

The Cycle.

Vol. I., No. 19.

BOSTON, MASS., 6 AUGUST, 1886.

FIVE CENTS.

MARLBORO CLUB TRICYCLE.

RECORD!

CHAMPIONSHIP!

F. W. ALLARD won the N. C. U. 5-Mile Championship on a Marlboro Club, beating Furnivall and Gatehouse.

F. W. ALLARD takes the 1-Mile Tricycle Record (2.54), on a Marlboro Club.

COVENTRY MACHINISTS CO.

239 Columbus Avenue, Boston.

No purchaser can afford to miss applying for the last edition of our 50-page Catalog (printed in July), which contains many recent testimonials regarding the Cycles manufactured by

GORMULLY & JEFFERY,

CHICAGO, ILL.

THE AMERICAN CHAMPION.

THE AMERICAN CHALLENGE.

THE AMERICAN SAFETY.

THE AMERICAN IDEAL BICYCLE.

THE AMERICAN IDEAL TRICYCLE.

All of which are thoroughly high grade and reliable machines, and have no superiors for use on American roads.

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

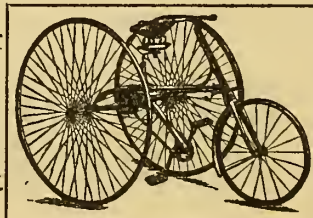
Syracuse, N. Y., July 1, '86.
To say that I am pleased
with the Apollo is very mildly
putting it. I can find only two
words that can express my
feelings: it is a "Jim Dandy."
Yours, etc.,
FRED. BRIGHAM.

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

W. B. EVERETT & CO. - - - 6 & 8 Berkeley St., Boston.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 6 AUGUST, 1886.

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ABBOT BASSETT EDITOR

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

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

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

BLANKS for mail votes in the Board of Officers, L. A. W. have been sent out. It seems hardly necessary to discuss the questions at issue. They have been before the wheel world until they have been worn threadbare.

Call No. 1 calls for a change in the amateur rule, which will allow men who receive salaries for racing to compete as amateurs, and it also calls for the reinstatement of those men who have been declared professionals by the Racing Board. This vote is not now pressed by the friends of the racing men, for they have found in the A. C. U. an organization that will let the makers' amateurs race among themselves, and we think they are willing to let the League remain true to its amateur ideas.

Call No. 2 asks that the League give up all charge of the racing interests. The proposition is absurd. We have State Divisions of the L. A. W., and we have League clubs that wish to conduct amateur race meetings. Why should they not do this under League rules if they wish to? Let the officers vote "yes" upon this question, and we shall see the New York Division, the California Division, and many others going to the A. C. U. for rules to run their meetings under.

To say that the racing interests have been a bone of contention in the past is not true. We have had many discussions over the amateur question, but they all concerned membership in the League. Discussions on racing matters have been confined to the Racing Board, and have not been public. So long as the League makes a man's amateur status requisite for membership, we shall have discussions in the future as we have had them in the past, and this will obtain whether there is a Racing Board or not. The proposition to abandon racing seems too absurd to call for extended comment.

WE have it on the authority of the highest officials in the A. C. U. that they do not wish the League to give up control of amateur racing, and we shall see many of these voting against the proposition. Since the call was made for these mail votes, the minds of a great many men have been changed.

IT has been our proud boast that wheelmen who have finished long-distance contests have been in fine condition compared to that of those who have engaged in prolonged walking feats. But it would seem that we are approaching the era when wheelmen will go to the very end of their rope, and give us just such exhibitions of exhaustion as the pedestrians have shown us. The recent John o'Groat's rides are cases in point. In the recent successful attempt of G. P. Mills to beat the record, the rider slept but six hours in the five days he was on the road, and during the latter half of the journey it was with extreme difficulty that he was kept awake. *Wheeling* says of this performance: "The riding of G. P. Mills, a youth of twenty summers, on the road, and of several very young fellows on the path, such as S. E. Williams, of the West Kent, brings into prominent relief the question of cycling in its relation to health. We cannot think that such a ride as that of Mills, however great the feat of physical endurance, is beneficial to the sport in the lessons it teaches. Granted that English bulldog pluck and stubborn resistance to the claims of nature carried him through: what has he gained? A bubble reputation. And at what expense? Let us all hope at none; but the human frame is moulded on certain principles, and can no more stand a continued outrage to those principles than can any other organiza-

tion. Sooner or later, the strain must tell, and that especially in the case of a young man just entering upon the best years of his life. We repeat that we can see no good thing in these cruel rides, wherein heat and cold, storm and sunshine, hunger and thirst, want of sleep, bodily and mental trouble, all amalgamate in a horrible *mélange* barring the way to record, and refusing to yield until pierced by the frantic thrust of feverish ambition."

YACHTSMEN are now turning their attention to the question of an amateur rule in their sport. A noted yachtsman writing on this topic says: "So long as a sport is not a money-making affair and glory is the only incentive, so long will it remain in the hands of men who race to win, and so long will it be a 'square' sport. It is true that there is no money in yacht-racing at present. The testimony of successful yachtsmen is unanimous that they spend more than they win in keeping their boats in condition. It is a cause for congratulation among yachtsmen that this is the fact. But what assurance have we that it will remain so? Yachting is yet in its infancy. Not till last year was there anything like a general interest in the sport. This interest has lasted through the winter, and there are probably one third more people interested in yachting than there was a year ago. Yachtsmen pride themselves that there is something in yachting which keeps "these tricky fellows" out,— "it is an elevating sport," they say. Undoubtedly yachting, if entered into in the proper spirit, is an elevating sport. But, unless the history of other sports is misleading, the professionals will come in, and, instead of being themselves elevated, will drag the sport down to their own level. The prizes would be increased until there was money in it, races would be sold, and then yachting, as far as racing was concerned, could have no attraction for honest men. It is admitted that this is not the case at present, but it will assuredly result unless measures are taken for its prevention; and it is much easier to keep the sport clean than it is to cleanse it after it has been dragged in the mire."

PRESIDENT BATES grumbles. He admits it. He would have radical changes made in the League management. He would have new laws made. And yet, after all, have we

not already just what the president wants us to have? The Board of officers is a thoroughly representative body. It is made up much after the fashion of Congress, and each member represents a large constituency. Would it not be better to wisely carry out our present plan than to try others? True, the attendance at the officers' meetings is not very large, but it should be remembered that it is possible for nearly every member of the Board to be represented. Each representative can hold three proxies, and each chief consul can hold six. If the meeting is held in Boston, the California representatives can send their proxies with instructions, and their influence can be felt in every vote. Lack of interest on the part of League representatives has stood in the way of the effective working of the present system, and where there is a lack of interest there can be no good work. An agenda published at a reasonable time before the meeting would help matters along amazingly, and we believe it would lead to a more general use of proxies.

FROM A FEMININE POINT OF VIEW.

THIS is the season when the clergyman leaves his pulpit, the merchant his desk, and the artisan his bench. One and all they seek surf or shade, and leave the cares of business behind them. The clergyman closes the door of his chapel, or gets a friend to supply the pulpit, and the places of the others are filled as best they may be. The work of the world must go on, though the workers are at play.

I AM going to have my pulpit supplied this week, and I have invited a few contemporary lady writers to speak for me. I will ask you to listen with patience to what my sisters have to say.

VIOLET LORNE IN BICYCLING NEWS.

THE coming generation takes to wheels even earlier than in the schoolboy stage. One day last week, in Southampton High street, I saw a very pretty and novel combination of tricycle and baby carriage. Before the door of a shop stood a machine waiting for its owner, with a big square, brown basket slung at the back. The lid was propped open, and from within there smiled out one of the bonniest little child faces possible to fancy, — a wee mite of some two years old, wrapped up in fleecy coverings, and gazing out upon the surrounding world with a delighted pride in her position, very charming to witness. If Lewis Morris's exquisite little poem on the Italian organ-grinder's child "cradled in music" credited the little peasant baby with receiving an inspiration for a life of melody from the associations of its infancy, that wee girl in the brown basket may well be expected to grow up one of the women tricyclists of the future.

It is a great mistake to imagine one requires additional clothing in cycling. The

reverse is the truth. One does not prepare oneself for the ball-room or the tennis-court by putting on extra warm garments, and why should one do so for riding, which involves an amount of violent exercise greater than either?

THE C. T. C. flannel will make an excellent gown for all-round work and weather. I quoted, not long since, the experience of a Yorkshire lady who has found it most suitable and convenient. But let me counsel her to have the bodice made up on a thin cotton lining (it must certainly be lined, or it will neither fit nor wear well); one of those fine striped materials usually employed for dress-bodice linings will exactly answer her purpose. Additional warmth can always be secured by extra outside garments, if necessary.

IF "C. S. F." is contemplating a new style of skirt, why trouble herself over the intricacies of kilted widths let in, either down the front or on either side? These arrangements seldom either look or act well, and are apt to be clumsy and eccentric in finish. Why should she not at once adopt the simple kilted skirt, — a deep kilt from eight inches below the waist to the hem, — with kiltings of from one inch to two inches in width, according to her individual taste, and a sash drapery above and behind as a finish?

IF this skirt be well taped (two rows of strong, well-sewn tape), and made up on a foundation of gray cotton lining, I think I can venture to promise "C. S. F." that, after once riding in this particular make of tricycling gown, she will never voluntarily relinquish it for one less easy, less suitable, less convenient, or less pretty. As to the question about length, the skirt should be from two to three inches from the ground as the wearer is standing; and I am sorry I cannot recommend any quick and easy way of fastening it up when compelled to dismount, for, according to my own experience, none such exists. A skirt long enough to require such adjustment is dangerous and ungainly, and to be shunned like the plague. With a skirt the length I have just recommended, there is no necessity for any shortening process, even in muddy weather.

WITNESS, again, a pretty little incident of a tricycling picnic when last those summer frivolities were in season. When Horace gallantly rushed to the assistance of Madge as she dismounted to push her "Salvo" up a heart-breakingly steep hill, in his ardor to seize the machine, she let loose before he could quite arrive on the spot, and he came into violent collision with its little back wheel, thereby abrading his ankle-bone, ruining his temper, and tearing his stocking. Did Madge deplore her carelessness, and reproach herself for the precipitation which was the real original cause of all his anguish? Not so. She only shrugged her shoulders expressively and resignedly at the rest of the party, and said, in the voice of her who is conscious of amiably enduring the hopelessly imbecile, "Dear me, how awkward! I hope you have n't hurt the machine!"

ROSE MEADOWS IN WHEELING.

AN exchange says: "It is the height of immodesty to believe that tricycle riding is not ladylike and modest. A flowing skirt and the absence of hoops are all the necessary conditions, so far as the dress is concerned."

FOR my part, I quite agree with the author of these sentiments. Why should it be thought less ladylike for girls to tricycle than to ride a horse if they are so fortunate as to possess one? Have we not our doctors' authority to go upon, as to the beneficial effects cycling has upon the health? I don't think there will be found one doctor in twenty who does not only allow it, but advises, recommends, and advocates it.

EVEN Mrs. Grundy is now coming round with regard to tricycling for ladies. Good! In a reply letter of hers to a friend, Kate Candor, she gives a reason for allowing her daughter to have a machine of her own. She says, "As you are doubtless aware, most of the desirable young men in this place are wheelmen, and were constantly getting up riding parties — or what they call *runs* — to which all the ladies who rode tricycles were invited. As Martha, poor girl, had no machine, she was left out in the cold, so you see we were forced to buy one for her." After all, Mrs. Grundy, you are not very strong-minded.

To any of my lady readers who have not yet decided on their costume for the season, the description of a dress I have just seen may be of use. The material is a fairly fine navy blue serge, not at all a heavy one. The skirt is in broad double box-pleats all round, of course not taped and without steels. There is an adjustable back and front drapery all in one, which could easily roll up into a very small parcel and be strapped on to the machine, though really for some people the dress would look very well without it. The kilting between the broad folds is full enough to allow of the wearer's sitting *in* it, and not *on* the pleats themselves, so that when riding, the skirt would appear the same length all the way round. I hope I have explained this quite clearly, as it is an important item.

IRIS IN RECREATION.

"Do you ride during this hot weather?" we asked a lady only yesterday. "Oh, yes," was the reply, "we are out on the tandem every day after half-past four or five; it is really cooler riding than staying in the house trying to keep cool." Let others prove the truth of these words, and see if the easy motion, the current of air thus created, and the gentle exercise of an early wheel ride, are not more comfortable conditions than can be found elsewhere. We grant that the heat of mid-day is for many injurious, and while one feels it less on a wheel than in walking, it yet often causes headache. For such there is the cool breezy morning, before the sun is high enough to be aught but agreeable in its heat and light, and again there are the two hours between sundown and dark, when riding will be found most delightful.

A WORD of warning, however, to such

would-be energetic sisters, — eat before riding. A glass of milk and a sandwich, if you can; at any rate, a sandwich. Don't try to ride for appetite, and come to the breakfast table pale and haggard, the appetite gone, with a headache, probably, in its place.

BLAICKIE says, "Any exercise that causes one to perspire freely a half hour a day, will reduce the weight." I have no comment to make on this other than to note, while it is perhaps unnecessary, that wheeling is such exercise as he describes, and that, to state it generally, women as a class need less fat and more muscle.

THANKS, ladies. My little congregation have enjoyed your words, and it may be that it may lead to a request for me to "exchange oftener." DAISIE.

THE *Cyclist* reports that Howell completed a mile in 2.39 $\frac{1}{2}$ at Leicester starting from a stool, a performance equal to about 2.36 push-off. Howell also did a half mile in 1.17, both of which performances are English records. These are two more for the Rudge Racer.

TWENTY-FIVE cents will buy a package of adhesive tire tape that is always ready for business, and will hold a loose tire in place until it can be cemented. For sale by Howard A. Smith & Co., Newark, N. J.

CONTRIBUTORS' CLUB.

AN AMATEUR GRUMBLE.

Editor of the Cycle: I rise to grumble. I desire to grumble a purely amateur grumble. I have examined the constitution and by-laws, and I think I have a constitutional right to grumble a strictly amateur grumble. The chair will please note that I don't engage in, or personally teach, grumbling as a means for attaining a livelihood, or for a stated bet, money prize, or for gate money; nor do I compete with professional grumblers; nor does anybody pay me wages, or pay my training expenses for grumbling; nor do I expect any reward, or remuneration, or prize other than the usual, regular, and long-established leather medal, against which there has never been any protest or decision.

I want my grumble to begin at the very beginning. I want to grumble at the primary constitution, and organization, and methods of the L. A. W. I believe that these have become such that grumbling is about the only legal practical privilege a member has left. I believe that all the troubles that have arisen, and all that threaten to arise, are directly due to the defects of the organic system. I believe the L. A. W. organization to be an impractical hodge-podge. I said so immediately after its second annual meeting, and I have been growing more and more convinced of it ever since. I think that what we need is a thorough, radical, and business-like reorganization.

The L. A. W. is now an organization practically governed by a bureaucracy, sometimes advised by a mass meeting of the wheelmen of the vicinage of the annual meet. Originally, the annual mass meeting held all

power. But, through the inherent defects of the mass meeting system, this power has been gradually transferred to a bureaucracy. The primary defects of the mass meeting system are: 1. The annual meeting consists of the wheelmen of the immediate vicinity where it is held, reinforced by the scattering few who happen to have leisure and money to attend at their own expense from various distances. 2. It only holds a session of a couple or three hours, which is not even attended by all those who are at the meet. 3. There is nothing like systematic debate, careful consideration by committees, or pre-arrangement and orderly conduct of business. 4. The members who do attend the annual mass meeting have no real power. They can resolve and talk, but they cannot amend the constitution; they cannot settle the most important and most dangerous questions that arise. The members of the L. A. W., instead of governing, are governed, and are largely at the mercy of the boards and officers — the creatures of their own creating.

At the last meeting, the question of racing rules — the most important and most dangerous issue that has ever come before and threatened the very existence of the League — was decided, as I am informed, by a vote of less than one hundred members, in which the whole western half of the continent did not cast a solitary vote!

Now, no corporation does business that way. No government does. No organized great body in the United States does. The United States has a Congress. The States have Legislatures. Corporations all have regular delegate meetings.

I proposed four or five years ago, and I wish to renew the proposition, that the L. A. W. be so reorganized as to be governed by an annual congress of delegates, representing every State and part of a State, annually elected by the members, who shall sit and do business two or three days if necessary, who shall have their expenses paid, and who shall correspond to a State Legislature, or to the Congress of the United States, wielding the supreme legislative power of the League. I propose that each State shall be entitled to at least one representative; that each State shall be entitled to one representative for each one hundred League members or over a moiety thereof; that the representative or representatives who actually attend from each State, shall be entitled to cast the full vote to which the State is entitled, — that is, one vote for each one hundred members, and one vote for exceeding a moiety thereof. I would give this annual congress power to alter the constitution in any respect by a two-thirds vote; power to amend any by-law by a majority vote; power to make or abolish any office, — in short, the supreme legislative powers of the League.

A fund not exceeding twenty-five cents annually per member of the whole League would pay the expense, the delegates to draw therefrom according to mileage; or else, a fund from each State more or less onerous, according to their distances from the place of meeting. But a distant State need not send more than one representative, with power to cast its full vote.

This congress, with a two or three days' annual meeting, being attended by delegates

whose duty it would be to take part in its deliberations, would do the business of the League in an orderly, systematic, and thorough manner. All States and sections would be surely and equally represented. Its meeting would not be for fun, but for work.

I believe that, if the League had been so organized, it would have avoided or settled all the troubles which now beset it. I believe that, unless it does soon set up such an organization, it is threatened with further troubles which may cause serious defections from its ranks.

This grumble is brief. I have not time, nor you space, for details. But this mere suggestion of points is enough for a first heat. If anybody else goes for the leather medal, I have still wind for two more heats, and I depend upon you to see that I have fair play. Yours, with a sore head,

PRESIDENT BATES.

LANSING, MICH., July 19, 1886.

ELECTRIC TIMING.

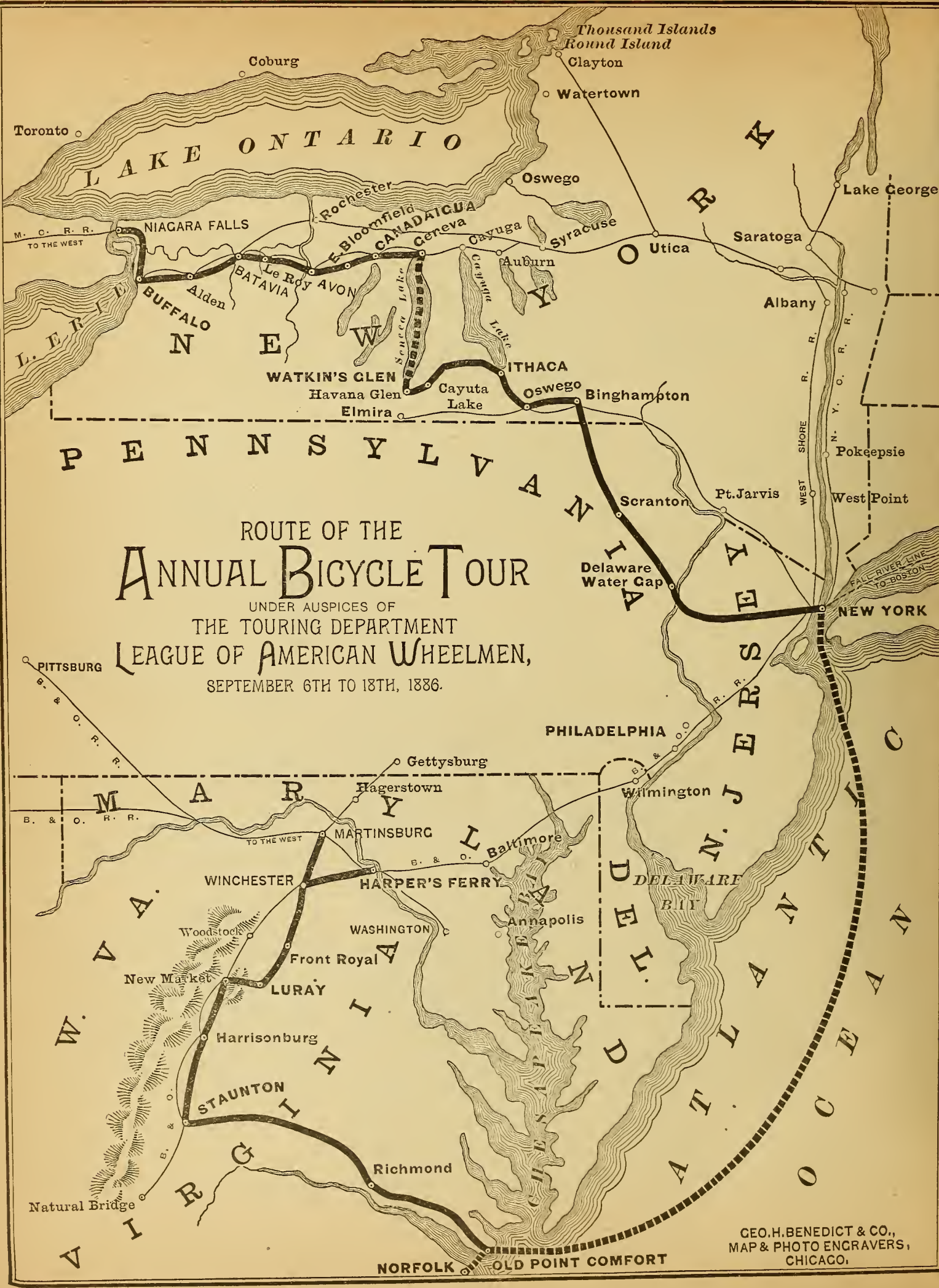
PROF. C. H. McLEOD, of the McGill University, Montreal, P. Q., has invented an electrical timing apparatus, which has been tried and found practicable and accurate. A Montreal newspaper says: "An electric circuit is made, with connections at the starting and finishing points of a race. In races taking in a lap or more, the start and finish is at the same place, while in parts of a lap there have to be connections from every distance. The time is indicated on a chronograph formed of a cylinder (worked by a clock), which revolves at a uniform rate all through, the seconds being marked in wavy lines, giving a distinct mark for each second. The start is made with a pistol, the discharge of which starts the clock, thus timing from the actual moment of sending the men off. In bicycle races the tape, or finishing-line, is about half an inch off the ground, each bicycle, as it goes over the line, causing a distinct mark to be made on the paper of the cyclometer, thus taking the exact time of every man in the race. In foot races the wire is breast-high, and the pedestrian himself breaks the current and stops the clock. The hundredth part of the second can be caught with this instrument, and properly handled, as it was by Professor McLeod and his assistant, it is infallible."

CANADIAN PROFESSIONALS.

At a meeting of the membership committee of the Canadian Wheelmen's Association, held at Simcoe, Ont., 27 July, five wheelmen, viz. Fred McMahon and H. Marlatt, of Simcoe, Sidney Dixon, Hagersville, and T. Walker and R. Hiscock, Caledonia, were deprived of their amateur standing for the taking part in a bicycle race held at Hagersville, Ont., on 1 July, at which money prizes were offered. McMahon and Marlatt, being members of the association, were expelled. Amateur wheelmen are cautioned against competing with these riders in future.

PATENTS.

LIST of cycling patents issued 27 July. Furnished by N. L. Collamer, patent attorney, Washington, D. C.: E. G. Latta, Friendship, N. Y., velocipede; Loyd & Priest, Harborne, Eng., tricycle.



ROUTE OF THE
ANNUAL BICYCLE TOUR

UNDER AUSPICES OF
THE TOURING DEPARTMENT
LEAGUE OF AMERICAN WHEELMEN,
SEPTEMBER 6TH TO 13TH, 1886.

GEO. H. BENEDICT & CO.,
MAP & PHOTO ENGRAVERS,
CHICAGO.

The Route.

Niagara Falls and Vicinity.
International Hotel.
Ar. from Chicago and
the West, Sept. 5th, 1886
M. C. R. R.

MONDAY, SEPT. 6TH.

Lv. Buffalo, 9 A. M.
(Genesee Hotel.)
Lancaster.
Alden, 23 miles, dinner.
Darien.
Batavia, 42 miles.

TUESDAY, SEPT. 7TH.

Lv. Batavia, 10:30 A. M.
Stafford.
Le Roy, 10 miles, dinner.
Caledonia.
Avon, 29 miles.

WEDNESDAY, SEPT. 8TH

Lv. Avon, 9 A. M.
E. Avon.
Lima.
W. Bloomfield.
E. Bloomfield.
Canandaigua, 21 miles.
Canandaigua Lake.

THURSDAY, SEPT. 9TH.

Lv. Canandaigua, 9 A. M.
Geneva, 22 miles.
Seneca Lake.
(Steamer.)
Dinner on board.
Watkins Glen.

FRIDAY, SEPT. 10TH.

Lv. Watkins Glen, 10 A. M.
Havana Glen.
Cayuta Lake, 10 miles, (dinner.)
Perryville.
Ithaca, 31 miles.
Aboard night train.
(Pullman sleeping cars.)
For New York.

SATURDAY, SEPT. 11TH.

Ar. New York, morning.
Wheels to Old Dominion Dock.
Grand Union Hotel.
Lv. New York, 3 P. M.
O. D. Steamship, "Guyandotte."

SUNDAY, SEPT. 12TH.

Atlantic Ocean.
Ar. Old Point Comfort, evening.
Hygeia Hotel.

MONDAY, SEPT. 13TH.

Norfolk and Vicinity.
Hampton Roads.
Lv. Old Point Comfort, 3:25 P. M.
Chesapeake & Ohio Ry.
Ar. Richmond, 6:15 P. M., (supper.)
Ar. Staunton, Va.

TUESDAY, SEPT. 14TH.

Lv. Staunton, 10:30 A. M.
Mt. Sydney.
Mt. Crawford.
Ar. Harrisonburg, 25 miles, 3 P. M.

WEDNESDAY, SEPT. 15TH.

Lv. Harrisonburg, 9 A. M.
New Market, 19 miles, (dinner.)
Mountain Climber
Luray Caverns.
Luray Inn, 36 miles.

THURSDAY, SEPT. 16TH.

Luray Inn and Caves.

FRIDAY, SEPT. 17TH.

Lv. Luray, 8 A. M.
Millford.
Front Royal, 25 miles, (dinner.)
Stony Point.
Newtown.
Bartonville.
Kernstown.
Winchester, 45 miles.

SATURDAY, SEPT. 18TH.

Lv. Winchester, 9 A. M.
(Branch off to Martinsburg.)
Berryville.
Ford two streams.
Charlestown, 23 miles, (dinner.)
Ford one stream.
Harpers Ferry, 31 miles.
Lv. Harpers Ferry, 11:50 night, B. & O.
Ar. Chicago, Monday A. M.
Lv. Harpers Ferry, 4:20 A. M., B. & O.
Ar. New York, Sunday P. M.

WHEELMEN TRIUMPHANT.

WHAT may be regarded as a signal victory has recently been gained by the wheelmen of Sacramento. The riverside drive, a turnpike road skirting the river-bank, had, for a long time, been closed to wheelmen. A notice to the effect that bicycles and tricycles were not allowed on the road were posted above the gateway, and a belligerent old ruffian put in charge, who used the most offensive language to wheelmen who came to the gate, and, offering toll, asked to be allowed to ride on the road. In May last, the chief consul visited Sacramento, and, going to the toll-gate, had the same experience. At that time there was no organization among the Sacramento wheelmen. He returned to San Francisco, reported the matter to the National Headquarters of the League, and, under the direction of the L. A. W. officers, was preparing a course of action. Meanwhile, the wheelmen at Sacramento organized a club. It was composed of some of the best young men of the town. They selected as their president a Mr. Bennett, a gentleman of prominence in the community. The matter of opening the road to the wheelmen was agitated in one of the daily papers, and then a committee from the club called on the directors. They were pleasantly received, and the result of the interview was that the road was opened to all wheelmen, with toll fixed at ten cents. We compliment the Sacramento wheelmen on their wise and dignified conduct of this affair. We compliment the directors of the road on their gain of progressive ideas. They are men of experience in affairs, and no doubt fully realized that they had no power to expel wheelmen from their road, except by brute force, and that every time they exerted such force their servants became liable to arrest for assault and battery and they to a suit for damages in an action of tort. — *Ingleside.*

NEW HAVEN.

GEO. S. HICKOX, steward of the New Haven Orphan Asylum, had one of his legs broken by a fall from a bicycle, Friday, 30th ult.

A. M. KIRKHAM, who, with a companion, was coming down from East Rock Park last Sunday, was quite badly shaken up by a horse shying and jumping against his bicycle. The two riders passed on either side of the team, with the above disastrous result. Eight spokes of Kirkham's machine were broken, besides considerable bending of cranks, etc.

PRESIDENT FRISBIE, of the New Haven Club, is talking up a short run with some of the club members for this week. They propose to go from over the following route, to Springfield, Pittsfield, Albany, and down the Hudson to New York.

By a recent ordinance passed by both branches of the city government, the indiscriminate watering of the Telford pavements is done away with. The city has assumed control of this watering, and sprinkles the streets in the centre of the city three times a day during the very hottest of the weather, and twice at other times. The quality of the surface of the roadway is very much improved by this method.

THE mayor recommended to the road department the discontinuance of the laying of Telford pavements, which cost the property owner on streets where it is laid at least \$1.75 per square yard, and the city proportionately, and the macadamizing of the streets as fast as possible at the expense of the city. Several miles of our streets have already been so treated, and give general satisfaction.

THERE seems now to be a good prospect that the Marlin Fire Arms Company of this city will make a tricycle, and possibly a bicycle, in the spring of 1887. Holders of various patents on both kinds of machines have been negotiating with the firm. The company themselves hold patents on the best friction clutch and ball bearings for machines that have so far appeared.

BICYCLE business is at almost a standstill just at present, few men wanting to ride during this hot weather. Neither of the six agents in town have done very much business except the Bicycle Supply Company, who have sold a great many Star machines. Quite a number of the older crank riders have bought the cart-before-the-horse style. Notably is this the case with those impetuous fellows who have been trying to keep in the front of the crowd on runs, and have inadvertently taken a bad header. For a scorching machine the Star seems to be at the head of the list.

MOST of our riders are making their plans for their vacations so that they can include the Connecticut Division meet at Hartford and the Springfield meet in the following week.

ST. LOUIS PARADE.

THE following is a programme of the three days of sport that St. Louis is preparing for wheelmen: Friday night, 1 Oct., grand illuminated parade; Saturday morning, road race from Manchester to the city, eighteen miles, and a hill-climbing contest at Son-of-a-Gun; afternoon, races at Union Park, with some Eastern flyers entered; evening, sociable with music and light refreshments at some large hall. Sunday, run to DeSoto over the famous air-line route, the party to be divided into several sections under competent tour masters. This will afford visiting wheelmen a round of fun and amusement that is strictly in line with their sport. Beside this, there will be the magnificent exposition, the Gilmore band concerts, the parade of the secret societies, and scores of other entertainments that week, while the following week will come the grand St. Louis fair and Veiled Prophet's procession and ball. Prizes are to be offered for the best decorated machines of the various styles.

THE 24-HOUR RECORD

MADE ON THE

★ ★ ★ ★ **STAR** ★ ★ ★ ★

280 $\frac{1}{32}$ MILES.

As a practical illustration of the superior application of power, and easier style of foot and leg motion, on the STAR, we will mention that McCurdy, immediately after doing 280 miles on the STAR, ran easily up a long flight of steps; while after his attempt on the crank machine last year, and riding a much less distance, he was unable to walk up-stairs unaided for a number of days. This shows conclusively that the imaginary disadvantage of having to "lift the legs" on a STAR is practically an advantage, and easier on the rider.

Corey Hill, 3 times. 100-Mile Road Race, Twice,

50-MILE RACE, ETC. ETC.

The STAR is *the* practical road wheel for all kinds of riding, and we challenge the world to show its equal. Sole Makers,

The H. B. SMITH MACHINE CO., Smithville, N. J.

Sole Agent for Eastern Massachusetts,

W. W. STALL, 509 Tremont St., BOSTON.

NEW YORK DIVISION.

At a special meeting of the board of officers of New York State Division, held at the Grand Union Hotel, on Monday, 25 July, it was

Resolved, That it is the sense of the board that we are opposed to the proposed amendment: "That the League strike out from its by-laws all matters pertaining to racing, and confine itself to touring and legislative work, and such other matters as are deemed for the best interests of the wheelmen of America."

Resolved, That it is the sense of the board that we are opposed to striking from the by laws Section 3, Article II, and to striking out "Committee on Racing, to be called the Racing Board, in subsection a, Section 1, Article III," except the Racing Board, and Section 6, Article III, and Rule H, of the rules of the Racing Board; and that the Racing Board be requested to reinstate all those men who failed to fill out the certificates furnished them by the Racing Board; it being the intention of this Board to record itself against above proposed changes.

Resolved, That it is the sense of this Board that the action of the President of the League in removing the chief consul of Massachusetts be sustained.

CYCLETs.

A LONG LESSON.

My next-door neighbor a daughter has,
A maiden passing fair;
And every day, as his door I pass,
I see her sitting there.

She takes an interest, this maiden good,
In the workings of my wheel;
And every day, as a bicyclist should,
Its mysteries I reveal.

I explain with care each complex part,
And she seems to comprehend;
Yet every day we are losing heart
O'er the lessons which have no end.

It's surely enough to discourage us both,
To find our work merely begun;
And yet every day we grow more loth
To leave such a task undone.

And so, as we see that to finish indeed
Will take us the rest of our life,
To-day my neighbor's daughter agreed
To be her neighbor's wife.

C. E. TITCHENER is half-mile champion of the L. A. W. It is a fact worthy of notice that we hear little about the wheels ridden by the champions this year.

THE route of the L. A. W. and a map of the same appears in our issue this week. They tell their own stories more clearly than an elaborate article could set them forth.

THE Connecticut Bicycle Club is out with its full programme, and a very attractive one it is.

H. J. PAUSEY, an English manufacturer, took a header on the Ripley Road 18 July, and striking on the top of his head, was instantly killed.

Wheeling has sent out blanks asking for

an expression of opinion regarding the best six riders on the path and on the road (two classes) that the world has ever known. A number of answers have come in, and all place Cortis at the head of path riders.

THE *Cyclist* tells of a new sport engaged in by the ruralists. It consists in the collection right across the road of a ridge of stones about one foot high carefully masked with dust; or it may take the form of a brick placed on the highway and artistically covered with a handful of new hay. When the game is ready, the merry villagers lie and wait for the first cyclist who comes along, and in his tumble they get their pleasure.

A WRITER in *Harper's Bazar* says a good tricycling outfit, including the machine, will not cost less than from \$120 to \$150. He has not been there.

THE same writer says that the two-track tricycles are rapidly supplanting the three-track machines. Can it be that he writes from the neighborhood of Philadelphia?

A NEWARK, N. J., genius has invented a bicycle alarm which, for novelty, at least, should take the prize. He calls it the "rattlesnake." It can be brought in contact with the spokes near the hubs by pulling a string which is attached to the handlebar, and it gives out a sound similar to an old-fashioned rattle carried by night watchmen.

THE Connecticut Bicycle Club will give for the A. C. U. championship an elegant trophy made by Elkington & Co., London, and imported by Shreve, Crump & Low, Boston.

THE Blue Nose tourists wore a badge for each tour they have attended. Mr. Elwell hid behind nine of them.

SACRAMENTO wheelmen are rejoicing that they have opened a turnpike formerly closed to them.

THE New Orleans *Picayune* of 23 July contains an extended account of the recent tour of the three New Orleans wheelmen from the latter city to Boston. It is quite interesting reading, and any one will be amply repaid for the outlay of five cents for a copy of the paper.

CHIEF CONSUL HAYES has called a meeting of the Massachusetts Division L. A. W. 11 August at Young's Hotel. The meeting will be for the purpose of organizing and electing officers to serve for the ensuing year.

AN amusing incident relative to Sunday riding is told by a member of the Chelsea Club. While several members of that club were returning from Gloucester, and passing through Medford, they were used as a practical example of the wickedness of young men by a preacher who was talking about the degeneration of the young man of the present age. As they rode by he said, "See there, those young men are going straight to h—." "No, we're not," replies one, "we are going to Somerville."—*Globe*.

AN effort is to be made to have a parade of cyclists on the first day of the Hartford tournament.

DAN CANARY seems to have become as much attached to England as "Our Mary"

is. Mary will not come back for four years. Dan's engagements already extend far into 1887. He is shortly to make a tour on the continent, and at Christmas he will return to Manchester for a thirteen weeks' engagement at one of the pantomimes. He will be a feature of the West End Cycle Company's show in the early part of 1887.

AT the last meeting of the Lynn Cycle Club, a vote of thanks was passed to the Waltham Club members, who had extended so many favors to them during McCurdy's recent attempt to break the twenty-four hour road record.

A SPRINGFIELD clothier has put up a bicycle to be guessed for. The one who tells nearest to the number of beans in a bottle has the bicycle, and the award will be made at the Springfield tournament.

THE Providence *Journal* thinks Massachusetts has a fair share of the officers in the A. C. U., and suggests that it be called the M. C. U.

OUR friend Jenkins is going into racing as the manager of a track. Jenkins and Ducker will now be business rivals.

A CITIZEN of the United States, who recently arrived in Boston from a trip abroad, brought with him a tricycle, which he claimed to be exempt from duty as a personal effect. The collector, however, refused to admit it to free entry on the owner's admission that he had used it abroad but once. The case was appealed to the treasury department, which has sustained the claim of the importer that the machine had been in "actual use" abroad.

THE ministers are off. The start was made from New York on Tuesday.

NINETY-THREE applications for membership were enrolled on the L. A. W. list of 26 July.

COLONEL POPE and George H. Day will sail from England for home 10 August.

ON Saturday, 14 August, at 4 P. M., the Orange Wanderers will give a hill-climbing contest up Eagle Rock Hill. First prize to the rider making fastest time, and a prize to every one that gets up. Entries to E. P. Baird, Brick Church, N. J., close 10 August.

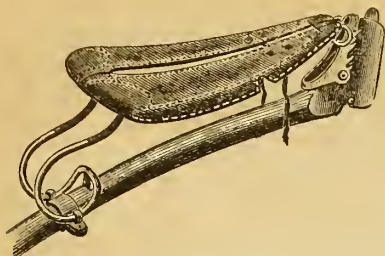
A CORRESPONDENT of the *Bulletin* wants the age limit of the League reduced. A reduction of two years would bring in a great many desirable members.

GEO. CHINN, of Beverly, Mass., has just issued the third edition of the "Wheelman's Hand Book of Essex County." It is a valuable guide to that locality, and as twenty cents will procure it, there should be a very large sale of it.

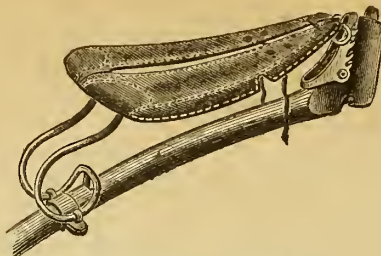
KLUGE has been riding a tandem about Orange, N. J. This looks as though he might be getting along.

A COASTING step for the Star is the latest novelty. It is fastened to the steering rod, and is made by H. A. Smith & Co., of Newark.

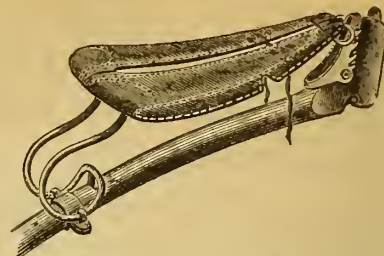
THE Fox grip rim used on the Royal Mail is voted a great success. With this rim in use one is saved the trouble of cementing his tire, for it never gets loose.



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



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

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

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

FREEMAN LILLIBRIDGE, Rockford, Ill.

THE BOSTON BICYCLE SHOE.

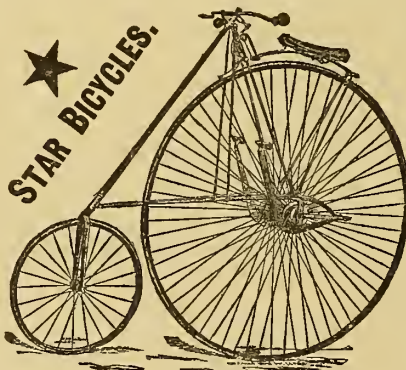
The Perfect Shoe for Cycling.

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

STRICKLAND & PIERCE,

156 and 156½ Summer Street,

BOSTON.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

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

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

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

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

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



METHOD OF APPLYING.

Have You Ever Used the Adhesive Tire Tape?

IF NOT, YOUR TROUBLES HAVE BEEN DOUBLED.

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

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

PRICE, 25 CENTS PER ROLL.

SOLD BY

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

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

BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP,
DAYTON, OHIO,

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

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



BARGAINS THIS WEEK:

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

Mention THE CYCLE when you write.



RUDGE TELEPHONE MAN.

HULLOA, EVERYBODY!

I HAVE JUST ARRIVED,

And as soon as I can get my breath I shall give you some of my opinions FREE OF CHARGE!

THE number of League members necessary for the appointment of a State representative will be increased from fifty to a hundred at the next meeting of the board of officers. At least a motion to this effect will be made.

KENNEDY-CHILD dropped in upon us last week and gave us the latest from the other side. He is not a little disgusted that men under the pay of makers are allowed to ride in amateur races in England, and says he is done with the sport so far as the legislative part is concerned. He thinks that not many amateurs will come to America this fall, though a number of professionals are to be here.

CAPTAIN PECK and three members of the Massachusetts Club rode to Worcester on Saturday and returned on Sunday. They were entertained by Worcester wheelmen.

CHARLES MARTIN and John Robinson, of the Massachusetts Club, rode in one day to Portsmouth and back from Boston last month. Robinson took a header on the way home, and lay in an insensible condition for two hours. The distance is 125 miles.

WE have received long communications from Karl Kron and Mr. E. J. Shriver, on the Orange bell and whistle ordinance, but lack of space forbids their appearance this week.

TAYLOR BOGGIS, of Cleveland, has decided to retire from racing. A fall on the track decided the question for him.

THE Cleveland and Detroit Club are arranging for an exchange of visits.

THE building of the Simmons Hardware Company, of St. Louis, collapsed last week. A large loss, including cycling goods, was the result.

CANADA will send Fred Foster to the fall tournaments. He will train at Springfield.

A LARGE number of Boston wheelmen went to Marblehead on Sunday to see the Galatea come in.

HOWELL had a bad fall while training last month, and broke his collar bone.

THE *News* is out with an attack on the value of the Springfield prizes. We believe Springfield did not state values last year.

THE Columbia team put in a week of clam eating at the Point of Pines after the 5th of July.

THE rocks in front of the Ocean House, at Swampscott, are peopled with wheelmen every Sunday.

CARDS were invented for the use of the insane, or rather to amuse a monarch who was insane, so we are told; but, nevertheless, some otherwise very sensible men with fair average intellects seem to take no pleasure in life except in playing cards. They may ride down to a place of interest on their cycles, but there is a pack of cards in each mulum, and when the ride is ended they pass the night in gambling. They may be "training" through the finest scenery in England, or elsewhere, but they never look at it so long as there is a pack of cards to be had and a spare cushion or newspaper to act as a table. We do not wish to be like the Pharisee and express pleasure that we are not as other men are, but we do fancy that the man who is not possessed of the gambler's spirit has much to be thankful for. — *Wheel World*.

THE following sketch of an occurrence about two years ago, illustrating Cola Stone's strong sense of humor, will be remembered by a number of old-timers.

Per custom, a crowd of his admirers sat one evening on the agency bench, each with a tall story to tell, the "agency kid," meantime, being sent on frequent trips to the "bakery" for "stuffed clubs," etc.

Arthur Young had a most interesting story to relate. The speaker grew tragic and spat tobacco juice in a rapid and reckless manner, while the boys' eyes fairly popped.

He was done. The crowd, heaving a united groan at the farce, had skipped out, while Cola, overcome by the ludicrous situation, jumped into the air with a yell, and came down on the agency desk with crushing effect. Next day Arthur received a bill reading: "To repair of desk, caused by bad joke, \$3.50." — *Journal*.

IN response to queries about his book, "Ten Thousand Miles on a Bicycle," Karl Kron writes this column as follows: "Dear Sir; I regret to inform you that I shall have to sweat through still a third summer to finish my task. I now have 650 pages in type, and the best I hope for is to publish in September."

JOHN M. HATTler, Charles H. Hoetsch, Levi Young, and Wm. M. Young, left Lyons, N. Y., 2 August, to ride to New York City, three hundred and fifty miles.

It is their first attempt at long-distance riding.

Newly Arrived Gentleman: "Whisht, Patsey! Did yez see the bye goin' pasht alayin' on the top of a whale?"

Patsey: My, but yer a gossoon! The whale's a Boy-sickel."

"A phwhat?"

"A Boy-sickel. When I kim over they called thim a wheel-hossopede, an' sence the byes tuk to riden them its Boy-sickels they are. An' ef yees desire to learn to ride wan, ye can begin be larnin' on the grindstone in me back yard. An' whin yes kin ride a grindstone along the top uv a rail fince, ye can tackle a Boy-sickel." — *Spectator*.

W. W. BERRY, captain of the Pittston, Pa., Bicycle Club, writes: "I received my 58-inch Rudge Light Roadster last Thursday. It is the finest machine I ever saw. It runs so easy I don't know I am pedaling half the time."

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

MR. H. M. SABIN, with Stoddard, Lovering & Co., took unto himself a partner for life on Monday last, and received from his friends in the Massachusetts Club an elegant dinner service.

THE twenty-mile L. A. W. championship has been located with the Winona Bicycle Club, and will be contested at the meeting of the Minnesota Division, L. A. W., to be held at Winona in September.

THE telephone man is going to talk to wheelmen. There ought to be a girl at the other end to make things seem natural.

F. R. BROWN, of Springfield, has been reinstated as an amateur wheelman by the Racing Board.

WHEELMEN who wish to have an enjoyable afternoon run are recommended to go to Allen's pond, at Newton, for a swim. This pond is the enlargement of the pure and never failing "Cheese Cake," near its source. It is secluded, fenced in, and sup-

plied with dressing rooms, swimming-post, spring-board, etc. The number of dressing rooms has been doubled, and the depth of the water increased six inches. Arrangements have been made by which the water can be drawn from the bottom during the day, thus raising the temperature several degrees. The sheet of water—5,000 square feet—is divided by a floating boom into two parts for safety, and is from six inches to five and a half feet in depth. Bathers will wear tights or suits, and provide their own towels. Suits and tights, if marked, can be left in care of the attendants, for which a small charge will be made. Strangers may similarly be furnished with tights, towels, etc. Open from 8.15 to 10.15 A. M., and from 5 to 7 P. M. for gentlemen. Arrangements for evening baths, with suitable illumination, can be made.

THE clerical wheelmen started from New York Tuesday afternoon, on their tour up the Hudson and through central New York. Twenty clergymen were in the party, representing various denominations and States. The Citizens' Club, of New York, escorted the tourists through Central Park and to Yonkers. "Karl Kron" was along. The ride was delightful and thoroughly enjoyed. Others will join the party on the way to Poughkeepsie by the way of Tarrytown and Newburg, through the highlands of Hudson. Rev. Sylvanus Hall, of Lancaster, is commander, Rev. Irwin P. McCurdy, D. D., of Philadelphia, chaplain, and Rev. Howard H. Russell, of Oberlin, Ohio, quartermaster.

THE PATH.

THE Montreal Bicycle Club held their annual handicap road race to Valois, Can., 24 July. A half dozen started, and the contest over the uneven and arduous course resulted thus: W. D. Bohm, scratch, first, in 1.5.07; J. H. Robertson, scratch, second, by two seconds; C. Pollock, 6.00, third; G. Darling, 3.00, fourth.

ELMIRA, N. Y., 29 July. — The new four-lap track of the Elmira Bicycle Club was opened to-day. Attendance, good; weather, warm; track fair, but heavy in spots from heavy showers of the night before.

One-Mile Championship of "Southern Tier." — H. C. Hersey (1), 2.49; C. E. Titchener (2), by 10 yards.

One-Mile Handicap. — G. L. Davis, 18 seconds (1), 3.05; C. E. Titchener, scratch (2), 2.49.

The Elmira Club are justly proud of their new four-lap track, and they are going to hold a very large race meeting in September.

THE Harlem Wheelmen will hold their first annual race meeting on Saturday, 11 Sept., at the Manhattan Athletic Grounds, New York City. The events will be: One-mile novice, one-mile club championship, three-mile State championship, two-mile lap race, two-mile team race, two-mile handicap, one-mile 3.10 class, one quarter-mile one-legged, one half-mile without hands.

THE New Jersey Cycling and Athletic Association have secured the services of Mr. Frederick Jenkins as manager of their new grounds at Roseville Station, Newark, N. J. They will hold a three days' tourna-

ment on 30 Sept., 1 and 2 Oct. The track is said to be one of the finest in the country, and no expense will be spared to make the affair a huge success. Mr. Jenkins has had considerable experience with race meetings, and the successful League meet in New York in 1883 was largely due to his efforts. Full particulars will be published later, and the manager's address is Oraton Hall, Newark, N. J.

THE annual tournament of the Williamsport Wheel Club will be held at Old Oaks Park in conjunction with the meet of the Pennsylvania Division L. A. W., 19 Aug. As now arranged the programme is: One-mile dash, open; half-mile ride and run; half-mile club championship; quarter-mile dash; two-mile dash, open; one-mile, L. A. W. State championship; fancy and trick riding; one-mile, hands off; three-mile L. A. W. State championship; one-mile, tug-of-war; five-mile dash, open; one-mile safety, open; one-mile club race; consolation race.

THE Keystone Bicycle Club, Pittsburg Wheelmen, Sewickley Valley Wheelmen, and Allegheny Cyclers, will hold their associated club race meeting 18 Sept., at Exposition Park track, Allegheny City, Pa.

THE last day of the State fair at Meriden will be devoted to bicycle racing this year. Prizes worth \$600 will be offered, and the Meriden Wheel Club will have charge.

THE Lynn Cycle Club Track Association has been awarded the five-mile bicycle and one-mile tricycle A. C. U. championships.

FOREIGN RACING NOTES.

G. GATEHOUSE, amateur, rode two miles on a tricycle in 5.57½ (best on record) at the Racing Cyclists' meeting in London, Eng., 15 July.

Wheeling says that the reported ride of one Berridge on a Rover Safety cannot be verified. It was claimed that he covered twenty miles within the hour, but no one can be found who saw him do it, nor does any one know of such a person.

MECREDY, of Dublin, won the twenty-five mile N. C. U. tricycle championship at Alexandra Park, 17 July.

FOR a sick man Furnivall is doing well. He is still on the track and winning victories.

THE CLUB.

THE semi-annual election of the Bay City wheelmen, held in San Francisco, Cal., 12 July, resulted thus: President, Edward Mohrig; vice, R. M. Welch; secretary, Emil F. Fahrback; treasurer, E. J. Schuster; captain, Daniel O'Callahan; first lieutenant, William Meeker; second, Frank James.

DENVER has a club of ninety-three members. Fifty applications were received at the last meeting as the result of abolishing the initiation of five dollars for all applications made at this meeting.

THE New Britain Bicycle Club has elected the following officers: captain, Howard S. Hart; first lieutenant, Elbridge N. Wightman; standard-bearer, Fred Mills. The club has at present a membership of twenty-four members.

COMING EVENTS.

AUGUST.

- 9 Monday. — Iowa division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.
- 14 Saturday. — Race meeting by Iowa division, at Spirit Lake.
- Hill-climbing contest of Orange Wanderers, at Eagle Rock Hill.
- 19 Thursday. — Annual meet and races of the Pennsylvania Division as guests of the Williamsport (Pa.) Bi. Club.
- Weedsport (N. Y.) Club races. Entries close 17 August. Address H. E. Rheubottom.
- 24 Tuesday. — Fifth annual tournament of the Scranton (Penn.) Club. F. C. Hand, Scranton, Penn.
- 26, 27, and 28 Thursday-Saturday. — Race meeting of the Cleveland Bicycle Club.
- 28 Saturday. — Annual meet and races of the New Jersey division, at Millville, N. J.

SEPTEMBER.

- 1 Wednesday. — Race meeting of the Troy (N. Y.) Club, nine open races. R. S. Coon, Troy, N. Y.
- 3, 4 Friday, Saturday. — New York division meet and races, at Buffalo, N. Y. Five-mile L. A. W. championship.
- 6 Monday. — Grand tour of the L. A. W. from Niagara Falls and Buffalo, through Central and Southern New York, Virginia, and the Shenandoah Valley, winding up at Harper's Ferry, 18 September. Entries now open with the Marshals.
- Annual meet Ohio division, at Massillon, Ohio, on invitation of Massillon, Canton, and Alliance Clubs. Apply to Jns. S. Meyer, Jr., 37 N. Market street, Canton, Ohio.
- 8, 9 Wedne day, Thursday. — Annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn. Entries to Geo. H. Burt, Box 414, Hartford, Conn. Close 1 September.
- 11 Saturday. — Races of Harlem Wheelmen, at Manhattan Grounds, New York. Entries close 4 September, to F. L. Bingham, 49 Rose street, New York.
- 10, 11 Friday, Saturday. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass.
- 14 to 17 Tuesday to Friday. — Springfield Bi. Club's annual tournament, at Hampden Park, Springfield, Mass.
- 18 Saturday. — Races of Associated Clubs at Allegheny City, Penn.
- 21, 22, 23 Tuesday-Thursday. — Bicycle races at Junction City, Kansas. Apply to Charles S. Davis, Junction City, Kansas.
- 23, 24, 25 Thursday-Saturday. — Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.
- 30 Thursday. — First day of tournament of New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederic Jenkins, manager, Oraton Hall, Newark, N. J.

OCTOBER.

- 1 and 2 Friday, Saturday. — Second and third days of tournament at Newark. Apply to Fred Jenkins.
- 1 Friday. — Illuminated parade of wheelmen at St. Louis, Mo. J. S. Rogers, care of *American Wheelman*, St. Louis.
- 1, 2 Friday, Saturday. — Interstate meet at St. Louis, Mo. Apply to J. S. Rogers.

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.

S. S. S. — We want you to know that our straight steerer S. is the best machine on the market. We are now filling large orders. Our Apollo still holds the road record for twenty and twenty-five miles. W. B. EVERETT & CO., Berkeley square, Boston.

A. AMERICAN. — This is our name, and the machines we make are worthy of it. GORMULLY & JEFFERY, Chicago, Ill.

WANTED.—To sell a few more Marlboro Club machines. We have been driven to supply the demand, but we are now catching up. **COVENTRY MACHINISTS COMPANY**, 239 Columbus avenue, Boston.

WANTED.—Fifteen wheelmen or more to get their machines repaired at my repair shop. Especially the more. **W. W. STALL**, 509 Tremont street.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. **BUTMAN & CO.**, 89 Court Street.

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

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

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

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

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. **BUTMAN & CO.**, Scollay Square, Oriental Building.

WHEELMEN, ATTENTION

A Hydrometric Paradox.

The favorite run from Boston through Brighton, Newton, Newtonville and West Newton, to the Woodland Park Hotel is TEN miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience), will make the return run one of EIGHT miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

N. B.—Private entrance to pond midway between West Newton and the Hotel, off Washington Street, opposite Greenough.

RUDGE RACERS.

ATTENTION RACING MEN.

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

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

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152 to 158 CONGRESS ST., BOSTON.

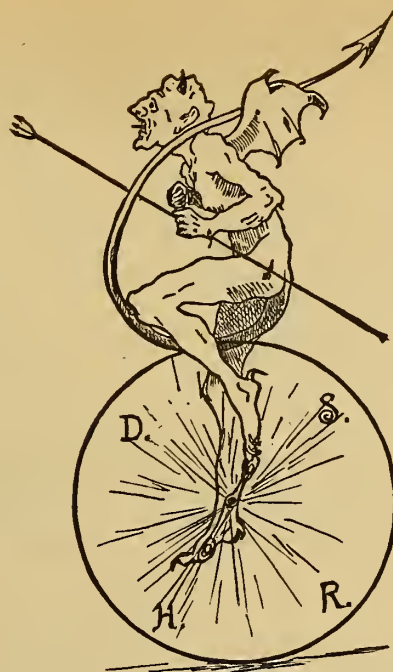
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Secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions in cycling by an experienced wheelman. Write for particulars.

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THE INVINCIBLE

Has not a very long list of records to show; but as it is the **BEST TRICYCLE MADE**, it does not need them. Quarter-mile **WORLD'S RECORD**, 41 2-5s., was made on an Invincible. Send for Catalogue to

GIDEON & BROWN - - - Philadelphia, Pa.

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MEDALS and BADGES,
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LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

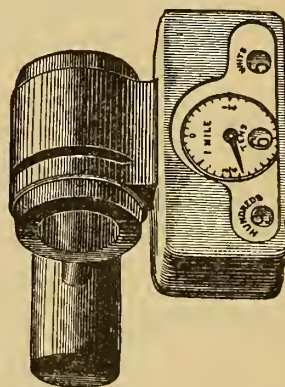
Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 40 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it. Old edition, 20 cents. For sale at CYCLE office.

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.

A. L. ATKINS, care of Pope Mfg. Co., Boston.



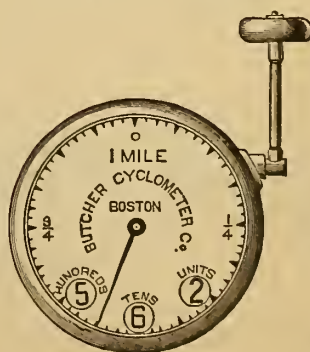
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Sent free by mail on receipt of price.

Ten Dollars

BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

We select because it is THE BEST, not the Lowest Priced. Sent by Mail on receipt of Price.

FIVE DOLLAR.

ON THE ROAD THE COLUMBIAS ON THE PATH

Boston, July 6, 1886.

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

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD, July 5.

1-MILE (World's Record)	1.52.
1-MILE (World Amateur Record; Fastest Mile ever made in Competition)	2.34.

WM. A. ROWE AT LYNN, July 5.

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

THE COLUMBIAS AT BOSTON, May 29.

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

THE COLUMBIAS AT LYNN, May 31.

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

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

THE COLUMBIAS AT NEW HAVEN, June 11, 12.

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

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN, June 17.

1 MILE NOVICE RACE	S. L. TRUESDALE.
1-MILE OPEN RACE	W. A. ROWE.
Time, 2.37 2-5.	
2-MILE LAP RACE	GEO. M. HENDEE.
2-MILE HANDICAP RACE	F. S. HITCHCOCK.
1-MILE PROFESSIONAL TRICYCLE RACE, WORLD'S RECORD, T. W. ECK.	
Time, .42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS, Season of 1886.

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

THE COLUMBIAS IN THE WEST.

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

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259½ miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

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

THE COLUMBIAS IN NEW JERSEY, June 19.

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

THE COLUMBIAS AT BROOKLYN, June 19.

1-MILE NOVICE RACE.	
2-MILE HANDICAP RACE.	
3-MILE HANDICAP RACE.	
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.	
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.	

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS. Season of 1886.

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

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