

The Cycle.

VOL. I., No. 23.

BOSTON, MASS., 3 SEPTEMBER, 1886.

FIVE CENTS.

THE MARLBORO' TANDEM.

The Latest! The Fastest! The Best!

"OUTING," for May, says—"The 'Marlboro' Tandem is in every way the greatest advance for 1886."



Runs on Three Wheels only. Patent Automatic Steering.

The Coventry Machinists Co., Ltd.

239 COLUMBUS AVENUE - - - - BOSTON.

WE WILL ABSOLUTELY GUARANTEE
THE AMERICAN SAFETY
 — TO BE THE —
EASIEST RUNNING BICYCLE IN THE WORLD.

AND WE KNOW WHEREOF WE SPEAK.

IT IS ORIGINAL TOO, AND NOT A COPY OF A FOREIGN MAKE.

We append herewith the unsolicited testimony of three of the largest dealers in the country, who sell all the well-known makes, and who have purchased, paid for and are now riding this machine, because they know it is the best, and therefore take the mount for their personal use.

DAYTON, OHIO, Aug. 13, 1886.

Messrs. GORMULLY & JEFFERY:

Dear Sirs,—Please send me by freight, as soon as possible, one 42-inch American Safety, with ball-bearings to both wheels and to cranks, and with cow-horn handle-bars. I wish this for my own use. I have for the last five years been riding an Expert, but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount.

Very respectfully,

A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886.

Messrs. GORMULLY & JEFFERY:

Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly,

C. F. SMITH, *Mgr. Ind. Bi. Co.*

NEW HAVEN, CONN., June 3, 1886.

Messrs. GORMULLY & JEFFERY:

The 42-inch Safety has arrived, and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it is the finest action for a Safety, and the easiest running bicycle I ever rode, and that is saying much, as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours,

J. C. THOMPSON, *Pres. & Treas. Am. Bi. Co.*

The last Edition of our Catalog (printed in July), and containing Detailed Descriptions of this and other Excellent Cycles, Mailed FREE.

GORMULLY & JEFFERY
 CHICAGO, ILL.

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.

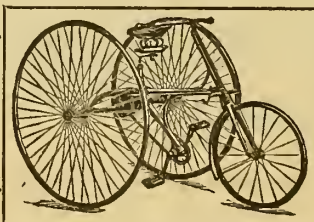
To say that I am pleased with the Apollo is very mildly putting it. I can find only two words that can express my feelings: it is a "Jim Dandy."
 Yours, etc.,
 FRED. BRIGHAM.

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., 3 SEPTEMBER, 1886.

No. 23.

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New York, ELLIOTT MASON, 12 Warren Street.

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

Baltimore, S. T. CLARK & Co., 4 Hanover Street.

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ABBOT BASSETT EDITOR

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

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

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

OUT of a membership of over 1,400, there were but fourteen members of the Massachusetts Division present at the annual meeting on Saturday night. But it was a representative gathering, and it is safe to say that these fourteen would have swayed the legislation if there had been three hundred present. And yet, we have no rings in the Bay State.

THE L. A. W. should be severely criticized for offering special sanction to the coming over of these English amateur professionals. — *Herald*.

THE L. A. W. has not offered to sanction the racing of amateurs with promateurs. It can do no such thing under its rules. The N. C. U. has, however, a special clause in its amateur rule which allows for the special sanction of "mixed" races, and international comity calls for the respect of such action on the part of the L. A. W., should the N. C. U. think best to employ this clause of its rules. We do not hesitate to say that we should prefer to see the English riders come over with sanction to ride in promateur races, rather than have them come over as amateurs with carefully concealed business relations, and go into amateur races.

IF the Galatea should carry home the America's cup, we don't believe that Lieut. Henn will take it to a silversmith to find its real value. Yachtsmen have not come to that yet.

THE Massachusetts Division has appointed a committee on Rights and Privileges. It is proposed that the legal rights of wheelmen shall be maintained on the highways. From what we know of the committee, sidewalk riders will get little sympathy. It may be that they will attend also to the rights and privileges of pedestrians on the sidewalks.

AT the Buffalo meeting, L. A. W., many important changes will be made in the By-Laws of the League. Among these changes a very important one is that which restores to the membership at large the right to elect the president and vice-president. It has been claimed that the Board of Officers is a more representative body than the general assembly; but when clubs can send their proxies by fifties to the general meeting, a very general expression of opinion can be called out. The change, which will allow large State divisions to provide for the election and apportionment of Representatives and the Chief Consul, is a good one, and will work to the advantage of the League in many ways.

THE *CYCLE* clipped the account of the Stickney accident and got it wrong. — *World*.

THE *CYCLE* did no such thing. Had we done this, we should have said that Mr. Stickney was taken to the *Woodlawn* Park Hotel, and that the tricycle struck the curbstone. These mistakes were made by the daily press, and faithfully reproduced in the *World* and other papers. The *CYCLE* gave the only correct account of the accident that has been published, and it was made up as a result of a consultation with friends of the deceased and with those who saw the accident.

THE Boston correspondent of the *Bulletin* tries to be funny at the expense of truth. He reports that two members of the Massachusetts Division Board of Officers failed to attend the meeting of that body, because they could not find the room where the meeting was to be held; and he says that of the two parties, those who were at the meeting, and those who failed to find the room, one "waited in the parlor, and the other tarried

at the bar." If there were a grain of truth in this, it might be funny; but it is not true, and the writer knows that it is not.

THE cyclists of England are not the only doubters. In a recent interview L. E. Myers said to a reporter: "When our English cousins heard about their records having been knocked into the shade, they merely laughed, and called it 'American bounce.' All of the English authorities said it was just possible that the tracks were short, or the people who held the watches did n't know their duty." Myers has been over, and they doubt no longer. We'll have to send some of our fast cyclists over.

KARL KRON is much incensed that we did not give him two or three columns of space to say what we condensed into ten lines. In his passion he has sent his letter to a contemporary, with a two-column criticism of our course. We feel sure that we shall have the gratitude of our readers, for the infliction we have saved them. Boiled down articles find favor at the *CYCLE* office.

WE were in error in stating that an ordinance requiring a bicycle to carry a light was on the books of a city near Boston. We referred to Newton. The city clerk has furnished us with the ordinance relative to highways, and we find that the section relating to cycles reads as follows:—

"SEC. 19. No bicycle or tricycle shall be propelled upon any street or way, unless provided with a bell, to be rung when approaching any person; and neither shall be propelled upon a sidewalk."

The penalty affixed to this is a fine of not less than one, nor more than twenty dollars.

SOME one has said that "all literature is but the turning of one bottle into another." There are few papers that can live without their exchanges, and it is only fresh young editors that pretend they do. No cycling paper has been drawn upon more freely than the *CYCLE*. It was only the other day that our contemporary the *World* took a poem from our columns and printed it without credit; and the little poem "Wheel Ethics," which first saw the light with us, has been reproduced several times, credited to another journal that took it from us without credit. These things do not trouble us much, and we don't care to bore our readers with the details of the credited and uncredited articles which appear in other journals. Veteran journalists

always know a fresh editor by the frequency with which he cries that he is being robbed, and they may well laugh at the editor who says he can get along without exchanges. The CYCLE always gives credit when it thinks credit to be due.

THE Board of Officers has given a decided negative to the questions propounded in the mail vote. There is no wavering in their decision. By a very large vote, they say that the amateur rule shall remain as it is; that Rule H shall remain, and that the League shall not give up racing. They voted eighty-five negatives and fifteen affirmatives. They also sustained the action of President Beckwith in removing Mr. Ducker by a vote of ninety to ten. The Board of Officers has faith in the Racing Board.

THE CYCLER'S STORY.

BY COLIN GRAY.

CHAPTER II.

"At last, with a feeling of intense delight and satisfaction, I saw the possibility of getting away from Boston. Where should I go? I received a letter from my dear friends the Willoughbys, who had taken an old house in the mountain regions of New Hampshire during the temporary absence of the owner, and were hospitably bent on filling it with guests. Florence Willoughby was my cousin, and before she married the wealthy son of a wealthy stockbroker, we used to 'spoon' a good deal. 'Do come,' she pleaded in her letter of invitation, 'for in order to make up for past unkindness and neglect on my part'—these last few lines were expressively underlined—'I mean to introduce you to an old school-fellow of mine—such a darling girl, and as good as she is lovely, and I shall expect you to marry her; for I feel it is my mission to provide you with a wife. It is quite time, sir, you were settled.'

"I could not help heaving a sigh as I thought of dear little Flo', and how happy we could have been. I think she liked me a little bit until the other fellow made his appearance. I liked the phrase 'the other fellow'; it eased my mind to think of him in that form: but I decided to accept the invitation for all that.

"I duly arrived at the house of my good friends, having been met at the depot by a servant of the family, and driven over. My welcome was a very warm one. I had not seen Florence for four years, and really she had grown so plump and matronly, that I hardly recognized in her the slender young lady who used to hang on my arm, or languidly ask me to pick up her fan. 'The other fellow' was, I soon discovered, a hearty generous man, and he appeared to be as delighted to see me as if he had known me all my life.

"That night at dinner, I laughingly asked Florence when the 'dear darling girl' referred to was to make her appearance. With a roguish shake of the head she informed me that Lucy would not arrive for a

day or so,—that she had lately lost her father by death.

"'Indeed, I am sorry for that,' I answered in a conventionally sorrowful tone, though I am bound to confess I did not care a jot about it. I did not know either Lucy or her father; and, besides, Lucy was a name I detested.

"The village where I had temporarily cast my fortunes was situated not far from a well-known show-place, a mountain gorge spanned by a bridge, which, by reason of its daring construction, was familiarly known as the Devil's Bridge.

"This spot was so close, that the noise of the falling water could be heard quite distinctly from the house. I never shall forget the curious sensation there came over me, as I leaned over the parapet and looked down into the seemingly unfathomable abyss. My head, unused to such sights, swam, and my nerves, probably unstrung by my late application to work, positively gave way, and for a moment or two I felt quite giddy. Florence noticed this, and in some alarm pulled me back by the tails of my coat, though I do not think I was in any danger of falling.

"'What a place to fall down!' I said, when I had recovered my mental balance.

"'Yes, indeed!' said my host; and then, to turn the conversation, he promised that a few days' hill-climbing would soon take all nonsense out of me, and that when I got back to Boston I should not know what a nerve was.

"Tired with an all-night journey, I was not sorry to retire at a very early hour to bed that night.

"It is not easy to change one's habits all at once. I was a late bird, like most bachelors, and thought the best time for enjoyment between eleven and one. When I had to go to my room, I found the excitement of saying 'Good-Night' and of making arrangements for the next morning had effectually driven off my drowsiness, and I did not care in the least to go to bed. It was but ten o'clock I found, so I lit a cigar, softly raised the window, and threw myself into a lounge-chair by it.

"It was a beautiful night; the full harvest moon had risen, and flooded all with her mellow light. Just the suspicion of a mist lent a gauzy effect to the surroundings. Not a sound could be heard save that made by the plashing of the cascade under the Devil's Bridge in the distance. When I recognized it, my thoughts turned to the afternoon visit, and I could not help wondering how it would look under the moonlight. My next thought was, why not go and see? Why not? My window was only an easy height from the ground, and I could easily get back again. Not a soul was about. I could get away unobserved; the night air would do me good, and I should just have time to finish my cigar in the going there and back.

"In a moment I had put on my hat and was out on the green-sward. How delicious the soft, cool air was! I leisurely strolled into the lane that led to the gorge and turned in its direction.

"How glorious it was! The moon tipped every little bit of projecting rock with silver. As I looked over the parapet into the gorge, the sense of unfathomableness did not take possession of me as it had in the afternoon;

on the contrary, I seemed to be looking down into a sort of fairy bower, for the crossing branches and leaves formed a silver tracery, under which there was a soft gossamer cloud, which seemed a fitting bed for elves.

"I was looking down at this, when I felt a hand laid upon my shoulder. Looking hastily up, I beheld a long lank figure, with cadaverous face, that I remembered only too well, though I had ceased to think about it. I saw my curious client! 'What brings him here in this place and at this time?' I wondered. I must confess a very unpleasant sensation came over me as I recognized him.

"'Do you remember me?' he asked in his usual hollow voice.

"'Certainly,' I replied, holding out my hand with an affectation of politeness. 'How do you do?'

"'Do you remember our last interview?'

"'I do.' As I said this I seemed to feel a distinctly cold something trickle down my back.

"'Revenge I must have, and revenge I will have!' As he hissed out these words he put his face close to mine, and I saw the same strange bright look in his eyes that I had seen in my chambers that day, only it was intensified by the moonlight.

"Ere I had time to utter a syllable, he added: 'But before I have had my revenge I seek a solution of the mystery. It lies down there,' and he nodded in the direction of the gulf. 'You understand me?'

"I nodded my head vehemently and smiled in a more ghastly manner than before, though I was calculating in my mind whether, if it came to a trial of strength, I could master him.

"'It is you must unfathom this mystery.'

"'I! Why?'

"'Because you are profound; you understand the law and its tangles; because you are my counsel and my case is in your hands; the fee is in your pocket now.'

"I was glad to find that, as he talked, he receded backwards, and I trusted that we should soon be clear of the dangerous gorge. On level ground I felt I should have more chance in the event of a struggle; one little gap in the railings safely passed, and I should be all right. We had reached this gap when, with superhuman strength, he sent me spinning from him, and I fell through it into the dreadful gulf! I seemed to fall miles; I fell really only a few yards. Putting out my hands, instinctively I clutched a projecting ledge of the rock and found myself hanging by my arms, my whole weight held up by the strength of my fingers. With what despair I held on, and yet with what electric rapidity it flashed through my mind that only a few seconds could I thus support myself! What could I do? Nothing but expend my strength in a despairing cry for help, in the hope that it would be heard by the inmates of the house. This I gave, and I can hear now the echoes in that fearful depth mocking my despair; they seemed all around me—now close to me gurgling in my ear, and now dying away in a sort of chuckle down below. Then I began to economize my strength, by giving each of my fingers a rest in turn, but I found at last, after what seemed an age of torture, that my powers were giving way, and my senses were leaving me. I was about to resign myself to fate when I saw lights above

me, and heard the welcome voice of my friend Willoughby. Strong arms reached down to me and lifted me up, and I remember no more.

"When I next opened my eyes, it was in the room I had so inconspicuously left that dreadful night. This fact did not come to me all at once, but very slowly. I found, too, that I could not raise my arm, and I could feel that I had much less hair on my head than usual. Then I made out two figures,—one a quaint old woman in a wonderful cap of snowy whiteness, and a red shawl upon her shoulders; the other a young woman in black, with a bunch of white daisies at her throat. I recognized her at once. It was the beautiful messenger who brought me the letter from my client. Her's was an oval face of exquisite beauty, and a pair of eyes were fringed with long black lashes; all this I took in, also by slow degrees. Then the elderly woman came forward and uttered an unintelligible ejaculation, at which the younger woman hurriedly left the room only to return in a few minutes with my friend Willoughby, who exclaimed in his bluff way: 'Welcome back, old fellow! now you'll be up and around again in a very short time. You've had a hard siege of it.' Then Florence, claiming a cousin's privilege, bent over me and kissed my forehead, and I heard her whisper, 'Thank Heaven!'

"A week passed before I became strong enough to sit up. One day I sat propped up in bed with pillows. Lucy—yes, I called her Lucy, and rather liked the sound of the name—was sitting opposite to me, reading. During a pause, I asked suddenly:—

"Why did you take such an interest in me? You were my nurse, I hear."

"Well, I had been used to nursing, and I felt handy to it, Mr. Nickerson. I have had, unfortunately, a great deal of it to do." "I looked at her black dress, and then I remembered what Florence had said on the night of my arrival, about the 'dearest girl' having recently lost her father. She raised her eyes to mine for a moment, and a strange thrill went through me. They seemed to remind me of something in the past. Before I could, however, think it out, she said:—

"Florence is, you know, an old school-fellow, and as I have no home now, she has insisted upon my taking up my abode here, and I was glad to be of service to her. Besides—"

"Besides what?"

"I felt it a matter of duty as well to you, see," she went on, with heightened color and in answer to my inquiring look.

"It is, I believe, partly owing to my poor dead father that you have suffered so."

"Your dead father, Lucy?" I asked incredulously, yet with a nervous excitement; "is he dead, then?"

"Compose yourself. My poor father, your unhappy client, died a few days after the case was decided. The loss of it broke his heart."

"Died! Then who was that I met on the Devil's Bridge that night?"

"No one."

"But that dreadful face?"

"All the result of an overworked mind. Your cry alarmed the house, and you were found hanging from your bedroom window-sill, with your feet barely six inches from the ground."

"For a year I was not allowed to work. The doctor told me that I must have exercise and plenty of it. That I must not work all the time, and he wound up by saying, 'Get a bicycle and ride it or you won't live three years. Well, I took his advice, and here I am, perfectly restored to health. I ride every day. It interferes somewhat with my business, but it gives me health. Do you wonder that I call it my savior? There are other kinds of exercise I know, but I never should have the patience to keep up practice at a gymnasium or at any of the many sports. The fun of wheeling kept me to it and it gave me back the health that I had lost.'

"What became of Lucy?" do you ask? "Oh, she's all right! and when she writes a visiting card, she puts down my name with a 'Mrs.' before it."

CYCLETs.

DAISIE has sent us a charming little story, which will appear next week.

It is stated on good authority that several Boston ladies are riding Singer's Straight Steerer without a divided skirt. We have not seen them, and we take the statement as we do our corn, with a grain of salt.

GETCHELL met with a bad fall at Lynn last week, and suffered severe bruises.

PROVIDENCE is a city under the prohibitory law. Can it be wondered, then, that a party of Providence wheelmen out on a cruise should want to run aground on Rumstick Neck.

THEY were on the piazza of a hotel at Newport, and Jones was talking with a pretty girl. "Let's go and see the Galatea," said Barnes. "Oh, no, I prefer the gal at here," said Jones.

CHAS. WEISINGER, who started to ride from Adrian, Mich., to Boston, stopped at New York, and came to Boston by boat. A telegram from home announcing the death of a relative put a sudden end to his journey. He remained in Boston a day or two and returned to his home last week. He reports a good ride, interspersed with the pleasures and the hardships incident to such a trip.

THEY tell us that the Puritan is good for "running and reaching." Well, a great many of our racing men are good for running and reaching the tape first.

OF all the flowers that bloomed in the spring, the Mayflower has proved the best. She is not a trailing arbutus, however, but one of our beauties nevertheless.

DAN CANARY, who astonished thousands of spectators with his seemingly impossible cycling performances at the Charter Oak Park meeting last year, will be succeeded this season by the double acrobatic riders of the Star machine, Lester and Alden, whose feats, though perhaps not more difficult than Canary's, are very wonderful to behold, and decidedly novel.

Outing has arranged with the Connecticut Bicycle Club for facilities for taking photographs and sketches of the coming tournament, and will publish an illustrated account of the parade and races.

NEW ORLEANS now has two clubs: the N. O. Bicycle Club, and the newly organized Crescent Wheelmen.

ST. LOUIS will be ready with her invitation at Buffalo. She wants the League meeting very badly. Can it be that she has heard that it cost the Massachusetts Division only twenty-seven cents?

Wheeling puts this down as the gist of the position of the N. C. U. on the amateur question. "Our promateurs are not as other people's promateurs are. They're English, you know—quite English."

HARRY LEEMING says that Furnivall is bound to make a mile in 2.25 before he gives up his hunt for records.

THE Salvation Army has purchased three Marlboro' tandems, which will be ridden during a campaign in the north of England. They are all fitted with sockets for carrying banners.

THE tandem drove the sociable out, and now comes a one-track sociable, which the Englishmen are riding, and they say it's the best yet.

THE *Cyclist* has proposed that letters of machines put a trade-mark on their wheels which should be known in the trade. It is thought that this plan will lead to the recovery of many stolen machines. The idea will no doubt be adopted and put in practice.

CABIN JOHN BRIDGE adventurers will, now take their places with the barrel men of Niagara and the cranks of Brooklyn Bridge.

D. G. BIGGS, of Louisville, Ky., U. S. A. has invented a "balance power gear" for bicycles, which the *Bicycling World* illustrates. It is practically Grey's hand-power gear applied to a bicycle, and is precisely the same as a gear shown at the Stanley Show of 1880, by a French firm—Clément et Cie.—*Cyclist*.

THE *Bicycling News* for 20 August has portraits of the English champions for 1886, —Furnivall, Mecredy, Allard, and Fenlon.

THE *Cyclist* employees have been holding their annual "wayzgoose." That's the horrid name they give to a picnic over there.

MR. BOWN publishes a list of those whom he has licensed to use his ball bearing, and says he shall sue all who use it without authority.

FRANK EGAN writes to an exchange, and says that the cigarette girls will next appear on wheels. Heaven save the mark! Let the boys look at them at their desks and on the ball field, but keep them off the wheel.

R. H. ENGLISH was down for a race with Fred Wood on 28 August, but the riders had a disagreement, and the race was given up.

THE Natural Bridge has been added to the programme of the League tour. The hop at Watkins' Glen is promised to be a "daisy" affair.

L. E. HICKOK is riding a bicycle on a business trip through New England. He represents Wilcox & Howe, of Birmingham, Conn. He dropped in on us the other day, and said that he had gained three days in time over the cars, and his expenses had been very much less. The firm gets the bene-

Hampden Park, Springfield, Mass., U.S.A., September 14, 15, 16, ^{AND} 17, 1886.

FIFTH ANNUAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

Who Takes 'Em ? Who Takes 'Em

OFFICIAL LIST OF RACES AND PRIZES.

FIRST DAY—TUESDAY, SEPTEMBER 14.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 1st heat.	Vase Lamp, hammered copper and	Scarf Pin, diamond setting.	Fancy Inkstand, gold and oxidized.
1-mile	Amateur	Bicycle	Novice.	A. C. U. Gold Medal. [oxidized.	A. C. U. Gold Medal.	A. C. U. Gold Medal.
10-mile	Promateur	Bicycle	A. C. U. Championship.	\$100 Cash.	\$60 Cash.	\$40 Cash.
5-mile	Professional	Bicycle	Handicap.			[qué, gold lined.
1-mile	Promateur	Bicycle	World's Championship, 2d heat.	Gold Watch, open face.	Vase Lamp, gold and Silver.	Smoking Set, hammered and appli-
5-mile	Amateur	Bicycle	16.30 Class.	Gold Watch, open face.	Ewer, antique brass, embossed.	Opera Glass, pearl mounted.
1-mile	Promateur	Tricycle	Open.	\$62.50 Cash.	\$37.50 Cash.	\$25 Cash.
3-mile	Professional	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 3d heat.	Two Gold Medals.	Two Silver Medals.	
1-mile	Amateur	Tandem	A. C. U. Championship.			

SECOND DAY—WEDNESDAY, SEPTEMBER 15.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 4th heat.	Gold Watch, open face.	French Clock, with bronze figure.	Glass Vase, decorated gold stand.
5-mile	Amateur	Bicycle	Lap.	Diamond Stud.	Gold Watch, hunting case.	Silver Chronograph Watch.
5-mile	Promateur	Bicycle	Handicap.	\$62.50 Cash.	\$37.50 Cash.	\$25 Cash.
3-mile	Professional	Tricycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 5th heat.	\$62.50 Cash.	\$37.50 Cash. [breach-loader.	\$25 Cash.
3-mile	Professional	Bicycle	Lap.	Gold Watch, hunting case.	Stevens Shot-gun, double-barreled,	Silver Chronograph Watch.
5-mile	Promateur	Bicycle	Lap.	\$62.50 Cash.	\$37.50 Cash.	\$25 Cash.
3-mile	Professional	Bicycle	Handicap.			
1-mile	Promateur	Bicycle	World's Championship, 6th heat.	Gold Medal.	12 Silver Knives, renaissance pat-	Traveling Clock, and case.
3-mile	Amateur	Tricycle	Open.			

THIRD DAY—THURSDAY, SEPTEMBER 16.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 7th heat.	Gold Medal.	French Clock, with bronze figures.	Gold Watch Chain.
3-mile	Amateur	Bicycle	Open.	Diamond Stud.	Gold Watch, hunting case.	Gold Watch, hunting case.
10-mile	Promateur	Bicycle	Lap.	\$50 Cash.	\$30 Cash.	\$20 Cash.
1-mile	Professional	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 8th heat.	Tea Set, 6 pieces, satin embossed.	Stevens Sporting Rifle.	Stevens "Hunter's Pet" Rifle.
5-mile	Amateur	Bicycle	Open.	Gold Watch, hunting case.	Diamond Stud.	Gold Watch Chain.
3-mile	Promateur	Tricycle	Open.	\$50 Cash.	\$30 Cash.	\$20 Cash.
1-mile	Professional	Bicycle	Handicap.			
1-mile	Promateur	Bicycle	World's Championship, 9th heat.	\$62.50 Cash.	\$37.50 Cash.	\$25 Cash.
3-mile	Professional	Tricycle	Handicap.			

FOURTH DAY—FRIDAY, SEPTEMBER 17.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 10th heat.	Gold Watch, open face.	Carving Set, renaissance pattern.	Gold Cuff Buttons, stone settings.
3-mile	Amateur	Bicycle	9.45 Class.	Diamond Stud.	Complete Fishing Outfit.	Water Set, silver, gold lined.
10-mile	Promateur	Bicycle	Open.	\$120 Cash.	\$90 Cash.	\$60 Cash. Fourth, \$30 Cash.
1-mile	Promateur	Bicycle	Lap.			[and oxidized.
1-mile	Promateur	Bicycle	World's Championship, 11th heat.	Diamond Stud.	Scarf Pin, diamond setting.	Biscuit Jar, decorated china, gold
3-mile	Amateur	Bicycle	Handicap.	Gold Watch, open face.	Pedestal Lamp, antique brass, tulip	Gold Watch Chain.
1-mile	Promateur	Bicycle	2.40 Class.	\$100 Cash. [Medal.	\$60 Cash. [globe.	\$40 Cash.
5-mile	Professional	Bicycle	Open.	Winner last heat, Gold Watch and	Winner fastest heat, Fine Gold	[Fifth, Lakin Cyclometer.
1-mile	Promateur	Bicycle	World's Championship, final heat.	Gold Watch Chain.	Stevens Bicycle Rifle. [Watch.	Seal Ring. Fourth, Traveling Bag.
1-mile	Amateur	Bicycle	Consolation.			

ENTRIES CLOSE SEPTEMBER 7, 1886.

All Events have three Prizes, where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., will be furnished upon application to SANFORD LAWTON, Secretary Springfield Bicycle Club, Springfield, Mass., U.S.A.

fit of the saving in expenses, and he gets a good time.

A MEETING of the board of Officers' League of Essex County Wheelmen was held at Salem last week. George Chinn of Beverly, R. H. Robson and A. N. Webb of Salem, were appointed a committee to arrange for a meet of the League on Saturday, 9 October. The sentiment of the meeting was in favor of holding a race meet on that date in Lynn, if satisfactory arrangements can be made with the Lynn Cycle Track Association.

The California Division will meet at San Francisco 9 Sept. The three-mile National championship will be contested at that time.

JACK PRINCE expresses himself as very sorry that Howell is out of condition. He wants to meet and down the great Englishman, but he sees no great honor in beating a sick man.

AN English wheelman took a header the other day, and was immediately surrounded by a curious crowd. He took of his hat and passed it around, soliciting aid to repair damages. The crowd dispersed.

It may be that the Lynn Cycle Club will locate its proposed new clubhouse at the corner of High Rock and Grover streets, as the suggested North Common street lot is too expensive, costing \$6,000. The club wants to expend about \$5,000 in a house and lot.

"BICYCLES! Bicycles!" Nay, to shun laughter,

Try cycles first, and buy cycles after;
For surely the buyer deserves but the worst
Who would buy cycles, failing to try cycles
first! — *St. Nicholas*.

DR. KENDALL has had a photograph taken of himself on a bicycle with his pup "Bess" running by his side. It should ornament the title-page of Will Carleton's "Betsey and I are out."

LANGDOWN will ride a Columbia. The peculiar persuasive powers of Manager Atkins are best shown by the action of these men who come to us from abroad, and go right on to Columbias. Foster, of Canada, was riding a Columbia three days after he struck the Lynn track, and his English wheel was laid aside.

WE can go down to the Hartford races in the morning and get back the same night, if we don't care to stay over. The 9 o'clock train will land us in Hartford in plenty time for dinner.

THE man who will furnish ham sandwiches to the visitors at the Hartford races is named Bacon. We trust he will put plenty of meat between the bread, and not try to save his bacon.

WHITTAKER has been very much troubled about his disqualification. He says there is no one to race with in St. Louis if he cannot be an amateur. He can now race with Percy Stone.

A WESTFIELD rider is running up a road record in competition for a cyclometer. He has already ridden six thousand miles. We understand that this and all the other Westfield records are made on a smooth road around a park, and that the riders keep up their speeding far into the night. Last

year Goodnow took the prize in this way, covering five thousand and fifty miles.

MR. SANFORD LAWTON once more becomes secretary-treasurer for Massachusetts. The Division members had an idea that it would be a good thing to have chief consul and secretary-treasurer in the same city, but they did n't want to give up Lawton.

LAST year Massachusetts had seven hundred members in the League. Now she has fourteen hundred and ten, — a good percentage of increase. She has nine representatives, and she is entitled to five more.

THE Massachusetts Division has got \$928.76 in its treasury, and it proposes to have a good road book, cost what it will. The Old Bay State got out the first book of this kind, and pointed the way for other divisions to go. We think she may give them another pointer soon. She has been left behind in the matter of road books, but mark our words, she will not stay there.

THE League Meet cost the Massachusetts Division the enormous sum of twenty-seven cents!

AT the parade of the Connecticut Bicycle Club at Hartford, 8 and 9 Sept., prizes will be offered — (1) to the club parading the largest number of uniformed riders; (2) to the club presenting the finest appearance; (3) to the club parading the largest proportion of its membership. All wheelmen in the State, whether members of the L. A. W. or not, are invited to take part in the parade.

WE are hearing of some wonderful practice times at Lynn and Springfield. It should be remembered that these performances are done with flying starts.

THE London cycling papers announce that after Bob English has competed in the fifty-mile N. C. U. championship race, he is to turn professional and arrange for a race with Fred Wood.

THE efforts of the riders at the Saturday races to deceive the handicapper, brought down on their heads the indignation of the audience several times. It was perfectly clear that no man was doing his best.

MORGAN gave a banquet to the officers of his race meeting at Springfield last Saturday.

THIS is about the way the racing men are doing a mile at the Springfield track: Rowe, 2.27½; Hendee, 2.30; Knapp, 2.32½; Burnham, 2.32½; Adams, 2.32½; Rhodes, 2.33; Kluge, 2.38; Ives, 2.38; Langdown, 2.39; Haradon, 2.45.

A TALL hat gives the head an air-cushion protection. So says a wheelman. Then we must wear them. A pitcher's mask will save a scraped nose. Let's wear it. Cricket leggins will save our shins. Put them on. And, by the way, why not get a suit of armor?

THE status of Mr. Corey has been discussed pretty freely in the papers of late. And now Mr. Corey says he makes no claim for a record, and that he regards his ride on the tandem with Huntley as a private trial. He wrote the A. C. U. officials regarding the trial, but they sent back word that his arrangements were not satisfactory, and that no record would be allowed under the conditions proposed. He tells us that the A. C. U. does not regard the ride as a public one, and says they will not proceed against him.

HUNTLEY will make an attempt to beat McCurdy's record over the same course. He will ride a 54-inch Rudge Light Roadster, and will make no claim for a record, since the course is not such as the A. C. U. prescribes. He hopes to make more miles than did the Star rider.

AND now Corey and Kennedy Child will run for a road record, on a Rudge Humber tandem. England and America on one machine. They will give us a good record, but will it be the best?

FRED WOOD sailed for America on the "Germanie," 26 August, and Howell left on the "Arizona," 28 August. Howell will be accompanied by W. B. Atkins, who is his father-in-law, and landlord of the Red Cow.

STODDARD, LOVERING & Co. have received a large invoice of the Crescent tricycles, and sold all but two.

GORMULLY & JEFFERY are already at work on novelties for next year. They intend to add a number of machines to their present line. A. W. Gump, of Dayton, Ohio, who is well known as the largest dealer in second-hand machines in this country, has declared in favor of the American Safety; *vide* his testimonial in the Gormully & Jeffery advertisement on another page. This speaks well for that machine.

IN *Wheeling's* quest for the six best path riders, Cortis and Furnivall led with thirty-eight votes. The list had besides the names of Speechly, English, Webber, and Keith Falconer. A good list; but if it were possible to put these men in competition with an American team, does any one think that Rowe and Hendee would come in seventh or eighth man?

IN Mr. Todd's report of the last N. C. U. meeting, he says: "With reference to the correspondence which had taken place between Mr. Ducker, president of the A. C. U., Mr. Bassett, chairman of the Racing Committee of the L. A. W., and the secretary of the N. C. U. (of which a copy is sent herewith), the executive resolved: That under no circumstances will permission be given by the N. C. U. to any English riders to compete in America against any class of riders except such as are recognized by the L. A. W. as amateurs, as distinguished from pro-amateurs and professionals; the N. C. U. recognized the two latter classes as being in fact professionals."

WE have served as referee at very many tournaments where George Weber has been on the track, and we never knew him to protest a rider but once. At that time he came to us, and said that two riders had crowded him off at the upper turn and prevented his winning the race. He entered his protest and turned to go away, but had not gone ten yards, when he came back and said, "I guess I'll withdraw that protest; I don't believe they meant to do it; and besides, I don't want to go back on the boys."

AT Springfield on Saturday three men went on to the track to run a half-mile race. One was on a Star, one on a Columbia racer, and a third rode a roadster. When they were on the back stretch, the Star man jumped on his pedals and laid over for a spurt *à la* Kluge; but he did n't spurt. He went over the handle-bar, turned a complete

THE THIRD ANNUAL INTERNATIONAL TOURNAMENT OF THE CONNECTICUT * BICYCLE * CLUB

Will be held at HARTFORD, Sept. 8 and 9.

CHARTER OAK PARK HAS BEEN GREATLY IMPROVED DURING THE PAST YEAR, AND IS NOW FASTER THAN EVER.

FIRST DAY.

Amateur One Mile, 3.10 Class.—First prize, gold medal; second, gold and silver medal; third, silver medal.

Promateur One Mile, 2.40 Class.—First prize, solid silver brush and comb; second, rifle.

Professional Three Mile.—First prize, cash, \$75; second, \$50; third, \$25.

Promateur A. C. U. Championship.—First prize, an elegant silver shield; second, gold medal.

Amateur Two-Mile Handicap.—First prize, Columbia Light Roadster bicycle, presented by the Weed Sewing Machine Co.; second, diamond and ruby horse-shoe scarf pin.

Promateur One-Mile Tricycle.—First prize, spider scarf pin, diamond and sapphire; second, pearl-handled revolver.

Amateur Three-Mile Open.—First prize, diamond ring; second, solid silver shoe set in handsome plush case.

Promateur Ten-Mile Lap Race.—First prize, diamond ring; second, hall mirror of elegant design.

Amateur One-Mile Team Race.—First prize, handsome engraving; second, handsome engraving.

SECOND DAY.

Amateur Hartford Wheel Club.—First prize, gold medal; second, silver medal.

Promateur One-Mile Open.—First prize, diamond stud; second, gold watch chain with charm.

Professional One-Mile Handicap.—First prize, \$100 cash; second, \$50; third, \$25.

Promateur Three-Mile Tricycle.—First prize, fine alligator travelling bag, completely furnished; second, alligator travelling bag.

Amateur One-Mile Bicycle.—First prize, shot gun; second, pearl-headed revolver.

Professional Five-Mile Lap.—First prize, \$100 cash; second, \$50; third, \$25.

Amateur Two-Mile Tandem Tricycle.—First prize, two gold-headed canes; second, two silver-headed canes.

Promateur Five-Mile Open Bicycle.—First prize, shot gun; second, fishing set, rod, basket, etc.

Amateur Five-Mile State Championship.—First prize, gold medal; second, silver medal.

In the Consolation Race there will be three prizes in keeping with the above list.

Over \$2,000 has been expended in getting up the above list, and a the prizes are of the very best order. Entrance fees, \$1.00 for each event, except Professionals.

Address for Blanks, **GEORGE H. BURT, Box 414, HARTFORD, CONN.** ENTRIES CLOSE 3 SEPTEMBER.

SEPTEMBER 30th,

OCTOBER 1st and 2d,

ARE THE DATES FOR THE

FIRST ANNUAL CYCLING TOURNAMENT,

GIVEN BY THE

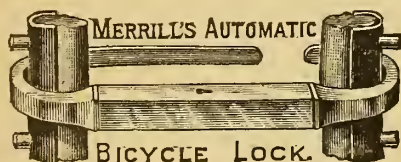
New * Jersey * Cycling * and * Athletic * Association

ON THEIR THREE-LAP TRACK AT

ROSEVILLE STATION - - - - - NEWARK, N. J.

\$2,000 IN PRIZES!

Address, for Particulars, **FREDERICK JENKINS, Manager, Oraton Hall, Newark, N. J.**



MERRILL'S AUTOMATIC

BICYCLE LOCK.

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.
MARLIN FIRE ARMS CO., New Haven, Conn.

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.

PATENTS

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.

N. L. COLLAMER - - - Patent Attorney,
WASHINGTON, D. C.

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.

somersault, and the two others piled up on top of him. There was a very large pile, made up of assorted bicycles and men, right on the track. Instead of mounting again, each man went to the grass and began making an inventory of his bruises. Asa Wendell ran across the field and picked up the Columbia man and put him on his machine, and he was the first at the tape.

WEBER, or "Star" Weber, as he was familiarly known, complained of lassitude a month ago, when beginning to train for the fall tournaments. He was taken off the track by advice of a physician, and treated for malarial fever. After apparent improvement he returned to the track, and a relapse set in, which did not at first seem to be serious, but resulted fatally. He was a great favorite, and no rider had more pluck, endurance, persistence, and staying powers, nor was a fairer or squarer rider. He was to have appeared in the coming one-hundred-mile road race, and it was expected that he would have left all world's records in the shade. — *Ex.*

THE Hartford Wheel Club will be represented in the tug-of-war race, by DeBlois, Harding, and Fahy, all of whom are in active training at Charter Oak Park and doing remarkably good time. H. E. Bidwell, the East Hartford flyer, is now at Cleveland, participating in a two days' meet there. His mile in 2.44½, on a road machine at Springfield, just prior to his departure, justly warrants his friends in predicting a "clean sweep" for him West. He will ride in all amateur events at Hartford. — *Censor*

WE may be accused of want of patriotic feeling because we write strongly on this subject, but we will risk that in the firm assurance that we are doing right in calling attention to the hypocrisy of the Union's attitude. It is a patent fact to all who know anything of the racing life of to-day, that numbers of amateurs have their expenses paid by makers, and their machines supplied to them. The same thing is done in America. There, however, the A. C. U. boldly divides these men from the pure amateurs, and constitutes of them a promateur class. The English legislature, which knows perfectly well that the men they call "English amateurs" are exactly on the same footing as the American promateurs, pretends that the two sets of men differ, which pretence we deliberately characterize as absurd, indefensible, and unworthy of a great association. — *Wheeling.*

A PARTY of twenty-eight bicycle riders from Providence and vicinity, with their machines, enjoyed all night Tuesday of last week on the beach at Rumstick Neck. They landed there about ten o'clock in the evening, and left for home about five o'clock the next morning. They were all on a small steamboat, and the boat had run aground and was stuck hard and fast, and that is how they came to be there. The fog was so thick that if the boat had not stuck in the mud she might have stuck in the fog before she got home, so that it did not make much difference anyway. The parties were members of the State Division of the L. A. W., headed by Chief Consul Chase. They had started off with the original intention of having a run at Newport, but the Newport

experience, considered purely as an experience, pales into insignificance when compared to that part of the programme on Rumstick Neck which was not announced in advance.

THE BICYCLE THAT JACK MADE.

(A MODIFIED VERSION OF AN OLD STORY.)

THIS is the bicycle that Jack made.
This is the lathe all polished and true,
That finished the work, kept under-weighed,
For the bicycle that Jack made.
This is the steel properly "tempered" through,
Which was put in the lathe, all polished and true,
That finished the work, kept under-weighed
For the bicycle that Jack made.
This is the iron, "carbonized" and clean,
That was "blown" in the "converter" and "puddled" to steel,
That made the metal properly "tempered" through,
Which was put in the lathe, all polished and true,
That finished the work, kept under-weighed
For the bicycle that Jack made.
This is the ore, gathered out of the pit,
Which was melted in a furnace, blazingly lit,
That made the iron, "carbonized" and clean,
Which was "blown" in the "converter" and "puddled" to steel,
That made the metal properly tempered through,
Which was put in the lathe, all polished and true,
That finished the work, kept under-weighed,
For the bicycle that Jack made.
This is the chemical of formulæ $O_3 Fe_2$,
Which combines in atoms of twenty-eight times two,
That formed the ore, gathered out of the pit,
Which was melted in a furnace, blazingly lit,
That made the iron, "carbonized" and clean,
Which was "blown" in the "converter" and "puddled" to steel,
That made the metal properly "tempered" through,
Which was put in the lathe, all polished and true,
That finished the work, kept under-weighed,
For the bicycle that Jack made.
This is the gas oxygen — that you cannot see
Which proportions with iron in atoms three,
To make the chemical of formulæ $C_3 Fe_2$.
That combines in atoms of twenty-eight times two,
To form the ore, gathered out of the pit,
Which was melted in a furnace, blazingly lit,
That made the iron, "carbonized" and clean,
Which was "blown" in the "converter" and "puddled" to steel,
That made the metal properly "tempered" through,
Which was put in the lathe, all polished and true,
That finished the work, kept under-weighed,
To complete the bicycle that Jack made.

Wheeling Annual.

MARK TWAIN AS A WHEELMAN.

AMONG the hundreds of enthusiastic wheelmen in Hartford, says an exchange, are several clerical gentlemen, one of them the rector of the Church of the Good Shepherd, Rev. J. H. Watson, who does his marketing, visits his parishioners, and performs all his perambulatory duties as a man and a minister — except, perhaps, attending funerals — upon his bicycle. Rev. Charles E. Stowe is an expert rider, and Rev. J. H. Twitchell, pastor of the Asylum Hill Congregational Church, bestrides a wheel. The latter does it with fear and trembling. His friend, Samuel L. Clemens, better known as Mark Twain, undertook to ride a bicycle at about the same time that his pastor began, and, like him, is not happy in the sport. The teacher of Mr. Clemens during the first weeks of his wheeling tells this story of him: —

Mr. Clemens objected to assuming a costume suitable to the exercise, and one day started out to ride, wearing a long linen

duster over his clothes. His teacher gently suggested that it might be inconvenient. Mr. Clemens thought not. The young man feared a fall, but Mark Twain said that he would risk it. They had not gone four rods from home, however, when he began to revile the flapping thing, and in less than ten minutes the skirt was caught upon the wheel and carried up into the fork of the machine, and instantly the author of "Innocents Abroad" lay upon his face in the dirt, with the machine clattering about his ears. His companion alighted and ran to help him. The scope and volume of vituperation that smoked up through the spokes of that wheel are said to be unrepeatable by persons less gifted in the language than the victim. He was rescued from the machine, and crawling to his feet, said with stifled fury, "Wait a minute." Taking his knife from his pocket, the amateur wheelman opened it, and with fierce determination cut the superfluous length from the linen coat until it took on the semblance of a butcher's short frock, and then remounting his machine with the assistance of his trainer, he said: "Now, I'll buy a Norfolk jacket, as I should have done before." Which he did. But he has never entirely conquered the skittish wheel.

NEW YORK DIVISION.

THE New York State Division, under the able management of its chief consul, George R. Bidwell, takes a front rank in advancing cyclers' interest here. Prominent among the moves to be made is an attack upon the park commissioners in their political stronghold in the State capitol at Albany. A bill will be introduced there in the coming session compelling the commissioners, and all others who pretend to control traffic over public or park roadways, to admit cyclers upon the same basis as other vehicles. This is a move in the right direction. While examining into the law in this matter, Chief Consul Bidwell has discovered that there exists one which compels township and county officials to place signboards at the junction and crossing of all county roads, under penalty of fine for not doing so. Local consuls will be instructed to call the attention of their town and county officials to this law, and to take steps to rigidly enforce it, by which means the opening wedge may be inserted that will ultimately result in better roads and attention to same from the parties holding offices for that purpose. — *Egan in Journal.*

ENGLISH CHAMPIONSHIPS.

THE English championships for 1886 have resulted as follows: —

The one-mile amateur bicycle championship was run on the Jarro track, Newcastle-on-Tyne, on Saturday, 26 June, and was won by P. Furnivall in 2.46. Silver medals were won by H. A. Speechly, W. A. Illston, J. E. Fenlon, and C. E. Harling for beating the time standard, 2.48. The five-mile amateur bicycle championship was run at the Recreation Grounds, Long Eaton, on Saturday, 24 July, and was won by P. Furnivall in 14.44½. Silver medals were won by W. A. Illston, G. Gatehouse, E. Hale, and H. Wade for beating the time standard, 15m. The twenty-five mile amateur bicycle championship was run at the Recreation Grounds, Weston-super-Mare, on Whitsun

HURRAH FOR LYNN!

First Grand International Fall Tournament

OF THE

LYNN CYCLE CLUB TRACK ASSOCIATION,

At LYNN, MASS., September 23, 24, and 25, 1886.

A. C. U. RULES TO GOVERN.

\$5,000 in Prizes! Races for Amateurs, Promateurs, Professionals. \$5,000 in Prizes!

BEHOLD THE GRAND LIST OF RACES AND PRIZES!

FIRST DAY, THURSDAY, SEPTEMBER 23.

- 1-Mile Novice, Bicycle, Open, 1st, Gold Medal; 2d, Gold and Silver Medal; 3d, Silver Medal.
- 2-Mile Amateur Bicycle, 5.45 Class, 1st, Fruit and Flower Stand; 2d, Silver Revolving Butter Dish; 3d, Silver Bell Spoon Holder, gold lined.
- 1-Mile Promateur Bicycle, Open, 1st, Snowflake Silver Embossed Tea Set; 2d, Silver Engraved Ice-Water Set; 3d, Cake Basket, hammered, Venetian chased, gold lined.
- 3-Mile Professional Bicycle, Handicap, 1st, \$60 Cash; 2d, \$40 Cash; 3d, \$20 Cash.
- 2-Mile Amateur Tricycle, Lap, 1st, Base Parlor Lamp, gold and oxidized; 2d, Silver Vase, gold inlaid and oxidized; 3d, Russia Leather Satchel.
- 10-Mile Promateur Bicycle, Lap, 1st, Fine Gold Watch, stem-winder; 2d, Silver Festoon Chased Tea Set; 3d, Gold Watch Chain.
- 1-Mile Amateur Bicycle, Open, 1st Silver Water Set, snowflake chased; 2d, Silver Vase, gold and oxidized; 3d, Gold Watch Chain.
- 5-Mile Professional Bicycle, Lap, 1st, \$75 Cash; 2d, \$50 Cash; 3d, \$25 Cash.
- 3-Mile Promateur Bicycle, Handicap, 1st, Silver Tilting Water Set, gold ornamentation; 2d, Clock, Persian chased, appliqué, candelabra, plaque; 3d, Pair Pearl Opera Glasses.

SECOND DAY, FRIDAY, SEPTEMBER 24.

- 1-Mile Professional Bicycle, Open, 1st, \$50 Cash; 2d, \$30 Cash; 3d, \$20 Cash.
- 1-Mile Promateur Tricycle, A. C. U. Championship (time limit, 3m. 5s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
- 10-Mile Amateur Bicycle, Lap, 1st, Lynn Prize Cup; 2d, Dessert Set, coral rose, glass and silver; 3d, Nut Bowl, gold lined, oxidized finish.
- 5-Mile Promateur Bicycle, Handicap, 1st, Gentleman's Fine Gold Watch; 2d, Épergne, engraved, oxidized, gold finish; 3d, Snowflake Chased Tilting Ice-Water Set, gold lined.
- 1-Mile Amateur Bicycle, 3.05 Class, 1st, Fishing Set; 2d, Cake Basket, gold lined, oxidized finish; 3d, Fine Russia Leather Satchel.
- 5-Mile Professional Bicycle, Lap, 1st, \$75 Cash; 2d, \$50 Cash; 3d, \$25 Cash.
- 1-Mile Amateur Bicycle, A. C. U. Championship (time limit, 2m. 50s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
- 3-Mile Promateur Bicycle, Lap, 1st, Double Walled Silver Ice-Water Urn; 2d, Shot Gun, double-barreled, breech-loader; 3d, Silver Watch.
- 3-Mile Amateur Bicycle, Handicap, 1st, Centre Piece and Fruit Dish, Crystal Dishes; 2d, Flower Stand, cut glass, gold, oxidized finish; 3d, French Pearl Opera Glasses.

THIRD DAY, SATURDAY, SEPTEMBER 25.

- 1-Mile Promateur Bicycle, Open, 1st, Lynn Prize Cup. (Special Prize for Record.) 2d, Base Lamp, gold inlaid and oxidized finish; 3d, Diamond Breast Pin.
- 3-Mile Amateur Bicycle, 9.10 Class, 1st, Base Lamp, old silver and hammered; 2d, Vase, gold finish; 3d, Gentleman's Gold Ring.
- 2-Mile Professional Bicycle, Lap, 1st, \$50 Cash; 2d, \$30 Cash; 3d, \$20 Cash.
- 3-Mile Amateur Tricycle, Lap, 1st, Photographer's Outfit; 2d, Silver Watch; 3d, Fishing Set.
- 5-Mile Promateur Bicycle, A. C. U. Championship (time limit, 15m.), 1st, A. C. U. Gold Medal, diamond setting; 2d, A. C. U. Gold Medal; 3d, A. C. U. Gold and Silver Medal.
- 1-Mile Amateur Bicycle, Lap, 1st, Fruit Dish, rich cut glass, gold, oxidized; 2d, Cigar Box, oxidized; 3d, Gentleman's Gold Chain.
- 10-Mile Professional Bicycle, Lap, 1st, \$100 Cash. (\$50 extra for Record.) 2d, \$50 Cash; 3d, \$25 Cash.
- 3-Mile Promateur Bicycle, Handicap, 1st, Handsome Oil Painting; 2d, Silver Cashmere Band Tea Set; 3d, Dessert Set, coral rose and glass.
- 1-Mile Amateur Bicycle, Consolation, 1st, Half dozen Napkin Rings, gold ground, satin case; 2d, Silver Watch; 3d, Russia Leather Satchel.

ENTRIES CLOSE SEPTEMBER 16.

All Events have Three Prizes where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., furnished upon application to E. M. BAILEY, Secretary Lynn Cycle Track Association, LYNN, MASS.

Monday, 14 June, and was won by J. E. Fenlon in 1.19.29 $\frac{1}{2}$. Silver medals were won by B. Ratcliffe, G. Gatehouse, W. Terry, D. Belding, C. E. Masters, and R. H. English for beating the time standard, 1h. 20m. The one-mile amateur tricycle championship was run at the Recreation Grounds, Weston-super-Mare, on Whitsun Monday, 14 June, and was won by P. Furnivall in 3.5 $\frac{1}{2}$. Silver medals were won by A. E. Langley and John Lee for beating the time standard, 3.5. The five-mile amateur tricycle championship was run at the Hampden Park track, Glasgow, on Saturday, 3 July, and was won by F. W. Allard in 20.42 $\frac{1}{2}$. A silver medal was won by G. Gatehouse for beating the time standard, 17m. The twenty-five mile amateur tricycle championship was run on the Alexandra Park track, London, on Saturday, 17 July, and was won by R. J. Mecredy in 1.55.40 $\frac{1}{2}$. The time standard, 1h. 30m., was not beaten. The fifty-mile amateur bicycle championship was run at Lillie Bridge, 14 August, and was won by J. E. Fenlon in 2.47.21 $\frac{1}{2}$. The time standard, 2h. 50m., was beaten by seven riders.

JOHN-O'-GROAT'S HANDICAP.

A HANDICAP run to John-O'-Groat's has been instituted and started. G. P. Mills and Alfred Nixon started Sunday, 15 August, at midnight on tricycles; Lennox started on a bicycle twenty-fours later, and T. R. Marriott started on a safety at 6 A. M. Tuesday. The *News* of Friday, 20 August, has news of the riders. Lennox, Marriott, and Nixon are out of the race, and Mills is well on his way and eighteen hours ahead of the record. He expects to get to John-O'-Groat's in 5 days, 23 hours. The record is 6 days, 15 hours, 22 minutes.

THE VICTOR TEAM.

THE following idea of American promateurism is not evolved from our own imagination, but is the statement made to us by Mr. A. H. Overman himself, who is at the present time in Europe. Upon asking him his opinion of the recent separation of the makers' men, he said: "Yes, we have a class now of promateurs, but they ought to be professionals, for they are professionals, nothing more and nothing less. The definition is absurd. Now, my company has four men-in training for the Springfield meeting, where they will be put up to ride against Pope's men. We have the best trainer in America looking after them. We pay him solely to train and look after these riders; they do nothing else but ride, and are entirely in his hands, and take their regular exercise two or three times a day, as he decides. He keeps a record of their performances, which I can see at any time, and they are looked after with the greatest of care. So far as they are concerned, we pay them a salary and defray all expenses for them. They do nothing for a living but ride, and are neither more nor less than professionals. So far as we are concerned, it makes no difference to us what they call themselves. We are having them trained in the hope of securing world's records. It is the records we want, and we care nothing whether the men are amateurs, promateurs, or professionals." This will give an idea of what the promateur really is; and if any one can

after this, say that the men ought not to be professionals, he must be hopelessly wanting in common sense. The only equivalents in England are our leading professionals, Howell and Wood, who, like the American promateurs, are retained, paid, and trained by the makers of the machines they ride. — *Cyclist*.

CABIN JOHN BRIDGE.

A WASHINGTON wheelman has been riding his wheel along the stone coping of Cabin John Bridge. This coping is 200 feet long and about a foot broad, and is bevelled on the two upper edges for an inch or two. On the inside of these walls is the solid roadway above the duct. On the outside is a perpendicular descent of about 125 feet in the centre of the bridge, and no less than 75 feet at either abutment. This foolhardy feat had its natural result in finding an imitator, and on Sunday last Will Robertson of the Capital Club did the same thing, and put a finishing touch to the performance by riding on the big wheel with his little wheel in the air over a good stretch. This thing should be stopped before there are broken necks.

MASSACHUSETTS DIVISION COMMITTEES.

CHIEF CONSUL HAYES has appointed the following committees for the next year: —

Racing — Abbot Bassett, chairman; C. S. Howard, Boston; C. L. Smith, Cambridge, Touring — W. O. Green, Holyoke, chairman; E. K. Hill, Worcester; A. D. Peck, Jr., Boston.

Finance — J. Fred Adams, Haverhill, chairman; A. L. Bowker, Cambridge; F. P. Kendall, Worcester.

Rules and Regulations — W. I. Harris, Boston, chairman; A. S. Parsons, Lexington; E. H. Foote, Somerville.

Legal Advisory Board — Charles E. Pratt, chairman; W. S. Slocum, J. S. Dean, all of Boston.

The special committee on Signboards and Stencils, and the construction of the same, Messrs Hill and Tolman, of Worcester, was reappointed.

AN AIR CUSHION ON THE HEAD.

CHIEF CONSUL HAYES, of Massachusetts, has received a letter containing a suggestion which we take great pleasure in placing before our readers. Here it is: "A recent accident to a wheelman has suggested to me the use of the high silk hat worn by fox hunters as a means of escape from the danger attending a header. I once was much given to the sport, and, of course, occasionally got a cropper, but never with much injury by reason of landing on an air cushion which the hat practically becomes when brought in sudden contact with any obstacle. The only possible objection is, perchance, the additional exposure of so large a head-gear to the wind; but if a life will occasionally be saved, it certainly is worth considering." We have never gone over the handles and struck on an air cushion, as the writer claims to have. A tall hat illustrates as much as anything else the total depravity of inanimate things, and we have noticed that when a man falls down, his tall hat is never inclined to pilot his head to the ground. It generally goes off in another

direction, and if it does take the same course with the head, it reaches the ground far in advance. This is observation, not experience. Nevertheless, if wheelmen desire to adopt the plug hat, we shall offer no objection.

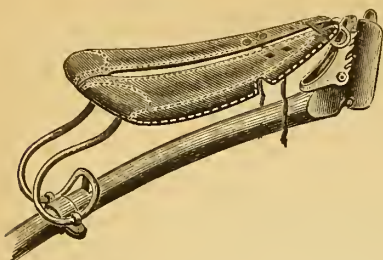
D. H. RENTON'S CASE.

WE had a call last week from Mr. Chas. D. Renton, of New York. He is the father of Mr. D. H. Renton, who was expelled from the League, and he is assisting his son in his suit against President Beckwith and Mr. Hill, formerly of the membership committee. He tells us that his side of the case has never been put before the cycling world, and regrets that wheelmen have so strong a prejudice against him and the cause he is championing. He claims that it was agreed in the settlement whereby Secretary Aaron was allowed to pay costs and go free in the suit for criminal libel, that his son was not to be expelled from the League. He tells us that, after that settlement, he and his son had dropped the whole matter, and had determined to do nothing more in the way of proceedings against those who were responsible for the publication of the reports regarding young Renton's dress at Scranton. Then came the February meeting of the Board of Officers at New York, when D. H. Renton was expelled from the League, because, as it was stated, he had written a threatening letter to a League officer. Mr. Renton denies that such a letter was written, and he challenges its production. He says he has tried to get a hearing for his boy, but has been unable to, and his only redress can be had in the courts. At Boston a letter from his son was refused a reading. He says he shall push the cases now in the courts, and shall sue the League for damages later. The facts in the case will all come out in court, and meanwhile he asks a suspension of judgment on the part of the cycling world.

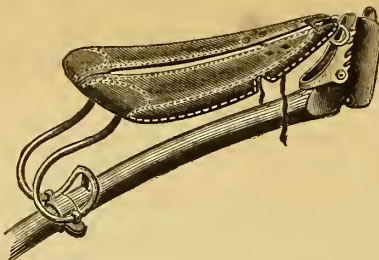
THE PATH.

WORCESTER, 7 Aug. — Races under the auspices of the Worcester Club. — *One-Mile Novice*, — C. H. Morse (1), 3.22 $\frac{1}{2}$. *Five-Mile Club Championship*, — G. A. Booker (1), 18.09. *One-Hundred Yards Slow*, — F. W. Bassett (1). *One-Mile Tricycle*, — R. E. M. Surerkrop (1), 4.20 $\frac{3}{4}$. *Three-Mile Open to Worcester County*, — W. W. Windle (1), 11.29. *One-Mile Handicap*, — C. H. Morse (1), 3.16. *Half-Mile Consolation*, — G. F. Warren (1), 1.37 $\frac{1}{2}$.

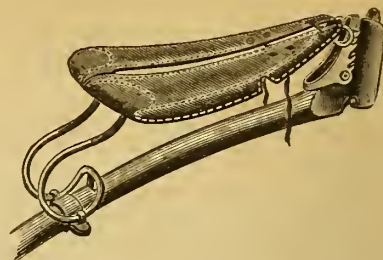
TORONTO, CANADA, 21 Aug. — Races under the auspices of the Toronto Club. *One-Mile Open Class*, — first heat, F. G. Brimer (1), 3.20; W. Shepard (2); second heat, — W. H. West (1), 3.22; C. L. Macnab (2); final heat, — Brimer (1), 3.12; Shepard (2). *Two-Mile Handicap Open*, — W. S. Campbell (1), 6.19; T. Fane (2). *One-Mile Open*, — H. Davies (1), 2.58 $\frac{1}{2}$; H. Clarke (2). *Five-Mile Open*, — W. S. Campbell (1), 17.16 $\frac{1}{2}$. *Two-Mile Club Championship*, — M. F. Johnston (1), 6.38. *Half-Mile Club Handicap*, — F. J. Brimer 20 yards (1), 1.29; M. F. Johnston, scratch (2). W. H. Barber attempted to break unicycle record and failed; time, 4.06.



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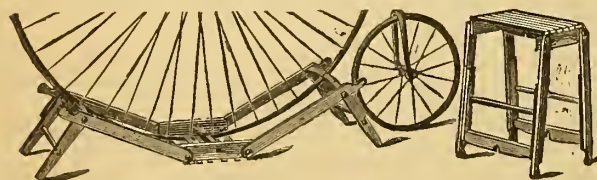
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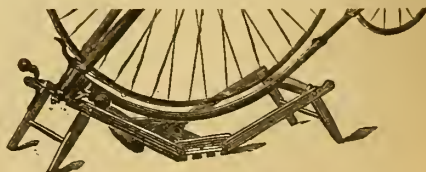


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HELLO, MR. EDITOR!



RUDGE TELEPHONE MAN.

I hear that **HOWELL**, with his **59 RUDGE RACER**, sailed last Saturday for this country. Well, if **RICHARD** gets in good shape, he'll make it lively. By the way, can you tell me who's champion of America just now? After **HOWELL** goes back to England, there's always somebody who claims the title. Speak up, gentlemen; I've got my finger on my chestnut bell.

DETROIT, MICH., 21 Aug. — Races under auspices Detroit Club. *Three-Mile Club Championship*, — F. X. Spranger (1), 11.20½. *One-Mile Professional Handicap*, — J. S. Prince, scratch (1), 3.16; T. W. Eck, 90 feet (2). *One-Mile Open*, — S. P. Hollingsworth (1), 3.05½; Munger (2). *Half-Mile Amateur*, — S. P. Hollingsworth (1), 1.30½. *Five-Mile Professional Handicap*, — J. S. Prince, scratch (1), 18.03½; T. W. Eck, 250 yards (2). *One-Mile Club Championship*, — F. X. Spranger (1), 3.15½; Park (2).

CLEVELAND, OHIO. — Races under the auspices of the Cleveland Club.

FIRST DAY.

One-Mile Novice. — W. H. Wylie (1), 3.02½; F. E. Ranney (2).
One-Mile Tricycle State Championship. — K. A. Pardee (1), 3.14¾; G. Collister (2).
Half-Mile Open. — A. B. Rich (1), 1.21½; W. E. Crist (2).
Two-Mile, 6.30 Class. — G. H. Terry (1), 6.15; F. X. Spranger (2).
One-Mile Tandem. — J. T. Huntington and G. Collister (1), 3.06; E. J. Douhet and W. D. White (2).
One-Mile Open. — A. B. Rich (1), 2.53½; W. E. Crist (2).
Half-Mile, 1.30 Class. — P. S. Brown (1), 1.26½; F. E. Ranney (2).
Five-Mile State Championship. — K. A. Pardee (1), 17.09½; G. Collister (2).
Quarter-Mile Open. — H. S. Kavanaugh (1), 40½; H. E. Bidwell (2).
One-Mile Tricycle Open. — A. B. Rich (1), 3.17; K. A. Pardee (2).
One-Mile Handicap. — G. H. Terry, 10 seconds (1), 2 58; J. T. Huntington (2).

SECOND DAY.

One-Mile Open. — Second heat, H. E. Bidwell (1), 2.53½; H. S. Kavanaugh (2).
One-Mile Amateur. — F. X. Spranger (1), 2.54½; F. E. Ranney (2).
Two-Mile State Championship. — J. T. Huntington (1), 6.15½; K. A. Pardee (2).
Half-Mile Handicap. — W. E. Crist, cot, ten yards (1), 1.18½; A. A. Hart, twenty-five yards (2).
One-Mile Tandem. — Huntington and Collister (1), 3.04½; Rich and Rheubottom (2).
One-Mile Open. — H. E. Bidwell (1), 2.53½; H. S. Kavanaugh (2).
Quarter-Mile 45 s. Class. — G. H. Ferry (1), 40½; P. S. Brown (2).

Two-Mile Lap. — H. S. Kavanaugh (1), 5.57½; A. B. Rich (2).

One-Mile Tricycle Handicap. — K. A. Pardee, forty yards (1), 3.10; A. B. Rich (2).
Half-Mile Open. — A. B. Rich (1), 1.19½; W. E. Crist (2).

One-Mile Three Minute Class. — K. A. Pardee (1), 3.04½; P. S. Brown (2).

THIRD DAY.

One-Mile 3.10 Class. — F. X. Spranger (1), 2.55; G. H. Terry (2).

One-Mile State Championship. — K. A. Pardee (1), 2.56½; J. T. Huntington (2).

Two-Mile Handicap. — A. B. Rich, scratch (1), 5.47½; S. P. Hollingsworth, 50 yards (2).

Half-Mile Tricycle Open. — A. B. Rich (1), 1.34½; K. A. Pardee (2).

One-Mile Handicap. — P. S. Brown, scratch (1), 2.54½; W. H. Wylie, fifteen yards (2).

Five-Mile Lap. — H. S. Kavanaugh (1), 5 points; S. P. Hollingsworth (2).

Quarter-Mile Open. — J. R. Rheubottom (1), forty seconds; C. E. Titchener (2).

One-Mile Open. — Final heat, A. B. Rich (1), 2.54; J. R. Rheubottom (2).

One-Mile Lap. — H. S. Kavanaugh (1), fifteen pts.; C. E. Titchener (2), eleven pts.

One-Mile Consolation. — W. C. Herring (1), 2.59; E. J. Douhet (2).

CARTHAGE, OHIO, Aug. 18. — Races under the auspices of the Hamilton County Fair: —

Two-Mile Amateur. — T. Belding (1), 7.35½; T. Wayne (2).

Half-Mile Amateur. — C. T. Easterbrook (1), 1.37½; Chas. Croninger (2).

One-Mile Amateur. — C. Croninger (1), 3.36; F. Andrews (2).

Five-Mile Amateur. — Ed. Croninger (1), 19.32; E. Mulhauser (2), 21.00.

Two-and-One-Half-Mile Amateur. — D. J. Sammett (1), 9.16.

SCRANTON, PA., 24 Aug. — Races under the auspices of the Scranton Club. *Two-Mile State Championship*. — J. R. Schlager (1), 6.10½; J. B. Nallin (2). *One-Mile Novice*. — E. Siebecker (1), 3.01½; H. C. Wallace (2). *One-Mile Open*. — C. E. Titchener (1), 2.46½; E. P. Baird (2). *One-Mile Club Championship*. — J. R. Schlager (1), 2.51½; A. Monies (1). *Half-Mile Boys*. — E. M. Coursen (1), 1.41½. *Three-Mile Handicap*.

— C. E. Titchener (1), 8.59; John S. Kulp (2). *One-Mile Lap*. — Nallin (1), 4.22½. *One-Mile Consolation*. — Stone (1), 3.23½.

SPRINGFIELD, MASS., 28 Aug. — Races promoted by W. J. Morgan. *Half-Mile Boys*. — First heat, Chas. King (1), 2.32½; A. Jones (2); 2d heat, King (1), 1.37½; Jones (2). *Quarter-Mile Velocipede*. — M. Hayes (1), 1.16; W. Smith (2).

F. F. Ives' attempt to beat without hands record of 2.58½. W. Rhodes, pacemaker. The attempt was successful; time, 2.44½.

Five-Mile Horse v. Man. — Horse Propeller (1), 16.25½; W. J. Morgan (2), 16.29.

C. E. Kluge endeavored to beat the Star record for one mile of 2.41; time, 2.49½.

Woodside's attempt to beat the professional five-mile record of 14.23½; Morgan, pacemaker; 1st mile, 2.42; 2d, 5.27½; 3d, 8.15½; 4th, 11.04½; five miles in 13.50½, beating the record by 33½ seconds.

One-Mile Promateur. — C. Kluge (1), 2.49½; Adams (2).

W. A. Rhodes' attempt to lower the world's five-mile record of 13.57½: 1st mile, 2.36½; 2d, 5.19; 3d, 8.01½; 4th, 10.48½; five miles, 13.30, beating Rowe's record at Lynn by 27½ seconds.

One-Mile Professional Handicap. — Woodside scratch (1), 2.40; Morgan, 25 yards (2).

PHILADELPHIA has a new three-lap day track at Olympia Park. A race will be held there 6 Sept.

THE Rhode Island Division will hold a race meeting at Narragansett Park on Tuesday, 21 Sept. The members recognize that the date will conflict with the big race meetings, and they will endeavor to have no more than a little home affair of their own. Nevertheless, the Providence boys know how to make home affairs interesting.

At the last meeting of the Board of Officers of the New Jersey Cycling and Athletic Association, it was unanimously decided to add another top-dressing of fine clay and gravel. This will make the track some seconds faster, and equal to any in the country. The Delaware, Lackawanna and Western have decided to stop all trains at the gates upon tournament days, which will be a great convenience to those going out from the city. The ball games every Saturday are attracting a large attendance, and it looks as if the grounds would be a very paying investment.

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THE Dorchester Bicycle Club has arranged for its annual fall road races, which are to take place Saturday, 9 Oct. The races will be 15 miles, 6 miles, 3 miles, and 1 mile, and will be started from the corner of River and Washington streets, at 2 P. M.

KLUGE, the Star rider, won a three-mile handicap from Munger at Chicago, 22 Aug., in 9.45; Van Sicklen won a three-mile race in 10.07½, and a five-mile race in 16.30.

PRINCE won a mile handicap from Eck at Detroit, 21 Aug., in 3.16, the latter being given 90 feet start in his tricycle. He also won a five mile race in 18.03½, conceding Eck 250 yards.

THE Ilderan Bicycle Club of Brooklyn will hold a twenty-five-mile road race for the club championship on 13 Sept. A score or so of members have entered, and first and second are to be rewarded with gold medals, while the first six will constitute the team to represent the club in the New York and New Jersey road race in November.

A. R. COLEMAN won the one-hundred-mile bicycle road race at Red Bank, Thursday, in 9 h. 53 m. John B. Bergen and T. S. Rockwell, the other starters, dropped out.

THE Berkshire County Wheelman of Pittsfield, at their tournament, 10 and 11 Sept., will race under the rules of the American Cyclist Union, instead of the L. A. W., as heretofore announced, and entries will close 6 Sept.

PRINCE and Eck raced with horses at North Adams on Saturday. The track was very rough and the horses won. Prince was thrown and hurt his knee, and Eck retired early in the race.

THE Pope cup goes next to Indianapolis, to be run for at the race meeting of the I. A. C., held 28 Sept.

NEW RECORDS. — Long Eaton, England, 25 Aug. George Gatehouse, on a tricycle: quarter mile, .40; half, 1.19; three quarter, 2; mile, 2.41½.

Percy Furnivall, on a bicycle: quarter, .37; half, 1.15¼; three quarter, 1.51½; mile, 2.30.

Sidney Lee, on a tricycle: fifty miles on the road, 3.9.15.

THE CLUB.

THE Crescent Wheelmen of New Orleans, La., organized 24 August with the following officers: President, S. H. Plough; vice-president, P. M. Hill; secretary-treasurer, R. G. Betts; captain, A. P. Wolfe.

ABOUT a dozen bicyclists met 27 August, and organized under the name of the Wanderers' Club. The following named officers were elected: Walter Gardner, president; Fred A. Fisher, vice-president; Joseph Lufkin, secretary and treasurer; Daniel McPhee, captain.

COMING EVENTS.

SEPTEMBER.

3, 4 Friday, Saturday. — New York division meet and races, at Buffalo, N. Y. Five mile L. A. W. championship.

4 Saturday. — Race meeting of Orange Wanderers, and opening of Roseville track.

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 Jos. S. Meyer, Jr., 37 N. Market street, Canton, Ohio.

Annual meet Ohio division, at Massillon, Ohio.

8 Wednesday. — Third annual race meeting of the Connecticut Bicycle Club at Charter Oak Park, Hartford, Conn.; two days.

9 Thursday. — Meet and race meeting of Cal. Div. Three mile L. A. W. championship.

10 Friday. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass.; two days.

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.

13 Monday. — Road race of Ilderan Bicycle Club, of Brooklyn, N. Y.

14 Tuesday. — Races at Cortland, N. Y., by Cortland Co. Cyclists Club.

Races at Farmers' and Mechanics Fair, No. Attleboro', 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.

Races of Passaic County Wheelmen, at Clifton, N. J.

Fall race meeting of K. C. W., at Brooklyn, N. Y. Entries to C. Schwalbach, 124 Penn street, Brooklyn. Close 11 September.

Races at So. Worcester, Mass.

21 Tuesday. — Races by R. I. Division, at Providence, R. I.

21, 22, 23 Tuesday-Thursday. — Bicycle races at Junction City, Kansas. Apply to Charles S. Davis, Junction City, Kansas.

Races at Queen's County Fair, Mineola, L. I.

22, 23, Wednesday, Thursday. — Races of the Winona (Minn.) Club, and meet of Minnesota Division, on the 22d, five-mile N. W. championship; 23d, twenty-mile L. A. W. championship.

23, 24, 25 Thursday-Saturday. — Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.; three days.

27 Monday. — Annual 100-mile race of Boston Bicycle Club. Entries to R. J. Tombs, 36 St. James street.

Races by Indianapolis (Ind.) A. A. Address C. F. Smith, 114 No. Penn street, Indianapolis, Ind.

28 Tuesday. — Kansas L. A. W. division meet and races, Junction City, Kan.

Second day of Indianapolis races. Pope Cup race.

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. — Inter-State 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.

FOR SALE. — One 53-inch Rudge Light Roadster, to be sold at once. In good condition (looks almost like new). Price, \$80.00. Will send by freight or C. O. D., for examination. Address C. E. Fitz, 385 Broadway, Somerville, Mass.

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.

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



GRAND BICYCLE MEET

AT THE SIXTEENTH ANNUAL EXHIBITION AND FAIR OF THE

FARMERS' AND MECHANICS' ASSOCIATION,

Under the Auspices of the **COLUMBIA BICYCLE CLUB**, of North Attleboro', Mass.

On **TUESDAY, SEPT. 14**, at 11 O'CLOCK.

The Track, a Half-Mile one, has lately been put in first-class condition, and is, without doubt, one of the fastest in New England. L. A. W. Racing Rules to govern the following events:

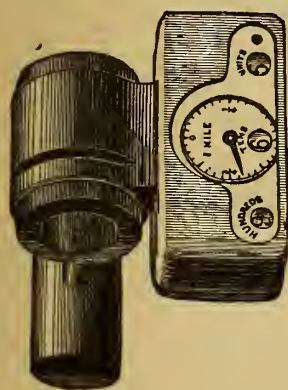
- | | |
|---------------------------------------|---|
| 1. HALF MILE, OPEN. | 6. ONE MILE, 3.30 CLASS. |
| 2. ONE MILE, NOVICE. | 7. ONE MILE, CLUB HANDICAP. |
| 3. THREE MILES, LAP. | 8. TWO MILES, OPEN. |
| 4. ONE MILE, HANDICAP, BOYS UNDER 18. | 9. HALF MILE, HANDICAP, BOYS UNDER 15. |
| 5. ONE MILE, OPEN. | 10. TWO MILES, TEAM RACE (three men each Team). |

VALUABLE PRIZES IN EACH EVENT.

Boys entering must state fastest time ever made in a race. Entrance fee, 50 cents. Close Sept. 11. Entry Blauks and List of Prizes furnished on application by

O. W. CLIFFORD,

COLUMBIA BICYCLE CLUB - - - - - NORTH ATTLEBORO', MASS.



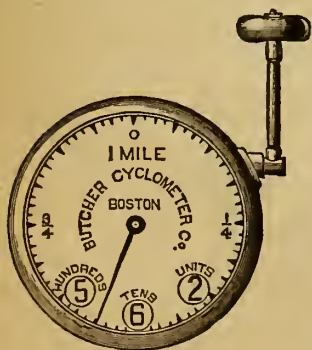
Our 1886 Pattern

Sent free by mail on receipt of price,

Ten Dollars

BUTCHER CYCLOMETER CO.

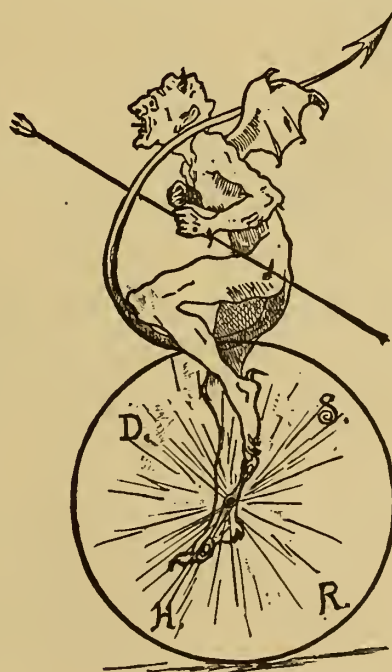
Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

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

FIVE DOLLARS.



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.**

THIS SPACE RESERVED

FOR

JENS F. PEDERSEN,

MANUFACTURER OF

MEDALS,

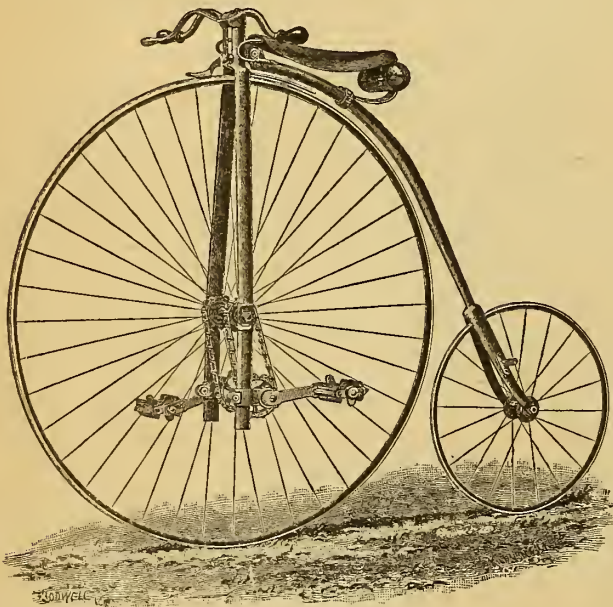
11-2 Maiden Lane - - - NEW YORK.

SPECIAL ANNOUNCEMENT

No. 1.

The COLUMBIA SAFETY,

Which was recently placed upon the market, has received a recognition from Wheelmen beyond our most sanguine predictions for its reception.



THE HANDSOMEST SAFETY.

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

Self-Adjustable to any reach of Rider.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

SPECIAL ANNOUNCEMENT

No. 2.

The unprecedented demand for the



KIRKPATRICK SADDLE

has heretofore this season rendered it extremely difficult, often impossible, to fill orders from old Columbia riders and owners or dealers of other makes of machines with a degree of promptness satisfactory to us. It is with pleasure that we announce a

LARGE STOCK

of these saddles ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 Washington Street, Boston.

131 Warren Street, } Branch Houses, { 115 Wabash Avenue,
New York. } } Chicago.