

# The Cycle.

VOL. II., No. 3.

BOSTON, MASS., 15 OCTOBER, 1886.

FIVE CENTS.

## THE COVENTRY MACHINISTS CO.



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# THE CYCLE

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ABBOT BASSETT . . . . . EDITOR

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

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THERE is very little encouragement to hold office in the League, if we can judge by the experience of those now in official positions. For doing what they considered to be for the League's best interest, we find our leading officers under indictment in a New York court, after having been obliged to meet charges in a civil action. Several of the officers have been obliged to dodge detectives, and others have kept out of New York State. They are being persecuted and annoyed because they have been willing to give their time and their energies to the League. It is not a little annoying when a man finds himself the subject of severe criticism in the press, but when he is threatened with heavy charges and a prison it becomes terribly so. We hope to see the officers backed up by all the forces and influences at the command of the League, and by the strong moral force of public opinion.

THE ladies are out. The annual tour to the North Shore was down for Thursday of this week, and, weather permitting, the riders are now wheeling about Cape Ann. This has become one of the most popular runs of the cycling season. It enlists a large company of ladies and gentlemen, and the route lays through one of the most attractive regions in America. It is to be conducted under League auspices this year, and will be ably managed.

WE publish next week a story written for our columns by J. Parke Street. This feature of the CYCLE is becoming very popular, and we shall do what we can to make it more so. We have accepted a number of original stories, which will appear in due time, and we shall select some from English writers. If we see a good thing, we intend that our readers shall have it.

THERE is much jealousy between Lynn and Springfield. The wheelmen of Lynn are not a little aggrieved that the Columbia team has been taken to Springfield to run for records, and call it a "deal" between Messrs. Atkins and Ducker. Mr. Atkins explains that he can get better officials and timers at Springfield than can be had at Lynn. As an item in the controversy, Rowe refuses to race Hendee save on the Lynn track.

THERE has been a great cry for class-racing, and those who favor this claim that we can have better racing when men of equal or nearly equal powers are brought together. The idea is a good one, and a thorough system of class-racing would bring about good results. Clubs have put class races on their programmes, but they have taken no pains to exclude those not entitled to enter. Such men as Foster, Crist, and DeBlois went into class races this fall that they had no right to enter. DeBlois made a mile in 2m. 50½s. at Hartford, and 2m. 43s. at Lynn, and yet he was allowed to enter a 6 m. class-race at Roseville, from which all should have been barred with a record better than 2.55. He also entered a 9.30 class, from which all should have been barred with a record of 3.05. Crist and Foster ran a dead heat at Springfield in 8.40½, and afterwards entered the 5.45 class at Lynn, where no one with a record better than 8.45 should have started. Other instances could be cited to prove that the entries are not carefully considered by the committees. The officials of a race meeting can do little in the way of excluding men, for they cannot look up records, and unless a protest is lodged with them, backed by strong proof, they cannot proceed against the entrants. It is as important that the official handicapper be consulted in classifying men as in handicapping them, and class-racing will not be successfully carried out till some such step is taken.

WE have to record this week another questionable run for a record. We say "questionable" because it was carried out in defiance of all rules and regulations made and provided for such events. We have an organization that prescribes certain conditions which are necessary to the establishment of a record such as Mr. Huntley tried to make, and the most important of these were disregarded. Mr. Huntley's employers wished to advertise the machine he rode, and they thought it would excite a lot of newspaper talk if he covered a great distance, no matter how it was done. They have sought to gain the results coming from legitimate work without complying with the proper conditions. Again, the event was carried out in a way to give rise to serious complications. Amateurs, promateurs, and professionals made pace for the rider, and under the rules of the A. C. U. all of the two former classes have lost their status. The rule which has been broken by these men was made by the A. C. U. to cover just such cases as this. It runs as follows:—

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

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

Mr. Huntley was paced by Crocker, a professional, by Doane, an amateur, and by Burnham, a promateur. The A. C. U. cannot afford to allow such violations of their rules to pass unnoticed. A similar case has just been dismissed by them when it was very clear that the rule was violated. One official of the A. C. U. served as timekeeper at this trial, and became a party to an open defiance of its rules. If the new organization desires the respect and confidence of wheelmen, it cannot afford to let these things go on. If Mr. Huntley ignores it, and gets an advertisement for his machine, others will follow, and the attempt of the A. C. U. to regulate road racing will be in vain.

FRED RUSS COOK was married to Miss Florence Dornett, 29 Sept.

It is reported on good authority that Mr. Ducker will not press his suit against President Beckwith.

ROWE was at Lynn on Thursday and returned to Springfield on Friday. He is willing to race Hendee at Lynn for a purse of \$2,000 or \$3,000, but not in Springfield. — *Globe*.



## CYCLETES.

## A TANDEMONIAC RIDE.

COME all ye "Merrie Wheelers,"  
And listen, while I tell  
How *one* tandem rode down hill,  
And the other ran a spell.

'T was on a sunny summer day,  
They had ridden far and long;  
The hour had come when all seemed vain  
But the sound of the dinner gong.

And every piece of rising ground  
Was turned the contrary way;  
The incline of the hills was long,  
The *decline* short — alway.

At last, with many a puff, they reached  
The top of Shrewsbury Hill,  
And stretched before him lay a coast,  
With joy their hearts to fill.

My lady well her feet did brace,  
The brake was screwed down tight,  
And everything was well prepared  
For a careful downward flight.

They travelled just about one fourth  
The distance down the hill,  
When fear in varied forms began  
My lady's heart to fill.

The tandem gained a sudden speed,  
'T was something more than fast;  
My lady set her teeth — and thought,  
"This ride will be our last."

With strong and steady grip she held  
The nickel steering bar;  
Along the road the sand and stones  
Seemed flying near and far.

She thought how strange this silence is;  
My lord speaks not one word.  
He must be very badly scared,  
Or his voice I'd surely heard.

They neared the bottom of the hill,  
She gave one look around,  
And what she saw full well explained  
*Why* she had heard no sound.

For flying madly down the hill,  
And straining every nerve  
To catch that tandem, ere it might  
From out the roadway swerve,

She saw her lord, she heard his voice,  
She also heard his *feet*.

Another moment, and he reached  
And clutched — the hindmost seat.

"Now tell me, pray," the lady said,  
"The reason you dismounted,  
And sent me tearing down the hill,  
With quakes and fears uncounted."

"It happened thus," her lord replied;  
"At top of yonder hill

A little gaping, white Spitz cur  
Ran out to bark his fill."

He must have had a taste for veal,  
For he tried to bite my calf.  
I slipped me off the saddle rear,  
And laughed a wicked laugh.

I stooped to pick me up a stone,  
And turned my back a minute;  
The tandem started down, as if  
The evil one was in it.

But nothing saw I of all this;  
The cur was game that I was after.  
I lo ked, and saw a horrid sight, —  
'T would have filled mine enemies with laughter.

I saw the pedals, as I ran,  
Were going fast and faster;  
The empty saddle seemed to grin  
At the thought of sure disaster.

I ran at speed that ne'er before  
I'd made in all my life;  
Destruction seemed about to claim  
My tandem *and* my wife.  
But now, the race and danger o'er,  
They travel at their ease,  
Each wishing that *all* dogs might be  
Devoured by their fleas.

"MERRIE WHEELER."

GOLDEN October.

Is now seen at its prettiest.

RIDE now or sell your machine.

It should be an indictable offence to put  
away one's wheel now.

A FRIEND takes issue with us for saying  
that wheelmen cannot race well when there  
is wind. He says if the men don't have  
good wind, they can't go fast. The wind  
should be in their lungs, not in their teeth.

GROWZER says that the promateurs who  
cannot pay their expenses and accept  
money from makers, and yet refuse to be  
professionals, can be justified in forming a  
new class, said to be higher than the pro-  
fessionals. They are making a virtue of  
necessity.

ENGLAND is moving on. Allard, English,  
Buckingham, and Lee are now among the  
suspends. Engleheart and Oxborrow com-  
peted in an amateur race, were refused prizes  
won, and the former is now suing to recover.

FURNIVALL says he has ridden his last  
race, and there are those who believe him.

HENDEE may yet claim a world's record  
with his 2.31. The Records Committee of  
the N. C. U. have not yet accepted the 2.30  
of Furnivall, and it looks as though they  
would not do so.

THE St. Louis lantern parade was a suc-  
cess. There were two hundred and fifty  
men in line. Arthur Young took first prize  
for the best design. The St. John bicycle  
brass band did not appear.

THE trainers of the promateurs have con-  
cluded not to hold a race meeting. There  
would be much fun but few dollars in such  
a venture. The prospect was dolorous.

THE West Haven, Ct., borough board has  
voted to allow wheelmen to run their ma-  
chines on the sidewalks, provided they blow  
their whistles when one hundred feet from a  
pedestrian. If the pedestrian does not turn  
aside for the wheelman, the latter is obliged  
to dismount and walk until he has passed  
the pedestrian. Wheelmen are also to have  
lighted lamps on their machines after dark.  
The penalty for violating the rules is a fine  
of \$7 and costs. — *Union*.

THE *Vermont Bicycle* comes to us in a  
new form. It has taken the shape which is  
a favorite among wheel papers, and has an  
attractive look. It is hardly fair to criticise  
a new-comer, and yet it does look a little  
queer to read under date of "October"  
that Smith, of Springfield, is going into  
training "next Monday" for the tourna-  
ments at Springfield and Lynn, nor is it less  
amusing to be told that the committee on  
rules will submit amendments at the Buffalo  
meeting. The paper will no doubt do good  
work among the green hills. Its subscrip-  
tion price is twenty-five cents a year.

IF some of our contemporaries fail to  
secure advertising from dealers, they may

conclude that the dealers are powerless to  
advertise with them. Propositions are being  
made by a contemporary to dealers, in which  
very low rates are offered, provided the deal-  
ers will advertise in no other cycling paper.  
This is a cut at the *CYCLE*, but it hurts  
others as well. Only one house has so far  
lent itself to this scheme.

THE *Union* speaks of "somebody who  
hides himself under the signature of 'The  
Owl.'" Not to know Eagan, argues oneself  
unknown.

WOOD and James are disgruntled that the  
Springfield Club did not pay their expenses.  
This accounts for the dust which has been  
shaken from their feet. If the club had  
come down with the dust, the two men would  
have gone home with soiled shoes.

LANGDOWN finally had to pay his own ex-  
penses. He couldn't very well pose both  
as an amateur and as a guest of the club,  
and as he preferred to ride in the amateur  
class, he was kindly allowed to foot his own  
bills. — *Union*.

GEORGE M. HENDEE was twenty years  
old 2 Oct.

MR. ATKINS thinks that there will be no  
promateur class next year, but instead only  
amateurs and professionals. The men who  
are now promateurs will probably go into  
the professional class. Some of them dislike  
the idea, but if all will agree to go into the  
professional ranks in a body, the others will  
not hold out against the majority. In case  
the promateurs do make this move, and Mr.  
Atkins thinks that, on the whole, it would be  
a wise one, there will be an even sharper  
weeding out of the amateur ranks than was  
made in the early part of this year. — *Union*.

CHIEF CONSUL HAYES, F. Alcott Pratt,  
and J. H. Grimes are at work on the Mas-  
sachusetts Road Book.

PEDESTRIANS always race from start to  
finish, and it is a wonder to them that cyclers  
do not do the same. Every walker who  
goes into wheeling always promises to repeat  
on the wheel the tactics employed on foot, —  
but they don't do it. And now comes Dan-  
iels, the walker, to tell us that he is going  
to show wheelmen how to run a race.

A WRITER from Germany says: "A  
short distance from Worms we stop and ex-  
amine a tricycle propelled by electricity,  
a German invention not to be sneered at,  
for a gentleman and his two sons mount a  
spring seat and spin around the curve like a  
railroad engine."

THIS, anent the double cycle which is be-  
coming so popular: —

"Clarence, dear, I think those new tan-  
dem tricycles are too lovely for anything,"  
remarked a Back Bay girl lately to the joy of  
her life as she rested her hand on the sleeve  
of his bicycle jacket.

"Do you, darling?"

"Yes, — I read of a wedding tour upon  
one not long ago, and — I was thinking how  
charmingly they might be employed in  
elopements. Aren't you afraid you will hurt  
yourself, dear, on that great ugly bicycle?"  
— *Record*.

MANAGER ATKINS, in reply to a question  
as to whether there would be a Columbia  
team next year, said that no plans had yet  
been made as far ahead as that. "One



thing you may depend on," said Mr. Atkins, "and that is that if other manufacturers have a team, the Pope Company will also be represented, and that, too, by a team equally as good as that which we now have." No men will be carried through the winter as was done last year, but Mr. Atkins thinks there will be no trouble in securing plenty riders. — *Union*.

My first is in bi, but not in tri.

My second is in run, but not in fly.

My third is in you, but not in me.

My fourth is in him, but not in he.

My fifth is in scorch, but not in hot.

My sixth is in jet, but not in jot.

My whole is what you get when you "cropper." ANSWER. — *Bruise*.

DR. N. P. TYLER has our congratulations on the advent of Margaret McIntosh Tyler. May the fates put her on scratch, and give her no handicap in the race of life.

Two bicycle riders went slowly up Main street about nine o'clock the other night, directing their machines carefully along the road. At the corner of Pratt street a large shepherd dog jumped into the street and attempted to grab one of the riders by the leg. He jumped into the air several times and vainly endeavored to fasten his teeth in the calf of the rider, and it was only by performing a series of tricks that the rider was enabled to steer clear of the animal. A crowd gathered, and after some excitement the owner called off his dog. Then the bicycle rider dismounted and proceeded to have an argument with the owner of the dog. He threatened to have the dog arrested, and the other man threatened to break the bicycle. Neither seemed disposed to carry out the threat, however, and after some more words they separated. It is a peculiar fact that dogs are "down" on bicycles. — *Hartford Telegram*.

LATE cycling patents: A. W. Gump, Dayton, Ohio, bicycle stand. John M. Riley, Newark, N. J., oil can.

GREAT interest centres in the road races of the Massachusetts Club, next Saturday. The starts will be made from the clubhouse, 152 Newbury street, at 2.30 P.M. There will be three races, thirty-mile open bicycle, thirteen and a half mile club bicycle, twelve and a half mile club tricycle. There will be three prizes in each event, the first prize in the thirty-mile open race being \$50 gold medal of elegant design. The clubhouse will be open to members and their lady friends during the races.

DELEGATIONS from the clubs in this vicinity will attend the ball of the Melrose Club on Friday evening.

SPEAKING of the abolition of the amateur rule, the *Cyclist* says: The abolition of it would be but legislation for a class which, however good, is in the minority. The sole *raison d'être* of abolition would be, for once and for all, to settle the makers' amateurs by making, not only those riders, but every one else, professionals; but why, we ask, should this be? It is pretty generally admitted that the makers' amateurs cannot by any stretch of imagination be considered amateurs in the true sense of the word; yet because a score of men of this class object to be classed under any other head, and because a few others would rather "go for the pieces," than ride for "pots," as now,

is it fair that the whole system of amateurism be swept away?

"GIVE a dog a bad name," etc. *Wheeling* will call its Xmas number by the worn-out term "Chestnuts."

THE forthcoming council meeting of the N. C. U. will, we understand, be the occasion of much fun. It is rumored that Mr. William McWilliam intends to impeach the whole of the executive as makers' amateurs, and if he possesses any evidence of the fact we wish him all success, deep as the scandal would be. — *News*.

WORD comes that the Springfield Club will not lose money on the tournament. Good.

THE annual run to the North Shore is now in progress. The ladies promised to turn out in large numbers, and we think there will be no end to the enjoyment. We understand that many who could not go with the party will ride out to meet them Sunday, and return in their company.

DR. N. P. TYLER, the official handicapper, publishes a list in the *Bulletin* of the racing men who have made a mile under three minutes.

A WRITER in an English exchange says that if one would avoid fatigue in riding, he should take a cold bath and a good rubbing with olive oil before starting out, and a cold bath on returning.

A. W. GUMP, of Dayton, Ohio, has just had made to order and shipped to R. B. Bolton, Whitesboro, Texas, the largest bicycle ever made for road use. It is a 64-inch full nickeled Expert Columbia, of the very latest pattern. Mr. Bolton is twenty-two years old, and measures six feet and seven inches in his stocking feet. He contemplates a trip from Texas to Dayton.

JOHN S. PRINCE has gone to Omaha to fill a number of engagements.

MR. — invested in a Kangaroo this summer, and forthwith proceeded to master it. He got on very fast, and in about two weeks' time felt that he was competent to ride to L —, about ten miles. Later on in the evening he was seen toiling slowly along, "all broken up." He dismounted at the door of a local bicycle agency, the proprietor of which, coming to meet him, said, "Hullo! where have you been and what's the matter?" "Oh, I thought I'd take a run to L — this afternoon, but you don't catch me going again in a hurry. I thought I'd never get home. It was all right going out, but the trip home was too much for me. I feel as though I could hardly stand." Casually examining the machine, the cause of the hard labor was immediately discovered. When purchasing the machine, he would have a bell, and so a Hill & Tolman automatic had been affixed to the brake. This, not having been properly screwed on, had become loose, and slipping down, had jammed on the brake, and the longer he rode the farther it slipped, and he had actually ridden that ten miles home with the brake on the whole way, as he said he noticed a "sizzling" soon after starting home, and did not know what it was.

THE STORY OF A RACING "HUMBER."

"IT'S now the end of the season." The speaker was a dilapidated "Humber" tri.

"Yes," he again groaned, "it is."

"Well," snapped a pert yet ponderous "Meteor" sociable, "we don't need you to

tell us that — look at my wheels," and a shiver of indignation seemed to wring spokes, hubs, and felloes of the perky sosh. For in very truth, good reader, a crop of mustard and cress might have been reared on every spoke of the 152, No. 10 gauge.

"Well, you *are* in a nice mess, I must say," coolly remarked a battered "Imperial Club," which, however, like a true gentleman, in spite of its scratched paint and rusty nickel, was always scrupulously correct in its wording. "However, there is no going out to-night; just hark to the wind and rain; so I vote, to pass away the time, we tell each other our experience during the season. What do you fellows say?" The "Imperial" had caught his master's beginning, which always was, "I say, you fellows."

"I'll begin, then," said the "Meteor" sociable.

The battered "Humber" roused himself at this impudence of the perky sosh. "Well," quoth he, "I've heard some brass in my day, but that beats all."

"Beats all what?" squeaked the "Meteor."

"Sir, my manufacturers are Starley & Sutton, nephews of the grand old man — without whom you would have been in your native ore. Brass, indeed; why, you non-descript, a mixture of spiders' web and old gun metal, whose best friends don't know whether you are an F. S. or an R. S — you — you —"

"I say, you fellows" — this came from the "Imperial," of course — "let old 'Humber' begin. He has had hardest work this season. My manufacturers, the Coventry Machinists', were first, so I ought to begin. But I say let old 'Humber'."

The "Imperial" was a great authority, so the perky sosh was squashed; and the "Humber" began.

"It was just the end of March when I was turned out. It was a busy time at Beeston, I can tell you. Furnaces blazing to full strength, miles of weldless steel tube, hammers ringing, sparks flying, and everything showed that the season was beginning very early. And so it was, for that March had been the finest ever known for years. Orders came flying in by every post. One day I was out in the yard being tried, and the postman seemed to have a regular sack of letters for the firm. Then I was put in a packing case, and sent off to London — and no rest have I had from that time till now. My first master was a bad rider, and as he could not manage me, he abused me. Finally, when his bungling was the cause of his tumbling over my handle-bars, he sold me to my present master. What he wanted a light racing machine for I can't tell, as he could not ride over six miles an hour and walked up every hill.

"My present master knew how to ride — (soft murmurs of "Don't he just?" from the others). He soon understood me, and I don't think I ever failed him. Just look at all the pots he has got, and if I am proud of anything, my boys, I am of that enamelled gold medal for the 24 hours' road ride. But did you ever hear, though, what I had to do with saving our mistress's life?"

"No, no," came from the other two, — "tell us."

"I was the cause of his marrying at all, I fancy," said the old racer, "for he knocked this young lady down on Clapham Common, and so began the acquaintance. But what I



have to tell you is how he saved her life by me.

"You know Exmouth?"—the "Meteor" rubbed its brake drum in the effort to try and remember, but never having been there, took refuge in an "Ah, um! no, not exactly."

"Well, you ought to," said the "Humber," severely.

"It was at Exmouth—it's a horribly hilly place and very bad roads, but the red rocks and the sea—oh! they are lovely. Our master can ride as hard as any man, but if he rides for pleasure he rides slowly and enjoys himself, like a rational creature. There is a road along the top of the cliffs, and as my master was riding leisurely one day along these cliffs, he met the young lady he knocked over that day in the early summer. She said she was looking for a rare flower said to grow there, so he, of course, volunteered to help her find it. We went along, he leading me and talking to her until we came in sight of a long point of cliff forming a cape, inside which lies Budleigh. Suddenly she gave a cry, and said she saw a whole nest of the flowers she fancied. The cliff was very precipitous, but our master managed to get a lot for her. Suddenly the piece of rock she was standing on slid down—not fell. It slid down, leaving the face of the rock a smooth plane with no foothold. Marvellously my mistress was not much hurt, but it was quite impossible for our master to get down or for her to get up to him. But the great danger was that the tide was coming in, and at full tide the water reached for several feet up the cliffs. My master also saw by a pocket-book he carried that that day was a *spring* tide, and he shook so his

hands could scarcely hold my handles as he bent over them, and rode harder than he had ever done in a race. Over that rough road we went, the hands of the cyclometer flying round as though possessed. On and on, up the steep hill that had never been ridden by cyclist before, along the rough road, with but one thing in view, the tall flagstaff which, with the white ensign flying, showed a coast-guard post. Six miles to go back, an hour and a half to high tide. When he reached the coast-guard station, he could only gasp out a few words, but they were enough. The strong sailors were ready in less than a minute, and started after us. To make a long story short, we got there in the nick of time, and she has only done one bad thing yet," said the old "Humber," with a laugh all over his battered frame, "we owe to her the importation of that saucy sociable there."

"Thank you very much for your story," began the "Imperial," when the door opened and a young man came in with another, saying, "Look here, you fellows, it's stopped raining; I vote we pile up the winter record."

*Christmas Cyclist.*

#### NOTES OF A CYCLIST.

Now that the great tournaments are over, perhaps we can learn a few lessons from them. Hartford, Springfield, Lynn, and Roseville gave twelve days of racing, and other eastern towns about as many more. This is a great increase of days over previous years. The result is worthy of consideration.

Few tournaments held have paid any-

thing over their expenses, and in many cases money has been lost. There are several reasons for this. The supply exceeded the demand. Cycling has not grown rapidly enough since last year to justify the extra day at Springfield, and three days each at Lynn and Roseville, besides the many one and two days' meets elsewhere. There has indeed been a great increase in the number of wheelmen, but the supply of tournaments has been still greater. Tournaments depend largely upon wheelmen and their friends. It takes time to educate the public.

THEN, too, the dates fixed for some of the tournaments have been very inconvenient for wheelmen who are employed in business houses. Fall trade usually begins with September, and early closing, at least around New York, ceases on September first. A meet fixed like that at Roseville, on the last day of one month and the first two days of another, doubtless lost the patronage of hundreds. Would not larger numbers be catered to if the meets began earlier in the season?

THE racing has generally been good, but to me, certainly, the "promateur" races have been the least attractive. It was so absolutely certain just how the processions would take place, that I could find no entertainment in it. I will not discuss the races between Rowe and Hendee. I am too thoroughly convinced of the superiority of one of them to believe that he need have lost a single race to the other.

# SINGER'S CYCLES.

Noblesville, Ind.

I want to say right here that my 54-Apollo is the finest little wheel I ever saw  
L. M. WAINWRIGHT.

## APOLLO

Syracuse, N. Y., July 1, '86.

To say that I am pleased with the Apollo is very mildly putting it. I can find only two words that can express my feelings: it is a "Jim Dandy."

Yours, etc.,  
FRED. BRIGHAM.

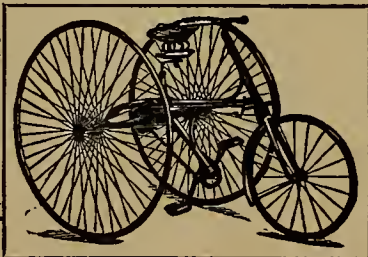
## 20 Miles on the Road in 1 hour, 12 min., 35 sec.

**Mr. F. W. PERRY made this World's Record on July 20, 1886.**

*If you want the lightest Bicycle in the market, buy an Apollo. Rigidity not sacrificed to weight.*

*If you want the most practical Tricycle, buy the S. S. S.*

Singer's Straight Steerer



The Great Hit of the Season.

SEND FOR CATALOGUE

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I SHOULD think that wheelmen would no longer be deceived by the notion that winning races on a *racine wheel* demonstrates the superiority of a *roadster* built by the same company. It is sheer nonsense. When wheelmen do find it out, the promateur will become a professional. Why should he not? Crocker, the new professional, has put lots of life into their ranks. Put our promateurs in with them, and we will have a splendid set of professionals. Class races among them will be possible. Merrill, Morgan, James, Prince, and Neilson will have a chance with the slower promateurs, and Rowe and Hendee will hold their own with Howell, Wood, Crocker, Woodside, and Frazier. That is what I hope to see next year. The makers can still hire them to ride their wheels, and a large field of professionals will give a strength and permanency to the sport.

IN spite of losses, the outlook is good for next year, if the race meet projectors meet their losses without discouragement. They must, however, exercise more care as to their dates; they must not attempt too many days, and they must have many short races rather than longer ones. With such modifications, there is every reason to hope for tournaments which will pay the projectors for their work and increase the interest of the public in the sport. 5678.

#### FROM A FEMININE POINT OF VIEW.

WHEN this meets the eyes of my readers, we shall be at Cape Ann. By "we," I mean the ladies of Boston and vicinity who are going to make the annual run to the North Shore, starting on Thursday, 14 October, from Copley square, Boston.

IT is the purpose of the party to repeat the trip of last year in nearly all of its details. The first day the run will be to Magnolia; the second day, a run will be made around the Cape (twenty-one miles); the third day a trip will be taken over the Essex district and to Newburyport, and the riders will ride home on Sunday or take the train as they choose.

THE party will be made up of very many of those who were with us last year, and there will be many additions. A number of ladies who are novices of 1886 will join us. We are assured a good time, and shall make record of it; but no account that we can give of it can convey to our readers an idea of the pleasure we shall take.

WE are all on the *qui vive* to see the new machine which promises to be so very desirable for ladies. I have never thought I should like the lever action which is straight up and down, instead of rotary, but I tried the wheel the other day, and must say that I found my preconceived objections removed. I cannot believe that the motion will be objected to, or that it will be more fatiguing than the rotary motion, and *per contra*, I can see many advantages in the ability to take a short or a long stroke without material loss of power.

THE gearing up and gearing down feature of the new machine will be a great boon

to ladies. I remember the first time I rode a machine with a variable speed attachment. The wheels were large, 50-inch, I think, and by the movement of a lever one could gear down to 34 inches, or thereabouts. I started to ride up Beacon Hill and put the lever at the lowest point. If I had had plenty of time and patience, I could have mounted the hill with no great exercise of strength, — but when I found the wheels going at a snail's pace, and my feet going very fast, I became impatient. I wanted to see the chips fly. I put the lever to the highest speed, exerted a great deal of power, and got to the top somewhat exhausted, it is true, but no more so, I verily believe, than I would have been had I continued to pedal fast for a very long time.

THE mistake of that gearing was that it was either very high or very low, and a very high gear is better than a very low one, if a rider knows how to use his weight as well as his strength. The advantage which the gearing under notice has is that it can be made to give one just that very little bit of assistance that one needs on hills. We want but little help on hills, but want that little much.

I HAVE had some correspondence with ladies in New Hampshire who have tried to enjoy wheeling, but the rough roads and the high hills have conquered, and they have given up the wheel in despair. I verily believe that the new machine will give them what they want, and enable them to ride even over the rough roads and high hills, with comparative ease, for the gearing-down arrangement gives them great power, and the lever motion gives continuous power. Did you ever notice that on a crank you get power on less than one half the circuit? The lever is always at work.

SPEAKING of hills, I had rather a novel experience the other day. Maud and I were out on a run, which we extended far beyond the point of our intention at the outset. Coming home the wind was against us, and we were pretty well exhausted as we came near to our journey's end. Just outside the city in which we live, there is a long, steep hill; so long that two tow-horses are needed and used to help the horse-cars ascend. We came to this hill, and Maud, who was ahead, stopped and breathed a deep sigh. The sigh was heard and responded to.

"HOLD on, missis, we'll help you!" came from the side of the road, and looking in that direction we saw the tow boys getting off the fence where they had been sitting waiting for a car to come along, and urging their horses in our direction. "Hitch 'em right on in front, Teddy," said the elder of the two. And then they proceeded to attach the great hook to the front bar of the machines, and standing on the foot-rests with back against the handle-bars, the boys towed us up the hill. It was a ludicrous sight, and many passers-by looked on and smiled, but the two tired riders appreciated the assistance, and showered many thanks on the kind-hearted boys. "No, thanks, missis; we had just as much fun out of it as you did," was our parting salute. DAISIE.

#### THE PATH.

PHILADELPHIA, PA. — Races under the auspices of the Association for the Advancement of Cycling.

*One-mile Open*, — Harry Schwartz (1), 2.59 $\frac{1}{2}$ ; W. I. Wilhelm (2).

*One-mile Boys*, — Fred Coningsby only starter (1), 3.18.

*One-mile Novice*, — J. S. Bretz (1); J. J. Bradley (2).

*Century Wheelmen Championship*, — F. H. Ganigries (1), 3.18 $\frac{1}{2}$ ; Bob Schaffer (2).

*One-mile Norristown Club Championship*, — H. E. Gammons (1), 3.19 $\frac{3}{8}$ ; L. L. Bicking (2).

*One-mile Millville Club Championship*, — J. B. Pearson (1), 3.13 $\frac{3}{8}$ ; C. S. Stevens (2);

*Two-mile Open*, — W. E. Crist (1), 5.56 $\frac{3}{8}$ ; W. I. Wilhelm (2).

*One-mile Camden Wheelman Championship*, — H. B. Weaver (1), 3.11 $\frac{1}{2}$ ; W. M. Justice (2).

*One-mile Penn. Bi. Club*, — F. Schaeffer (1), 3.10 $\frac{3}{8}$ ; L. A. Hill (2).

*One-mile Philadelphia Club Championship*, — H. R. Lewis (1), 3.15; E. W. Burt (2).

*One-mile Championship of Philadelphia*, — W. A. Richwine (1), 3.02 $\frac{3}{8}$ ; L. A. Hill (2).

*Half-mile Open*, — W. E. Crist (1), 1.23 $\frac{3}{8}$ ; W. I. Wilhelm (2).

*One-mile Inter-Club Championship*, — J. B. Pearson (1), 3.01.

*One-mile Consolation*, — J. Potter (1), 3.20 $\frac{3}{8}$ .

LYNN, 7 Oct. — Races under auspices of League of Essex County Wheelmen.

*Three-mile Handicap*, — D. E. Hunter, scratch (1), 8.35; C. W. Ware, 100 yards (2).

*One-mile Tricycle Against Time*, — J. F. Williams, 2.55 $\frac{1}{2}$ .

*Two-mile Lap*, — W. H. Boudreau (1), 6.04; P. J. Berlo (2).

*One-mile Essex County Championship*, — D. E. Hunter (1), 3.01 $\frac{3}{8}$ ; C. W. Ware (2).

*Five-mile Amateur*, — D. E. Hunter (1), 16.58; C. W. Ware (2).

*One-mile Team*, — Peabody Cycle Club (1); Lynn Cycle Club (2).

DORCHESTER, 9 Oct. — Road races under the auspices of the Dorchester Club.

*Fifteen-mile Open*, — W. S. Doane (1), 54.21 $\frac{3}{8}$ ; Wm. Emerson (2), 56.04 $\frac{1}{4}$ ; A. Benson (3).

*One-mile Club*, — F. E. Fowler (1), 3.29; F. W. Archer (2).

*Six-mile Club*, — G. R. Bates (1), 22.26; Swan (2).

*Three-mile Club*, — Arthur Benson (1), 10.37 $\frac{3}{8}$ ; Wm. Emerson (2).

BALTIMORE, 30 Sept. — Races under auspices of Baltimore Club.

*One-mile Dash*, — R. A. Whittingham (1), 3.03 $\frac{1}{4}$ ; J. W. Lord (2), 3.04 $\frac{3}{8}$ .

*One-mile Dash*, — W. P. Hall (1), 3.18 $\frac{1}{2}$ ; H. B. Stinemetz, 3.20 $\frac{3}{8}$ .

*One-and-a-half-mile*, — J. W. Lord (1), 4.44 $\frac{1}{2}$ ; R. A. Whittingham (2), 4.45.

*Two-mile Handicap*, — H. L. Kingsland (1), 6.11; R. A. Whittingham (2).

*Three-mile Lap*, — R. A. Whittingham (1), 10.36 $\frac{1}{2}$ ; W. B. Brown (2).



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C. P. ADAMS.....4 "	T. W. ECK.....2 "	H. S. KAVANAUGH.....2 "
W. A. RHODES.....3 "	W. E. CRIST.....2 "	W. H. LANGDOWN.....
F. F. IVES.....3 "	H. G. CROCKER.....2 "	E. M. AARON.....
PERCY STONE.....1 View.	A. A. McCURDY.....	JOHN T. WILLIAMS.....
C. H. CHICKERING.....	W. M. HARADON.....	E. A. DeBLOIS.....
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**THE CYCLE,**

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*Three-mile Handicap*, — W. B. Brown (1), 10.39; J. H. Cunningham (2).

*Half-mile*, — J. W. Lord (1), 1.29; R. A. Whittingham (2).

*One-mile Consolation*, — J. C. Turner (1), 3.25; W. L. Seabrook (2), 3.25 $\frac{2}{5}$ .

Over a thousand persons were in attendance, and much interest was manifested throughout. A parade twice round the half-mile track with one hundred and forty-one men in line preceded the races.

#### RHODES AGAINST TIME.

SPRINGFIELD, 8 Oct. — W. A. Rhodes against time. Pacemakers, Ives, Illston, Adams, and Haradon; referee, Howard P. Merrill; judges, E. M. Wilkins, W. A. Rowe, and C. W. Fourdrinier; timers, G. E. Whipple, H. S. Cornish, and Arthur L. Atkins; scorer, E. M. Wilkins; starter, Fred F. Dewey. Records established for promateur class above ten miles. Records from eleven to twenty-one miles, best in the world for any class. Times made showing best previous record for any class and new records made by Rhodes.

Distance.	Held by.	Time.	Rhodes.
1 mile.	Furnivall.	2.30	2.48
2 miles.	Rhodes.	5.19	5.38
3 miles.	Rhodes.	8.01 $\frac{1}{5}$	8.33 $\frac{4}{5}$
4 miles.	Rhodes.	10.48 $\frac{4}{5}$	11.19 $\frac{1}{5}$
5 miles.	Rhodes.	13.30	14.11
6 miles.	Rowe.	16.47	16.57
7 miles.	Rowe.	19.38	19.48
8 miles.	Rowe.	22.24 $\frac{2}{5}$	22.37
9 miles.	Rowe.	25.18	25.28
10 miles.	Rowe.	28.03 $\frac{3}{5}$	28.17
11 miles.	Rowe.	31.37 $\frac{1}{5}$	31.11
12 miles.	Rowe.	34.32	33.57 $\frac{1}{5}$
13 miles.	Rowe.	37.24	36.52
14 miles.	Rowe.	40.25	39.38
15 miles.	Rowe.	43.26 $\frac{1}{5}$	42.29
16 miles.	Rowe.	46.29	45.14 $\frac{1}{5}$
17 miles.	Rowe.	49.25	48.03 $\frac{4}{5}$
18 miles.	Rowe.	52.25 $\frac{1}{5}$	50.53
19 miles.	Rowe.	55.22	53.38
20 miles.	Rowe.	58.20	56.28
21 miles.	Fenlon.	1.02 27 $\frac{3}{5}$	59.12 $\frac{5}{5}$

One-hour ride: Rowe, 20 miles 1,144 yards; Rhodes, 21 miles 530 yards.

SPRINGFIELD, 9 Oct. — Run of F. F. Ives for a record. The officials were: Referee, Howard P. Merrill; judges, Asa Wendell, A. O. Sinclair, Mr. Peet; timers, Fred R. Brown, Charles P. Adams, William Bleloch; scorer, H. P. Merrill; starter, John Illston; pacemakers, Rhodes, Rowe, Haradon, and Illston. The appended table is taken from the *Union*, which says: "Ives got world's records up to and including the 68th mile, but when he started after his rest at 68 $\frac{1}{2}$  miles he was behind the world's record, and remained so. He succeeded in getting American records, however, breaking those made by Hendee and also by himself in a 100-mile ride last fall. In the appended table the \* indicates world's records, and the † American records. The time given for Ives in all cases is the intermediate time, but after 75 miles some of the watches caught the fever and began to make records for themselves, and some of them were decidedly curious ones. The timers, therefore, are not willing to vouch for anything above 75 miles, with the exception of the total time of the ride. In the following table it will be seen

that Ives began to get world's records at the 22d mile, and held them until the completion of the 68th mile. From that point to the finish he got only American records, the world's records being held by the Englishmen: —

Held by	Time.	Miles.	F. F. Ives.
Furnivall.....	2.30*	1	2.50 $\frac{3}{5}$
Rhodes.....	5.19*	2	5.44 $\frac{3}{5}$
Rhodes.....	8.01 $\frac{1}{5}$ *	3	8.40 $\frac{3}{5}$
Rhodes.....	10.48 $\frac{4}{5}$ *	4	11.37 $\frac{1}{4}$
Rhodes.....	13.30*	5	14.35
Rowe.....	16.47*	6	17.33 $\frac{2}{5}$
Rowe.....	19.38*	7	20.34
Rowe.....	22.24 $\frac{2}{5}$ *	8	23.34
Rowe.....	25.18*	9	26.34 $\frac{2}{5}$
Rowe.....	28.03 $\frac{3}{5}$ *	10	29.32 $\frac{3}{5}$
Rhodes.....	31.11*	11	32.19 $\frac{1}{5}$
Rhodes.....	33.57 $\frac{1}{5}$ *	12	35.17 $\frac{1}{5}$
Rhodes.....	36.52*	13	38.16
Rhodes.....	39.38 $\frac{3}{5}$ *	14	41.15 $\frac{4}{5}$
Rhodes.....	42.29*	15	43.11 $\frac{4}{5}$
Rhodes.....	45.14 $\frac{1}{5}$ *	16	47.10 $\frac{1}{5}$
Rhodes.....	48.03*	17	50.11
Rhodes.....	50.53*	18	53.09 $\frac{3}{4}$
Rhodes.....	53.38 $\frac{1}{5}$ *	19	56.07
Rhodes.....	56.28*	20	59.02
Rhodes.....	59.12 $\frac{5}{5}$ *	21	1.02.02
Fenlon.....	1.05.31	22	1.05.17*
Fenlon.....	1.08.35	23	1.08.31*
Fenlon.....	1.11.40 $\frac{3}{5}$	24	1.11.31 $\frac{1}{5}$ *
Fenlon.....	1.14.38	25	1.14.23 $\frac{1}{5}$ *
Woodside.....	1.18.56 $\frac{2}{5}$	26	1.17.19*
Woodside.....	1.22.21	27	1.20.16 $\frac{1}{5}$ *
Woodside.....	1.25.49 $\frac{4}{5}$	28	1.23.13*
Woodside.....	1.29.22	29	1.26.11*
Woodside.....	1.32.56 $\frac{1}{5}$	30	1.29.07 $\frac{1}{5}$ *
Woodside.....	1.36.45	31	1.32.05 $\frac{3}{5}$ *
Woodside.....	1.40.22 $\frac{1}{5}$	32	1.35.03*
Woodside.....	1.44.06	33	1.38.01 $\frac{1}{5}$ *
Woodside.....	1.47.43	34	1.41.00*
Lees.....	1.50.24	35	1.44.05 $\frac{4}{5}$ *
Woodside.....	1.55.28 $\frac{3}{5}$	36	1.47.18 $\frac{1}{5}$ *
Woodside.....	1.59.19	37	1.50.34 $\frac{2}{5}$ *
Woodside.....	2.03.15	38	1.53.47*
Jephson.....	2.06.49 $\frac{1}{5}$	39	1.57.01*
Jephson.....	2.10.65	40	2.00.17 $\frac{2}{5}$ *
Jephson.....	2.13.31	41	2.03.30 $\frac{3}{5}$ *
Jephson.....	2.16.51	42	2.06.48*
Adam.....	2.20.18	43	2.10.04*
Vesey.....	2.23.42 $\frac{1}{5}$	44	2.13.25 $\frac{4}{5}$ *
Jephson.....	2.27.05	45	2.16.42 $\frac{2}{5}$ *
Keith-Falconer..	2.30.33	46	2.19.56*
Jephson.....	2.34.04	47	2.23.23*
Jephson.....	2.37.43	48	2.26.44 $\frac{2}{5}$ *
Jephson.....	2.41.08	49	2.30.14*
Keith-Falconer..	2.43.58	50	2.33.54*
Hillier.....	2.55.24	51	2.46.01 $\frac{1}{5}$ *
Waller.....	2.58.43	52	2.49.42 $\frac{3}{5}$ *
Hillier.....	3.02.50	53	2.53.17 $\frac{1}{5}$ *
Waller.....	3.05.32	54	2.56.50*
Fry.....	3.10.58	55	3.00.14*
Waller.....	3.13.02	56	3.03.38*
Fry.....	3.18.03	57	3.06.59 $\frac{3}{5}$ *
Waller.....	3.20.08	58	3.10.26*
Fry.....	3.25.01	59	3.13.54 $\frac{3}{5}$ *
Waller.....	3.27.15	60	3.17.20*
Fry.....	3.32.07	61	3.20.55*
Waller.....	3.34.18	62	3.24.42 $\frac{3}{5}$ *
Fry.....	3.39.01	63	3.28.11 $\frac{3}{5}$ *
Waller.....	3.41.34	64	3.32.14*
Fry.....	3.45.55	65	3.36.02*
Waller.....	3.48.49	66	3.39.49*
Fry.....	3.52.45	67	3.43.59 $\frac{1}{5}$ *
Fry.....	3.56.12	68	3.48.37*
Fry.....	3.59.50*	69	4.02.38†
Fry.....	4.03.17*	70	4.08.31 $\frac{3}{5}$ †
Fry.....	4.06.51*	71	4.13.27†

Fry.....	4.10.21*	72	4.17.46 $\frac{2}{5}$ †
Fry.....	4.13.54*	73	4.20.37 $\frac{2}{5}$ †
Fry.....	4.17.31*	74	4.24.20†
Fry.....	4.21.12*	75	4.27.53†
Fry.....	4.24.45*	76	4.31.25 $\frac{1}{5}$ †
Fry.....	4.28.10*	77	4.34.57†
Fry.....	4.31.38*	78	4.38.50 $\frac{3}{5}$ †
Fry.....	4.35.03*	79	4.42.20†
Fry.....	4.38.32*	80	4.45.39†
Fry.....	4.42.04*	81	4.48.32 $\frac{1}{5}$ †
Fry.....	4.45.35*	82	4.51.58 $\frac{2}{5}$ †
Fry.....	4.49.02*	83	4.55.22†
Fry.....	4.52.30*	84	4.59.03†
Fry.....	4.56.31*	85	5.02.45†
Waller.....	5.00.45*	86	5.06.42 $\frac{1}{5}$ †
Fry.....	5.04.28*	87	5.10.38 $\frac{3}{4}$ †
Waller.....	5.08.09*	88	5.14.53 $\frac{1}{5}$ †
Fry.....	5.11.34*	89	5.18.59 $\frac{1}{4}$ †
Fry.....	5.15.02*	90	5.22.10†
Fry.....	5.18.37 $\frac{1}{5}$ *	91	5.26.33†
Fry.....	5.22.03*	92	5.30.49 $\frac{3}{4}$ †
Fry.....	5.25.27*	93	5.34.03†
Fry.....	5.28.47*	94	5.37.42†
Fry.....	5.32.28*	95	5.41.36†
Fry.....	5.36.11*	96	5.45.13 $\frac{1}{4}$ †
Fry.....	5.40.23*	97	5.53.48†
Fry.....	5.43.21*	98	5.57.47†
Fry.....	5.47.00 $\frac{1}{2}$ *	99	6.00.37†
Fry.....	5.50.05 $\frac{2}{5}$ *	100	6.03.45 $\frac{3}{4}$ †

WM. H. HUNTLEY started out to make a record last Monday at 8.15 A. M., and concluded at 8.13.30 on Tuesday, with 265 miles to his credit.

SPRINGFIELD, 12 Oct. — Wm. A. Rowe against time. Referee, H. P. Merrill; judge, Henry Goodman; timers, C. E. Whipple, C. H. Parsons, and George Robinson; scorer, H. S. Merrill; starter, A. L. Atkins; pacemakers, Hendee, Adams, and Haradon. Records taken above five miles.

Miles.	M.	S.	Miles.	M.	S.
1.....	2	40 $\frac{2}{5}$	12.....	33	09
2.....	5	28 $\frac{4}{5}$	13.....	35	54 $\frac{2}{5}$
3.....	8	11	14.....	38	43 $\frac{4}{5}$
4.....	10	57 $\frac{2}{5}$	15.....	41	32 $\frac{1}{5}$
5.....	13	42 $\frac{1}{5}$	16.....	44	25
6.....	16	31 $\frac{1}{5}$	17.....	47	12 $\frac{1}{5}$
7.....	19	16	18.....	50	00
8.....	22	04 $\frac{1}{5}$	19.....	52	47 $\frac{2}{5}$
9.....	24	48	20.....	55	36
10.....	27	37 $\frac{1}{5}$	21.....	58	19 $\frac{2}{5}$
11.....	30	22 $\frac{4}{5}$			

One hour, 21 $\frac{1}{2}$  miles, 269 $\frac{1}{2}$  yards.

MONDAY, 18 Oct., Lynn will make an effort to take the records of the world. Woodside will attempt to make an hour record, and will try to see how near he can come to making twenty-two miles in sixty minutes. Frazier, the Star rider, will endeavor to make world's records on the Star machine. Peculiar interest will be awakened by the attempt of Crocker and Eck to lower existing tricycle records. Crocker is in superb form and capable of remarkable work. On the same day Louise Armaindo, with W. J. Morgan, will attempt to make a 24-hour record on the tandem, finishing on Tuesday, 19 Oct., at 3 P. M.

THE members of the Yonkers Bicycle Club had their first road race Saturday, over a four-mile course on Broadway from King's Bridge to the Mansion House, Yonkers. The road was in wretched condition, particularly on the long hill about two miles from



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First American Machine to make more than 20 Miles within the Hour.

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## 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.

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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.

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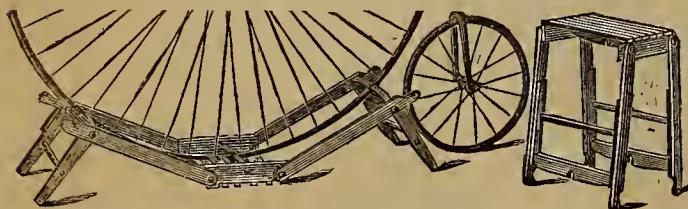
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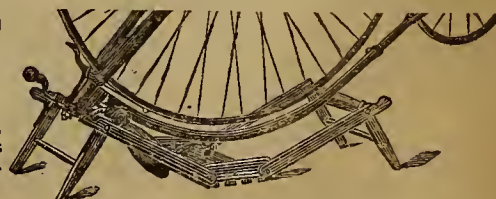


### DAYTON BICYCLE STAND and CAMP STOOL.

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It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5½ pounds.

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the finish. Throngs of ladies and gentlemen on foot and in carriages witnessed the exciting finish. Holbrook came in winner, hard pushed by Ulrich. Following is the order of the finish: D. G. Holbrook, 17.20; W. H. Ulrich, 17.39; H. W. Pagan, 18.15; R. J. Dick, 19.06; A. C. Thorne, 18.10; E. R. Holden, 20.35. Elliot Mason was referee, W. L. Thorne, starter, G. A. Flagg and Mario Lorini, judges at the finish, and R. G. Jackson, timer.

THE N. J. Cycling and Athletic Association came out almost even on their race meet at Roseville, they say. Their loss, if any, will prove a light one.

THE Crescent Wheelmen, of New Orleans, have arranged a five-mile road race for Saturday, 23 October. The entries are mostly new riders, but the race promises to be all the more interesting on this account. The prizes are medals to first and second.

THE Memphis Cycle Club are building a five lap track, and contemplate giving a small race meet in the near future, which may possibly be followed by one of greater magnitude later on.

THE ever-smiling Fred Wood, and his travelling partner "Bob" James, paid a visit to Troy, N. Y., Saturday last, to see the conclusion of the six-day race. The Troy and Albany cyclists present, on the manager announcing the distinguished riders' visit to the building, called "Wood!" "Wood!" in strong voice, and the genial Fred appeared on the track, clad in Mlle. Armaindo's tights and somebody else's racing shirt, and gave the crowd an exhibition.

FRED WOOD and Robert James, the English professional, informed a CYCLE reporter at Troy, Saturday night, that he would commence suit against the Springfield Bicycle Club for breach of contract.

THE six-day, eight-hour-per-day bicycle contest between professionals, closed at Troy, N. Y., Saturday, 9 Oct., in presence of four thousand people, who evinced great interest in the race. The track was twelve laps with raised corners, the latter being rather imperfect. The score at the close stood as follows: W. J. Morgan, 527 miles; Mlle. Armaindo, 526; W. M. Woodside, 504; G. W. Eck, 472; J. Merrill, 400; W. Bovee, 200.

Mlle. Armaindo rode 90 miles the first eight hours without a single dismount.

W. M. WOODSIDE, W. J. Morgan, and Geo. Coleman, of Minneapolis, Minn., have leased the large exposition building, built at a cost of \$300,000 last spring, for the coming winter. It is their purpose to give bicycle contests and all legitimate athletics on a five-lap track, with raised turns. The lease was signed 6 Oct., and W. J. Morgan will start for the West immediately after the Lynn engagement to boom the new track. A six-day, twelve-hour-per-day contest will open the building.

W. WALLACE, the efficient trainer of the "Star" team of racing men, has been secured by Woodside and Morgan as their trainer. He looked after the winner of the Troy six-day race, and will accompany them West, and probably abroad, when they go.

## THE CLUB.

THOMASTON (CONN.) CYCLE CLUB.—Organized 28 Sept. President, G. I. Tuttle; vice-president, T. F. Sheridan; secretary-treasurer, H. H. Teames; captain, A. B. Schneider; first lieutenant, W. B. Norton; second lieutenant, F. S. White.

THE Milford Wheel Club will hold a grand promenade concert and ball, 12 Nov., Brigham's Orchestra, six pieces. All wheelmen cordially invited. Yours, "WHEELINGLY."

ALLEGHENY.—The Allegheny Bicycle Club held its annual election 6 Oct., and the following officers were elected: Dr. Bean, president; W. C. Coffin, Jr., secretary-treasurer; W. O. McConnel, corresponding secretary; W. D. Banker, captain; Hugh Fleming, Jr., first lieutenant; J. F. Gray, second lieutenant; F. A. Minnemeyer, C. E. Minnemeyer, color bearers; F. T. Hoover, guide; Dr. Bean, surgeon; J. K. Ewing, bugler.

CLEVELAND.—The Cleveland Club a week ago elected new officers as follows: President, Fred T. Sholes; vice-president, B. F. Wade; corresponding secretary, F. W. Douglass; recording secretary, W. P. Sargent; treasurer, George W. Chandler; captain, F. P. Root; first lieutenant, C. A. Paine; second lieutenant, Taylor Boggis; first sergeant, T. S. Beckwith; second sergeant, W. B. Martin; quartermaster, J. H. Collister; bugler, George Ford.

THE New Orleans Bicycle Club held its annual election 4 Oct., which resulted in the following officers being chosen for the ensuing year: Geo. Baquie, president; Frank Fenner, vice-president; W. L. Hughes, secretary and treasurer; C. B. Guillotte, captain; B. C. Rea, first lieutenant; R. W. Abbott, second lieutenant; Harry Fairfax, guide; S. M. Patton, bugler. With the exception of Messrs. Hughes and Patton, this is an entirely new set of officers, and consisting as it does of its most active members, the club cannot but continue in its present prosperous condition. The club had about decided to erect a clubhouse, but afterwards altered its course, and on 1 Nov. will move into rented, but roomy quarters.

## 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.

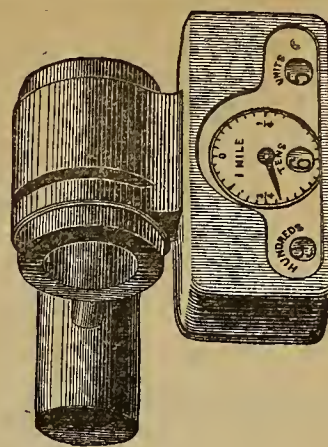
BICYCLES AND TRICYCLES.—Send for Clearance List to THE COVENTRY MACHINISTS CO., LD., 239 Columbus avenue, Boston.

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## PATENTS

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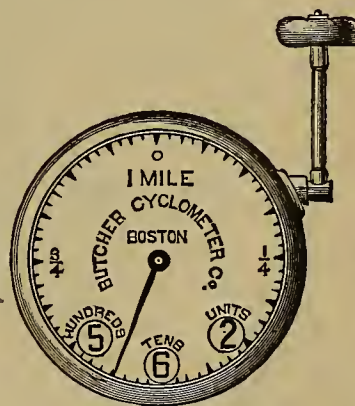
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Made Lighter and Closer Fitting  
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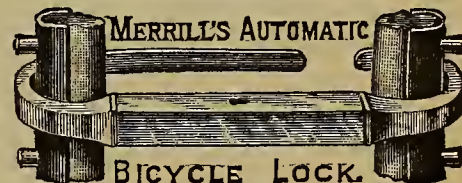
Every one who wears the Z. & S. Supporter are pleased with it, hence its popularity.

Price per Pair, 65 cents.

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BRANCH STORE, ORANGE, N. J.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2 1-2 ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet, two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.  
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# RECORDS ON THE COLUMBIA.

## FIRST DAY.

### SPRINGFIELD, OCTOBER 12.

GREATEST DISTANCE EVER MADE WITHIN THE HOUR,

# 21 $\frac{1}{2}$ Miles, 269 $\frac{1}{3}$ Yards.

#### ROWE BREAKS HIS RECORD.

He Makes Twenty-one and One-half Miles in an Hour at Springfield.

SPRINGFIELD, October 12.—More than the usual number of wheelmen gathered on Hampden Park this afternoon to see W. A. Rowe attempt to break the hour bicycle record. The first five miles were not remarkable, but after that Rowe warmed up to his work and broke each mile record from five to twenty-one. The hour was a remarkable one. At the stroke of the hour bell it was found that Rowe had made 21  $\frac{1}{2}$  miles 269  $\frac{1}{3}$  yards. Following is the record by miles:—

Miles.	M.	S.	Miles.	M.	S.
1.....	2	40 2-5	12.....	33	9
2.....	5	28 4-5	13.....	35	54 2-5
3.....	8	11	14.....	38	43 4-5
4.....	10	57 2-5	15.....	41	32 1-5
5.....	13	42 1-5	16.....	44	25
6.....	16	31 1-5	17.....	47	12 1-5
7.....	19	16	18.....	50	
8.....	22	4 1-5	19.....	52	47 2-5
9.....	24	48	20.....	55	36
10.....	27	37 1-5	21.....	58	19 2-5
11.....	30	22 4-5			

—Boston Globe.

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