS OF RACES.

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

1. One-Mile Amateur Bicycle. — First prize, a fine gent's gold watch; second prize, pair elegant opera glasses.
2. Three-Mile Amateur Bicycle (9.45 class). — For League of Essex County wheelmen only. First prize, gold medal; second prize, silver medal.
3. Two-Mile Amateur Tricycle. — First prize, elegant hanging lamp; second prize, Smith & Wesson nickel-plated revolver.
4. One-Mile Amateur Bicycle (3.20 class). — First prize, gold-headed cane; second prize, base parlor lamp.
5. Three-Mile Amateur Bicycle Lap Race. — First prize, silver tilting water pitcher; second prize, elegant berry set.
6. First of a series for the professional championship of America. Five-Mile Professional Bicycle Race, between Robert A. Neilson and John S. Prince. — These two celebrated riders will meet to contest for a purse of \$300 a side, and an additional purse of \$500 offered by the Association, and the professional championship of America.
7. Five-Mile Amateur Bicycle. — First prize, diamond stud; second prize, gold handle silk umbrella.
8. Three-Mile Amateur Bicycle (handicap). — First prize, French marble clock; second prize, group Rogers statuary; third prize, gents' fine seal ring.

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

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

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

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., 6 and 8 Berkeley St., Boston, Mass.

SOLE UNITED STATES AGENTS,

23 July. — Ride to Fredericton; dinner half way.

24 and 25 July.

26 July. — Take steamer for a delightful sail down the St. John to Westfield, at which place we disembark and ride to the city of St. John, a distance of 16 miles.

27 July. — At the city of St. John. Run over the Marsh road in the morning; races on the Athletic grounds in the afternoon.

28 July. — Take "Flying Yankee" for Boston, arriving at 7 P. M.

The cost of the entire tour of 12 days, reckoning from and to Boston, will be \$38.00. This includes berth in Pullman and extra freight car for wheels. Railroad tickets for the round trip (\$12.50) will be on sale at the Eastern Railroad office on day of starting; the remaining \$25.50 will be paid to treasurer of party on board train, who will pay all travelling expenses for the next twelve days. The distance covered by rail, wheel and steamer will be over 1,200 miles. The American party will be limited to 30, as this number, added to the New Brunswick contingent, under command of Capt. W. A. MacLauchlan, of the St. John Bicycle Club, will be as many as can be comfortably provided for at the hotels.

So many of the participants in previous "down East" tours are already booked, that not many vacancies are left; and all who have the tour under consideration are urged to decide as quickly as possible, that they may secure a place before the polls are closed.

CLOTHING. — From experience we recommend that jersey tights be worn when on the wheel, with change of regular bicycle suit in case of raw or rainy weather. One good bicycle suit should be taken along to put on at the end of the day's run. Of course the jerseys are optional, but, at all events, a riding and a fatigue bicycle suit should be taken. A flannel shirt and knee pants make a good working rig. These, with change of underclothing, should be put in hand valise. Baggage will be sent ahead each day by train, and will be found waiting on arrival.

Address all communications to Frank A. Elwell, Portland, Maine.

CHICAGO IN ST. LOUIS.

A CHICAGO rider sends to the *Journal* a sketch of the trip of Chicago wheelmen to St. Louis: —

"We arrived at our destination safely, and then came a great breakfast. Among the first on the spot were Whittaker and Munger. I have seen mischievous devils in my time, but none to compare with these. Their great pleasure seemed to be in finding some incline Chicago could not mount, or decline we could n't coast. To tell the truth they succeeded, but not without a gallant struggle. Nigger Hill was mastered all right, but Son-of-a-gun was too much, Van Sicklen, the only man in the hunt, breaking a pedal when near the top. This was followed by a more serious accident, for on coasting the other side on a borrowed machine, he found the brake would not work, and therefore threw himself forward, alighting on his feet. In doing so he sprained his ankle so badly that it is now in a very painful condition. Van was driven to town in a buggy.

"During the day we visited Baldwin's, and ate a hearty dinner. A portion of the crowd

were genuine St. Louis pie-eaters, however, and when the supply was exhausted they visited the kitchen in a body, and nearly scared the innocent German baker out of his wits by howling in chorus, "We-want-some-more-pie." They got it. It is said that eighty gallons of milk were disposed of but I doubt it.

"We wound up one of the finest trips it has ever been my pleasure to participate in at Delmonico's, where another bounteous spread revived our somewhat lagging spirits. There is no knowing how mean a cyclist may feel with an empty stomach, or how good with a full one. We slept on the way home, for you can bet we needed it. At 7.30 we pulled up at Chicago, being unanimous in the opinion that St. Louisans are jolly good fellows, even if we can't mount Son-of-a-gun."

CYCLETs.

A HANDICAP RACE.

(28 AUG. 1885.)

ONCE a cyclist in the morning, time and distance calmly scoring, and indifferent to the warning that the pace would be severe,

Had the "gall" quite fabulistic, to race antagonistic with that speedy club, the "Mystic," though he'd hardly learned to steer.

But he thought he pedaled so well, he could beat the champion Howell, and that he could race to Lowell that club of scorchers gay.

Said that he "would gamble money, that for all they were so funny, he could down the whole gang, sonny, and would prove it any day."

Well, he started out, persistent, but he found the hills resistant, and every single instant saw him further in the rear.

Once or twice they stopped and waited, and then up he'd come, elated, — then their speed accelerated, and he'd promptly disappear.

Sometime later, when they're in a good hotel discussing dinner, enters in this poor beginner, an hour late, they say.

Orders dinner with decision, takes a lot of sly derision, and explains that a "collision" was the cause of his delay.

And loquacious and profuse is, in the matter of excuses, and swears the very deuce is in the luck, if he

Does n't make a better showing, when on the way home going, and remarks in manner knowing, "They will see."

But they are men discerning, and with scorn that's almost burning, they offer him, returning, a *twenty-minute start*.

He says they much mistake him, if they think to overtake him, and then laughter seems to shake him till the time comes to depart.

He mounts his cycle mighty with the grace of Aphrodite, and until he's out of sight he rides with sturdiness.

But his secret destination is the nearest railway station, and with greatest exultation he *boards the fast express*.

Twenty minutes have departed, and the club has promptly started, and through the streets have darted in hot and vigorous chase.

Past swiftest troters flashing, up hill and down hill dashing, no stop even for mashing in this terrific pace.

They have panted, and they've spurted, and the sweat has fairly squirted, and they're somewhat disconcerted at his unexpected power.

They may ride till the excess strain every muscle in the best trained, but they can't catch an express train at forty miles an hour.

When they've almost done the long road, one, who with the speedy throng rode, said, "I guess he took the wrong road, or has hidden as we passed."

And they jump at this conclusion, reach the club house in confusion, laughing at the man's delusion in thinking he was fast.

Imagine their amazement, disappointment and debasement, when a head's thrust thro' the casement o'er that group of scorchers smart.

And a voice sings out with power, "Well, of racers you're the flower; I have beat you by an hour, on a twenty-minute start."

And one makes the meek inquiry, "Well, — how in — something fiery — did you beat us home, you flyer?" He turns away his head.

And a burst of mirth restraining, as at something entertaining, he swears 't was *careful* TRAINING that brought him in ahead. "CAP."

WELCOME!

CAED Mille Faethe!

WHEN the paper sees the light they will be here.

THE League of American Wheelmen, and every one of them a prince among good fellows.

WE are writing this in our attic office, and there will be a long hiatus between our scrawl and the type impressions.

NEVERTHELESS, we are glad to see you all, and here's our hand on it. Shake.

IF it does n't rain, we'll show you how to have a good time; and if it does, we'll attend to business.

THE Bostonese always distrust the weather on anniversary week, and they have to mount their umbrellas with the best of ball-bearings.

DON'T go away without doing the town. Take it all in, and then go home and rest.

BUT don't stay out late at night. Boston policemen are unused to seeing men on the streets after midnight, and you might be taken for a burglar.

ASK any Boston man if there is any work about a League Meet, and hear him proclaim; and yet we've done it twice.

THE amateur law is on the rack. Will it die? Wait till our next issue and see.

MEANTIME, come and see us at the cycle show. We shall be ready to take subscriptions to any number.

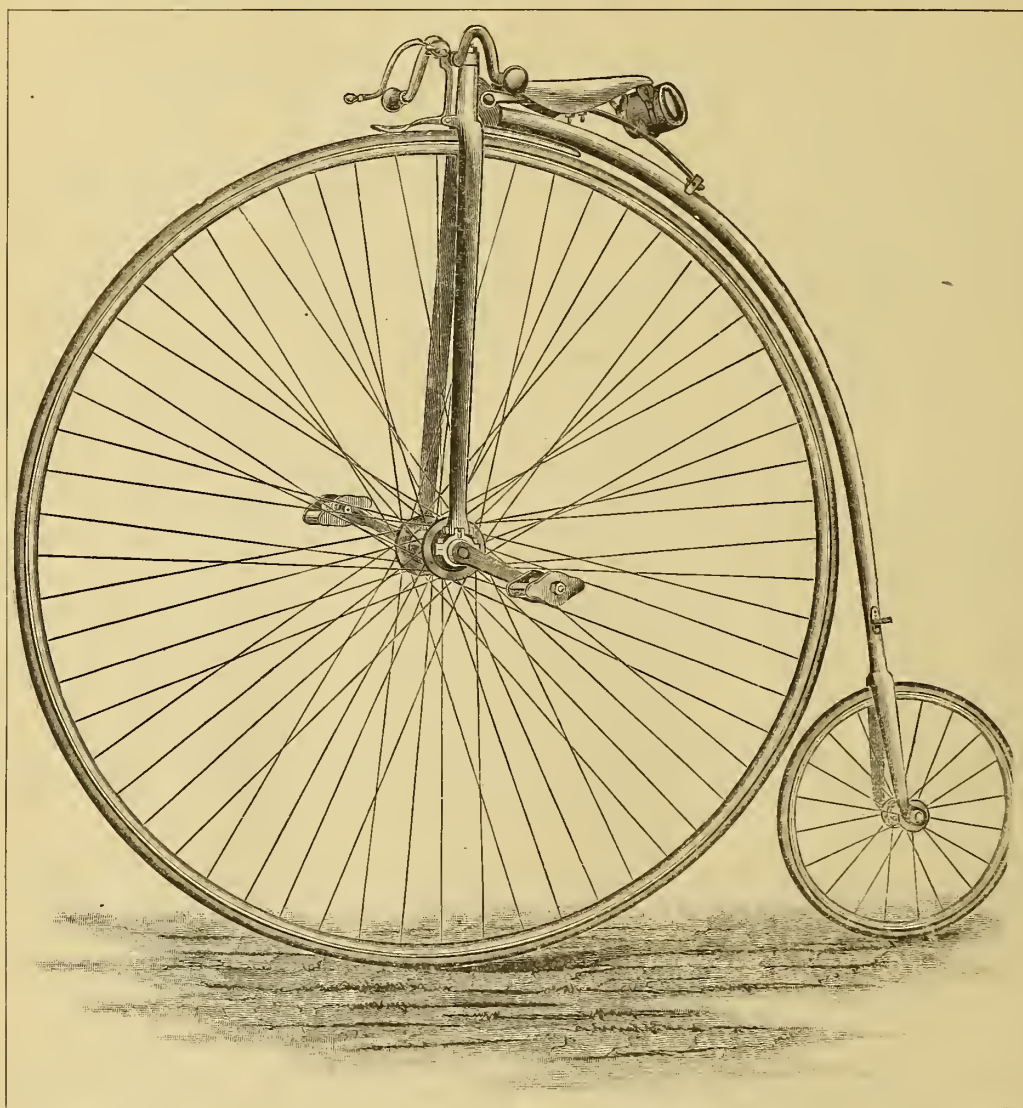
IT is stated that the first high-class-ball bearing, hollow-fork bicycles in this country were made in 1878, by Thos. B. Jeffery; and about the same time he made the first tricycle for A. H. Overman.

IT appears from a recent book on sea legends, that there are many ways to raise the wind. You may suspend a he-goat skin at the mast-head; you may flog a boy at the mast; you may burn a broom, and let the handle turn toward the desired quarter; you may blow out to sea the dust from the chapel floor; you may stick a knife in the mizen-mast, or scratch the foremast with a nail; and so on. This will be interesting to all those who are too poor to buy a wheel.

THE "SPALDING."

Confidently presented to the Cycling Public as an embodiment of the highest state of perfection ever attained in Bicycle manufacture.

Light,
Graceful,
Strong,
Easy
Running,
Balls
All Around,
Including
Pedals.



Direct
Tangent
Spokes,
Warwick
Hollow
Rim,
Full Inch
Tire.
All Bright
Parts
Nickelled.

The American Premier,
The Kangaroo,

The Humber Tandem,
The Humber Crippler.

SEND FOR CATALOGUE.

A. G. SPALDING & BROS.

241 Broadway, New York.

108 Madison St., Chicago, Ill.

MR. EDWIN OLIVER, who looks after the correspondence and advertising of Gormully & Jeffery, will be at the L. A. W. Meet in the interest of the firm. Headquarters at the Vendome.

IT is suggested the wheelmen do not want a guide-book, for they are geyed enough by the hoodlums.

CINCINNATI wheelmen will attend the Boston Meet. See that the beans are kept brown; and say, while you are about it, don't forget the pork — plenty of pork and beans, our dear Bosting brothers.—*Cincinnati Sportsman*.

THE idea of pig city wheelmen coming to Boston for pork. Well, we'll show them what good country pork is.

STRANGE are the humors of fashion, and remarkable are the changes of opinion wrought by experience. The racing bicycles of the Surrey Machinists' Company are this year to have *very few spokes*, with a view to reducing the wind resistance; yet it is only a few years since this firm made bicycles with *two hundred* spokes in a driving-wheel!

A PROMINENT furniture dealer is an enthusiastic tricyclist. He has recently purchased a new Tandem, the praise of which he sings in no minor key. While enumerating its good points to a friend who called upon him at the store recently, the conversation was interrupted by the entrance of a customer looking for refrigerators, several of which stood near.

"Here's the very latest thing out," said the dealer, dropping his hand upon one of the articles in question, while his gaze wandered vacantly through the open doorway and across the street; "the very best thing in the market to-day, — bar steerer, central gear, ball bearings all round, and good for 12 miles an hour on any fair road. In fact you can't buy —"

THE look of blank amazement on the face of the customer suddenly called the tricyclist down from his hobby, and he proceeded to business.—*Record*.

PRESIDENT DUCKER of Springfield has received information that H. O. Duncan, the crack French long-distance rider, will appear in the Springfield tournament. He holds the 50-mile championship.

A LETTER has been received by the secretary of the Massachusetts Bicycle Club from the headquarters of the L. A. W., stating that the Massachusetts Bicycle Club is still the banner club of the League, having more than twice the membership in the league of any club in America.

J. KEMP BARTLETT is the worthy successor of James Thompson as Chief Consul for Maryland of the L. A. W. The bicyclers' "Mikado" at the Academy a short time since proved a brilliant financial success, netting a handsome sum for the Maryland club. Probably every wheelman in the city was present.

THE rapid growth of bicycling in New Orleans is shown by the attention it has received at the hands of the city council. Two recent ordinances relate entirely to this sport, the one requiring the use of bells and lamps, the other prohibiting riding on the sidewalks of the city. Glad indeed would the cyclists be if this was enforced upon vehicles (*i. e.*, that they should carry lamps), which have

led to more than one serious accident to cyclists.

GORMULLY & JEFFERY are getting out a show card made by the photo-gravure process. It will have views of the factory and the various departments, and also pictures of their wheels.

HERE'S a "how d'ye do," every time two wheelmen meet.

A SURPRISE was in store for J. O. Blake when he arrived at his office on Monday, for there lay a letter from a man supposed to have been buried over a month ago. Fred. S. Rollinson, who is well known to nearly all old-time riders, showed plainly that he is still with us by writing for particulars concerning the six-day race which was talked of here. The strange part of the affair is that he appears to know nothing of the reports which have been circulated. He declares his intention of taking an active part in bicycling this summer. At present he is located on a ranch in California, doing good healthy work, and weighing ten pounds more than ever before, thus proving himself a particularly healthy corpse. He can be addressed in care of T. McConnell, Elk Grove, Sacramento County, California.—*Sporting Journal*.

WE have received from the Notman Photographic Company the latest production in the line of artistic photography. It is a group picture of the Massachusetts Bicycle Club, containing one hundred and seventy-four portraits of the members. The portraits are in a large circle. In the centre are Col. Higginson, Col. Pope, A. S. Parsons, Henry W. Williams, Capt. Peck, Lieut. Sabin, Secretary, F. A. Pratt and Treasurer Benson, while around the outside and within the large circle are the members. In the corners are pictures of the interior and exterior of the club house, suggestions of the carnival, etc., The original will hang in the club parlor, and is now on view at Cupples, Upham & Co.'s. Small copies with key will be on sale.

THE League received three hundred and eighty-eight accessions last week. Best on record.

No changes can be made in the rules of the League.

WHITE jersey shirts, warranted not to shrink, are remarkable bargains. You use them as shirts one summer and as neckties the next.

MISS MINNA CAROLINE SMITH has chosen one of the new Royal Mail two-track tricycles for her mount the coming season.

ELWELL is going to have a "blue-nose tour." That's better than a red-nose one, everybody knows. But they are seizing our maritime visitors down in that country now-a-days, and who can tell but that they will pull in the bikes.

A PHOTOGRAPH got up in the style of that lately made of the Massachusetts Club, and containing the officials of the League and some of the noted wheelmen, would sell like the traditional hot cakes. When we hear about our officers we like to know what kind of looking men they are.

A NUMBER of racing men failed to get into the League races, because they did not read the cycling papers and find out when

the entries closed. Those who do not read the wheel papers are continually getting left.

THE Providence Club will hold a club run to Boston, Friday, 28 May, starting at 12 o'clock sharp from the First Baptist Meeting House, Benefit Street, and will remain over night in Boston. The club will return on the 6.30 train, Saturday, 29 May. A club run will also be held Monday, 31 May, Memorial Day, at Newport. The club will embark on the morning boat at 9.30, and return at 4.30.

THE Boston Club will have as its special guests during the League Meet the Albany, Montreal and Capital Bicycle Clubs.

ON the last day of the Meet the Boston Club will have an early morning run to some point half a score of miles from Boston, returning in time for the League parade.

THE Connecticut road-book will soon be issued. In addition to the tabular descriptions of roads, the book will be provided with maps and other matter in the way of general cycling information.

THE Chicago wheelmen do not sympathize with the anarchists, though they are revolutionists on the road.

NOTHING has been heard from Karl Kron. He is not one of us, but he is generally with us on these occasions.

A WASHINGTON letter to the *Christian Union* says: "The rage for bicycles among men has grown into a tricycle craze with ladies. It was not so long ago that Belva Lockwood on her tricycle was an object of curiosity, but now you cannot walk anywhere in town without meeting ladies on their wheels. Early in the evening is the favorite time, for then they are accompanied by gentlemen. Tricycles, used in Washington for couples, either have the seats side by side or one behind the other. The former are certainly preferable so far as looks are concerned. Sometimes, at dusk, you meet a party with a dozen tricycles, moving along noiselessly on the asphalt pavement, or "coasting" at breakneck speed down the hilly streets. And this spring I notice many tricycles for a single rider, and ladies using them in the daytime to shop in and go to market. They are the coming vehicle in Washington, while as to bicycles, almost every clerk and boy in the schools who can get money enough to buy one exults in the possession of a wheel, and for nine months in the year is independent of the magnificent distances for which the city is famous."

THE fourth annual race meeting of the Kings County Wheelmen, of Brooklyn, N. Y. will take place at the Brooklyn athletic grounds on Saturday, 19 June. A full programme of the events will be found in our advertising columns. This popular club is noted for its successful race meetings, and they will keep good their record on this occasion.

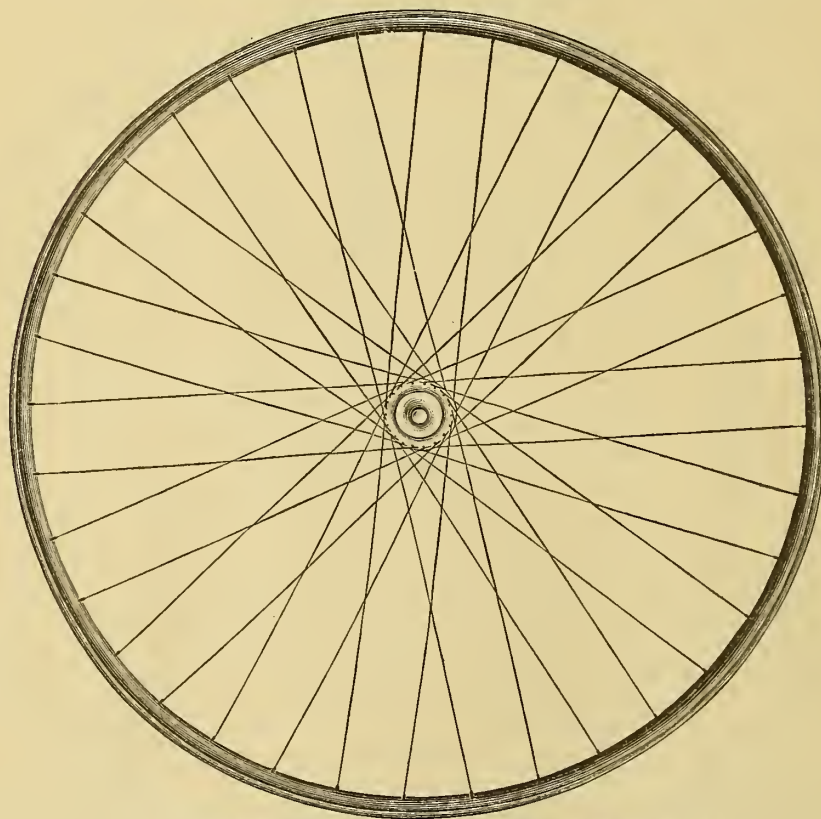
THE Pope Manufacturing Company has turned out an Expert machine rigged with the Yost and McCune patent ratchet gear. The forks have a six-inch rake, and the rear wheel is twenty inches; but otherwise the parts are those of the Expert. The gear works on the ratchet principle, and their action is very similar to that of the Star. The Pope Company has purchased the right to make high grade machines under this patent.

Before buying your new mount for the coming season, send for price list and description of the

"NEW RAPID" BICYCLES,

WITH THE

During 1885 not a single spoke
broke or wheel buckled.



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

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.

PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.

"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.
APPLY FOR TERMS.

S. T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

A DREAM OF CAPE ANN.

Now the drear spring days are over,
And the fields grow lush in clover.

Droop in tender green the willows;
Roll in blue the distant billows.

Apple blossoms, everywhere,
With their fragrance fill the air.

Songs of birds and wild bee's hummirg,
Tell the summer days are coming.

I loved Magnolia, fairest vision!
Rest, my wheel, in fields elysian.

CHARLES RICHARDS DODGE.

THE New Orleans party arrived in Boston hale and hearty, having ridden the entire distance on their wheels.

THE band will not lead the parade after all. It will stand on the street and play as the procession moves along.

Go to the races and see the champions run.

JOHN S. PRINCE and his trainer, T. W. Eck, promise to follow the parade on a tandem.

ALL reports to the contrary, notwithstanding, the Pope Manufacturing Company did not ask for a postponement of the suit against them for infringement of the Bown patent, set down for 20 May.

THE topic of the time here, as in America, is the suspension of the makers' amateurs, and the prevailing feeling is decidedly one of admiration for the business-like boldness and straightforward action characterizing the L. A. W., as contrasted to the vacillating and timid half-heartedness of our N. C. U. Executive. Whatever may be one's opinion as to the point at issue, nothing but derision can be helped when the absurd dallying of the N. C. U. officials is considered. Why, even now, when the press in both countries has made the suspensions public, the officials of the Union maintain an absurd and unnecessary attitude of secrecy and caution, and are so grotesquely afraid of libel actions that, in replying to the inquiry of the secretary of a club about to promote a race-meeting, the N. C. U. secretary states that he appended a list of the suspended riders strictly in confidence and as writing to a member of the Union. — *Faet in Wheelmen's Gazette.*

THE bounds of a bicycle are unpleasant to the man who rides with a stiff spring, but its meets are very pleasant. Witness the present one.

RECENTLY Rev. O. D. Thomas, of Brockton, was arrested for riding a bicycle on the sidewalk. The case was placed on file by the payment of costs, but Judge Sumner said that hereafter the law would be enforced to its fullest extent, and a penalty would be imposed sufficient to prevent it. Judge Sumner said that while he did not doubt that the reverend gentleman used discretion, this was not provided for in the ordinance. "There are parties, however," said the judge, "who are careless in riding, and it was to prohibit all riding on the sidewalk that the ordinance was passed." Cyclists ought to take warning from this case, and have due regard for the law, which is no respecter of persons.

YOUNG, the professional, has gone into training for the season. He will enter events in the vicinity, and will show up at Brockton 16 June. He intends to go in for six-day events, and says that he will be ready in the fall to meet Woodside at any distance.

JUNE events follow each other in rapid succession with Yale, 11, 12 June; Brockton, 16 June; Lynn, 17 June.

AT the request of the Brooklyn wheelmen themselves, the park commissioners have issued an order that the bicyclers and tricyclers riding in the park secure a badge, so that the officers shall be aware that the riders know how to manage the machines.

NORTH ADAMS' club men are working actively towards making a success of their tournament on 4 July. Upwards of \$500 has already been subscribed for premiums.

THE Marlboro' Club tricycle won the tricycle championship at Vienna, and the second man also rode one of these machines.

JUST before Lent, a fond mother addressed her hopeful of ten, and reminded him that the solemn season of Lent was approaching, and asked what sacrifice he was prepared to make in order to show his reverence for the church. "Would it make you very happy, mamma, if I gave up something?" "Yes, my child." "Then, mamma dear, I'll give up going to church on foot, and go on my bicycle!"

BOSTON wheelmen have not put a directory of the churches in the League programme. It is thought that the wheelmen will have no trouble in hunting them out.

THE difference between a tailor and a header is this: the one puts the stuff in all around you, and the other knocks it out of you.

A CANADIAN paper says: "How are men who are working for their living, paying their own expenses, and only training after their day's work is done, to compete with men who do nothing else but ride and train all day, who are paid a salary and expenses to do so? It is impossible, and would speedily run every poor amateur off the racing track. In fact, it has almost done so to-day in the States. Fortunately we have not reached such a crisis in Canada, and it is to be hoped we never will."

WE have noticed that the very light racing machines are also very dark.

THOSE who ride to Lynn for the races should go via Saugus. The Lynn turnpike is closed to travel.

TOURING MARSHAL DR. W. G. KENDALL has arranged to have the Gloucester run of the Somerville and Dorchester Clubs take place under the auspices of the eastern division of the touring department L. A. W.; and visiting wheelmen are cordially invited to join this party for a Sunday and Monday run under charge of Capt. Sanger of the Somerville Club, or the one-day run, Sunday, to Nantasket, under Dr. Kendall's personal supervision.

THE Gloucester party will leave early Sunday morning, take dinner at the Essex House, Salem, pass the night at Gloucester, and return in time to witness the Lynn races on Monday. The Nantasket party will start from Mechanics' building at 7 A. M. Sunday, take breakfast at Hingham, dinner at the

Black Rock House, and return to Boston by boat in the evening, — a pleasant wheel of about twenty miles.

THE Hyde Park Ramblers intend to enter the L. A. W. parade, and wheel from the city to Salem, stopping over night, going from there to different places along the seashore, returning to Salem on Sunday the 30th, going from Salem the next morning in time to take in the races, returning home Monday night by moonlight.

JONES says that he feels like a bicycle when he comes to an article on the amateur question. "So awfully tired, you know."

A BICYCLER riding in the dark came suddenly upon two Irishmen, who were not a little startled. "What's that?" said one of them. "Oh, it's one o' thim bloody disciples!" replied the other.

SPEAKING of the Rapid bicycle, the *Cyclist* says: "We went over the works recently, and Mr. Palmer showed us the special tools used to make it thoroughly interchangeable throughout, and we also inspected the parts in all stages of completion, with the result that we cannot see where it can be improved in any practical and important point. The steering centres — spherical — are flint hard, the wheel strong as a horse, and we should say next to impossible to buckle, the axle strengthened for 1886, and generally as thorough a roadster as one could wish to see."

"It is n't natural," said a friend who was looking at the portrait of a well-known wheelman in our collections the other day. "There's too much repose about the mouth."

BURNHAM has tried in vain to climb Corey's and Locke's hill on a bicycle, but he has been up both on a tricycle. It was an S. S. S., and he found it easy to send it Surely Scudding Skywards.

"SHORT, sharp, and snappy" is what they denominate the races for Saturday afternoon. They are short enough, but there will be no room for sharp tricks and no soft snaps.

CHIEF CONSUL KIRKPATRICK has sent us the hand-book of the Ohio Division. It is a very creditable production, and contains a large amount of matter of value to wheelmen. It has a list of the officers L. A. W., the constitution and by-laws, racing rules, records, list of railroads, officers and constitution of the division, road reports from every town and city in the State, and also a list of consuls and hotels. Accompanying the book is a large map of the State made by a photographic process from a much larger one. The book is sold for \$1.00, and is well worth the price. Surely every Ohio man should have one.

EVEN Bermuda is to be represented at the Meet. Mr. F. L. Godet, of Hamilton, will be here. He made many friends among the tourists who journeyed to that beautiful island, and they will be glad to welcome him.

SPECIAL. — A dispatch from the United States Minister at Persia, F. H. Winston, to Secretary Bayard, dated 24 May, announces that Thomas Stevens was turned back on the frontiers of Afghanistan, and has been forced to retrace his steps to Constantinople. From here he will seek to work his way through India.



MACHINES FOR HIRE DURING THE MEET.

We supply first-class Bicycles or Tricycles, and the user will have no bother or further expense, getting a nicely cleaned and oiled machine each morning.

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

Sizes, 9½, 10, and 10½.

CASH MUST ACCOMPANY ORDER.

GOODS GUARANTEED.



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

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

Visitors to the Meet will find our
Store open from

7 A.M. to 10 P.M.

And no effort will be spared to
make things pleasant for visitors.

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

ONE YEAR'S SUBSCRIPTION TO "CYCLE."

\$1.50.

See how insignificant a dollar and a half looks beside a year's subscription to the CYCLE. You will know the truth of this if you will only take steps to make the comparison.

BICYCLING IN WESTFIELD, MASS.

The *Republican* correspondent tells of the recent action of the town meeting:—

The local cyclists are pained that Chief Consul Ducker of your city did not know more about the action of Thursday's town meeting in rescinding the recently adopted by-law prohibiting the riding of bicycles on all sidewalks. His approval was not asked by either our voters or wheelmen, neither was his condemnation. Mr. Ducker barks up the wrong tree in supposing that by the town vote authority is given to ride bicycles and tricycles on the sidewalks of all streets, save the three or four excepted by name. Nothing of the sort has been done.

The action taken simply put the matter on like footing with most other towns. Riding of this sort of vehicles on sidewalks is not authorized by Thursday's vote on any street. The whole matter is now under direction of the selectmen, in accordance with section 16, chapter 53, of the Public Statutes, and they may make such restrictions as in their judgment seem desirable. It was for this purpose the effort was made to rescind the by-law, which could not be easily enforced, if indeed enforced at all. Under it, violations could only be punished by a civil action of tort, and to recover the \$2 penalty would entail large expense to the one bringing suit. This made it quite as inoperative as ever was a prohibitory liquor law.

But under the general law a violation of sidewalk rules, passed by the selectmen, becomes a criminal offence, and the officers may take an offender in the act of violating without a warrant. The bicyclists and their friends desired some privileges, but at the same time were anxious that the general public should not be incommoded. This was

accomplished by the wiping out of the greater part of the new by-law, and there is little danger that in future any cause for complaint can be reasonably made against riders of the silent steed.

It has been determined by the thirty "active" members of the wheelmen's organization, who will be given in the movement the cordial support of their seventy "honorary" associates, to prohibit at once any member riding on certain specified sidewalks on penalty of expulsion; and also to do all in their power to have non-members owning bicycles observe like rules. In addition to the sidewalks named by the town the club will probably prohibit riding on these streets. School, east side of Broad, north side of Court to Day Avenue, east side of Day Avenue and south side of King; also the entire public square. President Herrick and Captain Goodnow are anxious that the slightest discourtesy or carelessness shown by riders toward pedestrians should be brought to their knowledge, and promise that in such cases expulsion from the club shall follow if the rider be a member; and if not a member, that riding will be made so uncomfortable for him that he will be glad to abandon it.

ST. LOUIS HILLS.

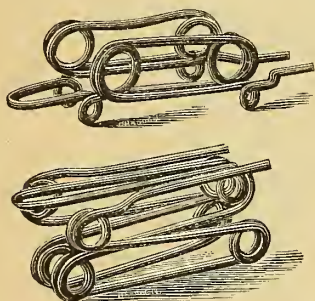
THIS is what is said of the St. Louis hills by Chicago wheelmen, who have been fraternizing with their neighbors. These hills have been famed in story and song as the nearest approach to paradise at their summits, while the swift rush down their sides is equalled only by an elevator in a hurry. Withal, easy to climb and easier to descend, because of the perfect quality of the road-bed, which everywhere stretches out like

long narrow ribbons of fine macadam over and around the great green agricultural billows, affectionately termed by the natives, grades. Strangers in Chicago have always expressed surprise at our barren levels, without a rise from the monotonous mid-ocean-like flatness for miles around; but a visit to St. Louis will show where the hills have escaped to. A most wonderful piece of road-making is demonstrated in the famous stretch called the De Soto road. It strikes a beeline out of the city and makes for destination fifty miles away, without turning to the right or left, apparently. When the steepes come in its path, it crosses, like Mark Twain's ant, right over the top and down the other side. Even that greatest roadster the world has seen, so far as record bears out, Cola Stone, was wont to walk these hills, and where Cola walked, locomotive dare not climb. George Hendee journeyed from the East to try his prowess on the heights, and last fall made some wonderful dashes that surprised the natives and himself as well; yet Cola's records remain untouched. This is not the road the ambling tourist takes when out for a quiet stroll. Although, like an Atlantic voyage, the journey is continually up and down, the Manchester road is more fitted to Chicago's size. On this road is that famous coasting gem, Solomon Hill. From its summit the whole country spreads out, like McCormick's advertisement of the battle of Gettysburg; but as the gradual descent begins, with the mountain growing higher on the right and the abyss on the near left, interest of the novice centres in number one. Presently the road sweeps almost at right angle around the mountain, and reveals a longer and steeper slide in the distance and usually a team across the road,

Cut Prices on all Bicycle Sundries.

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

Our Bars are warranted the best of steel. — cheapest yet the best.



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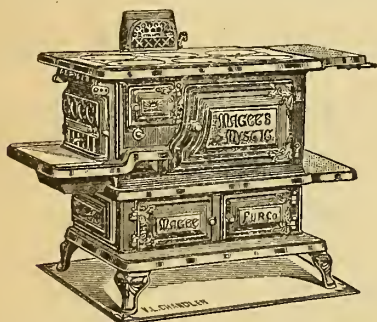
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The Road Book of Boston and Vicinity

CONTAINS all important routes around Boston, details of road surface and turnings, copious and interesting notes, many new points reached.

PRICE, 15 CENTS.

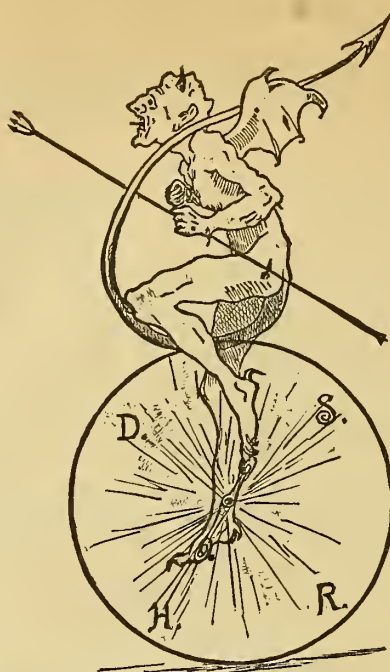
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INVINCIBLES WIN!

Furnival beaten from Scratch!

At the Spring Meeting of the Surrey B. C. Mr. H. A. Speechly, on an Invincible, won the Surrey Challenge Cup "out-right," beating P. Furnival and A. P. Engleheart. At the same meeting Mr. H. C. Sharp, of the Kildale, on an Invincible tricycle weighing 34 lbs., easily beat A. J. Wilson of quadrant fame.

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which sometimes has to be climbed over at full speed, or else dexterously avoided by hurling over the cliff. The Chicago man must see that his brake is in good shape. The next hill on this road is beyond Manchester, where it gradually rises nearly two miles, affording a splendid slide on the back-stretch. Just off the Manchester road are the two famous hills, the Undertaker, and the Son of a Gun. These terrors of the West are not climbed as a regular thing; but on state occasions there are but few men in St. Louis, it is said, who fail to ascend their rugged heights. There was somewhere around a dozen ascents last year, for a prize.

THE PATH.

WOODSTOCK, ONT., 24 May, 1886. — A strong breeze was blowing while the bicycle contests of the Woodstock Amateur Athletic Association were in progress here to-day. The mile professional championship of Canada was won by R. A. Neilson of Boston, with W. M. Woodside of Minneapolis, second; time, 2m. 52 3-5s. The five-mile amateur race, open to all, was won by George E. Weber of Smithville, N. J., with H. W. Cook, of Woodstock second; time, 17m. 5s. The half-mile race, without using the hands, was won by Williams of Woodstock, with Weber of Smithville, N. J., second; time, 1m. 36 4-5s.

In the five-mile professional race, Woodside was winner, and Neilson of Boston second; time, 15m. 23 1-5s.

In the one-mile amateur race, Weber was first and Clarke second; time, 2m. 56 3-5s.

W. M. WOODSIDE defeated a pacing horse in a five-mile race at Winona, Minn., on 10 May. The horse was withdrawn at the end of the fourth mile. Woodside's time for the full distance was 16m. 21s.

SINCE the programme of the Lynn races was printed, the Columbia prize cup has been withdrawn, and the two following races substituted: Five-mile bicycle — first prize, diamond stud; second prize, gold handle silk umbrella. Three-mile bicycle (handicap) — first prize, French marble clock; second prize, group Rogers' statuary; third prize, gent's fine seal ring.

CHARLES M. ANDERSON, the long-distance rider, has made arrangements for a six-days' contest, which is to be decided at Madison Square Garden, 31 May to 5 June. It is to be a half-hour bicycle against horse race. Anderson will ride twenty horses and change at will, in his competition against the combined efforts of America's two greatest long-distance bicyclists, William M. Woodside, of New York, and John Brooks, the champion bicyclist, of Pennsylvania, who will ride alternately each hour.

NEW CASTLE, PA. — A tournament of the New Castle Bicycle Club was held 20 May. Results were as follows: W. H. Barber, of Rochester, N. Y., 1-mile unicycle race, time 4.01. Elder Morehead, of Beaver Falls, Pa., won the 1-mile race for novices; W. J. Wilhelm, of Reading, Pa., the mile race for the 3.18 class; Charles M. Browne, of Greenville, Pa., the 1-mile special; Elder Morehead, the 1/2 mile for boys under 16 years; Fred P. Root, of Cleveland, O., the 1/4 mile, open, with W. J. Bailey, of Philadel-

phia, Pa., second; W. J. Wilhelm, the 1/2 mile, open; C. M. Browne, of Greenville, Pa., the 5-mile race; W. L. Horner, of New Castle, the 1/2 mile club race.

THE third annual tournament of the Yale Bicycle Club will be held at Hamilton Park, New Haven, Friday and Saturday, 11 and 12 June, 1886. Fifteen hundred dollars in prizes will be given and sixteen races will be run, including a five-mile record, three-mile record (ten-minute class), one-mile open, two-mile handicap, one-mile tandem, two miles without hands, one-mile tricycle, one-mile ride and run, etc. The track is one of the best in the country, and it is proposed to spare no expense in making the tournament a success.

NEW YORK, 14 May. Sports of the Berkeley Athletic Association. *Two-mile bicycle race*. — F. S. Miller (1), 8.13.

BETHLEHEM, PA. Sports at Lehigh University. *Two-mile bicycle race*. — R. P. Barnard (1) 8.10 1/2.

TORONTO, CANADA. Sports of Upper Canada College. *Half-mile bicycle race*. — A. A. Macdonald (1); P. Burnam (2).

NEW YORK, 15 May. Columbia College Games. *Two-mile bicycle race*. — D. H. Renton (w. o.), 6.59 1/2.

BROOKLYN, N. Y., 15 May. Nassau A. C. Games. *Two-mile bicycle race*. — J. W. Bowers, Jr., 100 yards (1), 7.36 1/2; F. L. Ray, 75 yards (2).

THE races at New Orleans will not take place till June or July, date not fixed.

THE CLUB.

JAMESTOWN, N. Y. — Chautauqua Wheelmen. Officers: President, R. P. Hazzard; captain, Chas. E. Gates; secretary-treasurer, F. A. Clapsadel; 1st lieutenant, R. P. Hazzard; 2d lieutenant, E. R. Dempsey.

THE Berkshire County Wheelmen of Pittsfield have changed their constitution, so that election of officers now occurs semi-annually, in January and July. The club has weekly runs, and is discussing the question of new uniforms.

At the regular monthly meeting of the Chelsea Cycle Club, Thursday evening, three new members were elected. The captain has called the following runs: Saturday, 29 May, breakfast run to Faneuil House, Brighton, returning to Boston in time to participate in the League parade; Sunday, 30 May, Chestnut Hill reservoir; 3 May, Lynn races.

THE Meriden Wheel Club has voted to have the word "Meriden" on the club cap, instead of the present monogram "M. W. C." The club will send ten or a dozen riders to the League Meet at Boston, and it is expected they will unite with Hartford wheelman, and that a special car will be secured to transport the wheels of the party. Dr. Rust, L. A. Miller, F. F. Ives and Wm. McMaster have been chosen as special delegates to represent Meriden at Boston.

COMING EVENTS.

MAY.

27 Thursday. — First day of League Meet. Boston Club show opens at 10 A. M.

Run to Chestnut Hill Reservoir, from Mechanics' building, 9 A. M.
Hill-climbing contest, Corey Hill, 10 A. M.
Runs through the Newtons, from Copley square, 2.30 P. M. A. L. Atkins in charge.
Run to Cambridge and Waltham, from the Vendome, 2.30 P. M. Capt. A. D. Peck, Jr., in charge.
Run to Mattapan and Dedham, from Mechanics' building, at 2.30 P. M., over some of our road race courses. Dr. W. G. Kendall in charge.
Concert at Music Hall at 7.45
Home trainer races, music and exhibition at Boston Club show, 8 P. M.
Ladies' run, starting from Vendome at 10 A. M.
Officers' meeting for election of president, at Mass. Club House at 7.30 P. M.

28 Friday. — Second day of League Meet.
Boston Club annual tricycle road race from Bailey's, finishing at a point opposite Public Garden at about 8 A. M.
Business meeting of the League, 10 A. M.
Run to Echo Bridge from Mechanics' building, 4 P. M.
Minstrel show at Music Hall at 7.45 P. M.
Home trainer races, music and exhibition, Boston Club show, 8 P. M.
Officers' meeting at close of general meeting.

29 Saturday. — Third day of League Meet.
Third day Boston Club show, opens 10 A. M.
Run for "scorchers," in charge of A. D. Peck, Jr., and Dr. W. G. Kendall, early morning.
League parade, 10 A. M. Cadet Band. Photograph of Meet.
League races at the Union grounds, 3 P. M.
Final heats for home trainer races at Boston Club show, 8 P. M. Music and exhibition.
Banquet in the evening at the Vendome.
Intercollegiate games at New York.

30 Sunday. — Informal runs under auspices of committee on tours and runs.
Eastern Division tour to Nantasket.

31 Monday. — Races at Lynn in the afternoon. Prince and Neilson championship race. Last day of Boston Cycle show.
Two-mile race of the Brooklyn (N. Y.) Athletic Association games.
Essex County Wheelmen, annual meet at Lynn.
Fifty-mile road race of Ixion B. Club, of New York, at Orange, N. J.
Races at San Francisco, Cal., by Bay City Wheelmen.

JUNE.

5 Saturday. — Games of the Staten Island Athletic Club. Spring games of Montreal A. A. A., three-mile bicycle race.

11 Friday. — First day of race meeting at New Haven, by Yale College Club.

12 Saturday. — Second day of race meeting at New Haven by Yale College Club.
N. Y. and N. J. Road Race Association team race, at Orange, N. J.

17 Thursday. — Second Prince-Neilson race at Lynn.

19 Saturday. — Annual Championships of N. A. A. A. at New York.
Annual race meeting of K. C. W. at Brooklyn, N. Y.

24 Thursday. — Annual meet of the Michigan Div. L. A. W. at Detroit. Ten-mile National Championship.

JULY.

1 Thursday. — First day of annual meeting of C. W. A. at Montreal.

2 Friday. — Second day of annual meeting of C. W. A. at Montreal.

3 Saturday. — Third day of annual meeting of C. W. A. at Montreal.
Suffolk Wheel Clubs' three days' tour begins.

5 Monday. — Race meeting at Binghamton, N. Y.

15 to 18, Tuesday to Friday. — Tournament at Columbus, Ga. State championships will be run.

MISCELLANEOUS

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

50-IN. AM. RUDGE positively goes for highest bid above \$74.99 within two weeks from date. *Splendid condition.* Extras included. Particulars on inquiry. Six other wheels for sale.

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THE FIRST EXHIBITION OF BICYCLES, TRICYCLES and ACCESSORIES,

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

MAY 27, 28, 29 and 31.

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



LEAGUE RACES.

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

Boston, 29 May, 1886,

AT 3 P. M., ON THE

**Union Grounds, Dartmouth Street.
EVENTS.**

- 1 Mile Amateur Bicycle.—League National Championship.
- 1 Mile Amateur Tricycle.—League National Championship.

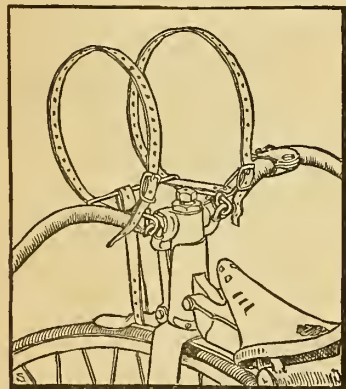
(The Racing Board L. A. W. reserves the right to reject any or all entries to the above races.)

- 1 Mile Amateur Bicycle.—Mass. State Championship. (Entries limited to Massachusetts Riders.)
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- 1 Mile Amateur Bicycle.—Handicap.
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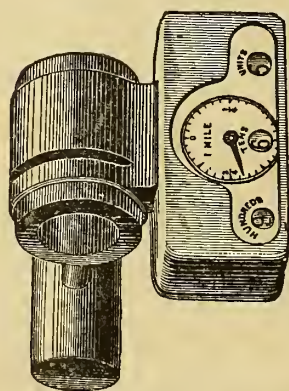
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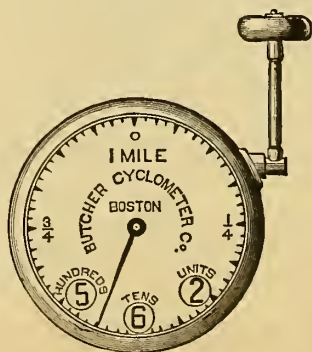
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- 3 " " " " "
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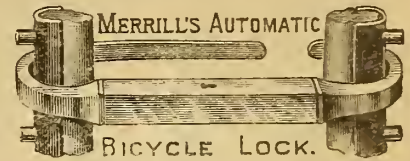
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