

# The Cycle.

Vol. I., No. 2.

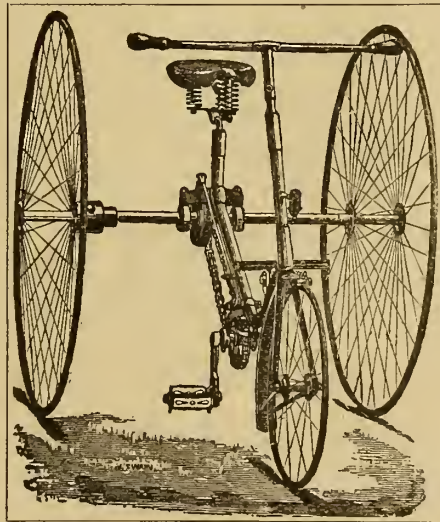
BOSTON, MASS., 9 APRIL, 1886.

FIVE CENTS.

## The "Marlboro' Club."

**AUTOMATIC STEERER.**

CATALOGUES  
ON  
APPLICATION.



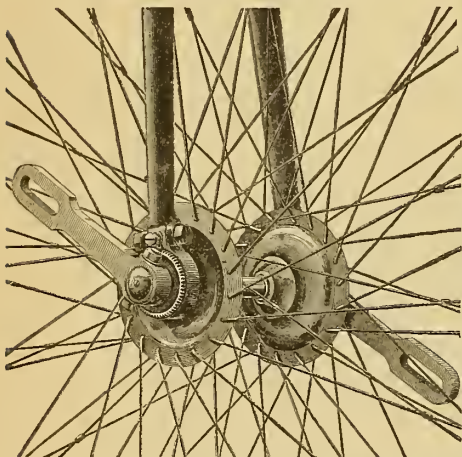
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# 1886 MODEL ROYAL MAIL BICYCLE.

**5056 MILES,**  
BEST ROAD RECORD OF 1885  
On one Wheel, Won by ROYAL MAIL.



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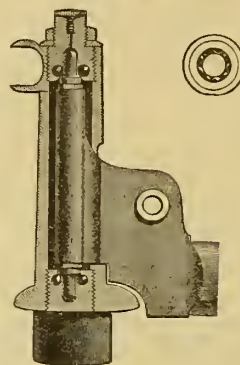
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NEEDS NO CEMENT.

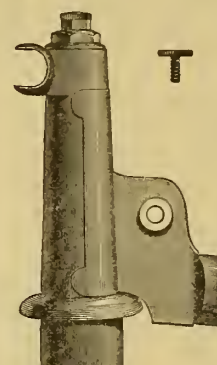
Holds firmer than Cement; no thin edge of rim to dent; whole rim stronger; also seamless.



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No friction of cones, hence no loosening nor constant tightening up. Can be run six months with one adjustment and one oiling. All parts **INTERCHANGEABLE** in Royal Mails this year. Offered as the most perfect wheel yet shown,

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**DETACHABLE  
HANDLE BARS.**

Merely unscrew nuts each side of head. Very simple and strong.

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**THE CYCLE - - \$1.50 PER ANNUM.**



# THE CYCLE

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

VOL. I.

BOSTON, MASS., 9 APRIL, 1886.

No. 2.

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## THE BUSINESS MEETING.

SPEAKING of the mail vote now being taken by the League on the amendments to the constitution, as proposed at the spring meeting of the Board of Officers, and referring to the Boston Meet in May, the *L. A. W. Bulletin* says: "The general meeting may be done away with before that time." We must take issue with the *Bulletin* on that point. The result of the adoption of these amendments will not do away with the general meeting; indeed, they only affect it in two important points: First, Article V. provides that the constitution shall not be altered except by a constitutional convention to be called by the president on the written application of twenty-five members. The question of abolishing the general meeting was discussed in and out of the Board meeting, and the voice of Massachusetts was very pronounced against such an interference with the rights of members, and the assumption by the Board of supreme control of League affairs. The test vote was taken on Mr. Harris's motion to insert the word "business" in Section I of the By-Laws, so as to make the first line read, "There shall be an annual business meeting of the League." This amendment was adopted by one majority. It was made with the intent that there should be a general meeting. The by-law is plain in its terms: "An annual business meeting of the League," not of the Board of Officers. No other construction can be placed upon it. That is what it meant, and it was so understood at the time, and any other construction would be in direct opposition to the will of the majority of the Board of Officers.

The idea of abolishing the general meeting is a pernicious one, and should not, and to our mind will not, prevail. The membership at large have little enough to say in the management of the League, without taking away this, their only rein upon the Board of Officers.

The assertion that a mail vote fully answers the object of a general meeting, is a fallacy that it hardly seems credible to us any intelligent man can hold to for a moment. The general meeting gives an opportunity for discussion that makes clearly understood such matters as may come before it, and satisfies those who are not officers, and who may have propositions to present and views to put forward on which they can get a decided expression of opinion and a yes or no vote. These gentlemen could, it is true, air the opinion through the columns of the *Bulletin* and other wheel papers, but that airing would be all they could or would accomplish.

The general meeting is part of the foundations of the League. It is a wise and necessary check upon any arrogant assumption of power by the officers, and no matter how tedious its proceedings may be, no matter how much talking may be indulged in, no matter how slow its grist may be ground, it should continue to be held as long as the League exists. Its abolishment would be the signal for a retrograde movement in the progress and usefulness of the League, and would deal a terrible blow at the principles which excuse its existence.

WE do not for a moment suppose that the business meeting will be given up. A larger vote for the measure was obtained in New York than will ever be seen again. The meeting is and should be a high court of appeal to which members can carry their grievances and where can be undone any unpopular action of any officer or committee. We do not believe it should be given up; we do not believe it will be. If the constitutional amendment now before the League looked to the abolishment of the meeting, it would have been noticed by the cycling press before it was too late to defeat it.

It now appears that the committee on rules anticipated the abolishment of the

business meeting, and the constitution and by-laws were drawn up to provide for this. One of the results of this is that no proxy voting can be done at the Boston meeting. The right to be represented by proxy was the most important privilege held by League clubs, and now that it is gone, there is little to be gained by a club that takes its whole membership into the League. We had hoped to see a large vote on the amateur question at the League Meet in May, and wished that the large clubs at a distance might have full representation by proxy; but we find at a late moment that this is impossible, and only those votes can be counted that are cast in person.

WE welcome to our staff this week as editorial contributor, Mr. W. I. Harris, who is too well known to call for any word of introduction from us. Mr. Harris has been a hard and an effective worker in League legislation, and we believe he will from time to time have something of interest to say to the readers of the *CYCLE*. We can congratulate our readers, as well as ourselves, upon this important addition to the resources of the paper.

ROLLER skating and polo are dying out, and as a natural consequence we find a great many men who lost their amateur status at these sports, who now wish to regain it. We have never believed in the idea of "once a professional always a professional," but we do believe it unwise for any athletic association to reinstate these men who lost their status with their eyes open to the results, and who now find their mistake. The ship upon which they embarked has sunk beneath them. They were warned that its timbers were rotten. It will do them no harm to swim awhile.

A WORD to racing men: The League has the power to regulate racing, from the fact that such power has been accorded to it by the general consent of wheelmen. The outcome of the movement against the promoters cannot at present be foreseen. It may be that the League will meet the suspended men and their friends half-way, and make some concessions. It may be that the League will adhere to the rules now on its books. We cannot tell what is before



us. But it is safe to say that the suspended men will do their cause no good if they defy the League and enter races while under suspension.

## A CYCLING RETROSPECT.

BY JAM SATIS.

### NO. II.

TRICYCLES, though really older vehicles than bicycles, did not come into practical use until 1881; since then the rapidity with which the trade has advanced is very striking.

In 1881 we find four kinds of balance gear in use, on five patterns of machines out of a total of one hundred.

In 1882, out of a total of two hundred, there were nineteen driven by balance gear, and seven balance gears were in use.

To give an idea of the rapid increase in the trade I give here the number of machines described in the "Indispensable":

In 1881 there were 100.

In 1882 there were 200.

In 1883 there were 250.

In 1884 there were 350.

I have no figures for 1885, but four hundred patterns is probably pretty near, as many old patterns are no longer made.

I have only mentioned balance geared machines in 1881 and 1882, because the various clutches and levers and other arrangements then in use are now nearly all obsolete, while a balance gear is practically in universal use on all double driving machines.

Until 1882 tricycles were experiments; no one knew exactly what were really the requisites of a practical, good machine for general use. The makers were all trying to invent something new, and there were all sorts of rear-steerers and single-drivers and lever-actions, but Starley's balance-geared, double-driving, front-steering, "Salvo," had shown riders and makers both what really was needed; and we find that in 1882 makers had settled on that form of machine as a standard. The season of 1883 showed this still more strongly and the number of balance-geared F. S. machines was much increased. That same year brought out the first two-track, front-steering double-driver, the "Royal Mail No. 4," and also the first T-framed, central-geared front-steerer, with bicycle cranks and pedals,—the "Markham." I never heard the "Markham" spoken of anywhere; I do not know why, especially as the next season established central-geared F. S. machines as the favorite pattern.

The season of 1884 brought out a great number of what have since become leading patterns, viz: The "Humber Automatic Steerer," familiarly known as the "Cripper" the "Ranelagh Club," and the "Quadrant No. 8" (the bicycle-steerer), the central-geared "Apollo," "Invincible," "Sparkbrook" and other similar patterns, besides innumerable copies of the "Humber" ordinary pattern.

By 1885 we find that makers had settled, practically speaking, upon four patterns or types as comprising everything desirable in a tricycle. These were the "Humber," "Cripper," the T-framed front-steerer with side handles, like the "Club," the "Apollo,"

"Rudge," "Quadrant No. 9," etc.; the T-framed front-steerer, with bicycle-steering, like the "Invincible," "Ranelagh Club," "Quadrant No. 8," etc.

The season of 1886 can hardly be called open, perhaps, but it promises the "Cripper" as the leading type for the season, as nearly every maker has one machine of that pattern on his list.

I doubt if the type is as well suited to our roads as it is to the English roads, as I should think the vibration would be too great for the rider's comfort, but experience only will show whether this is so or not.

There is one very striking fact through "all this strange, eventful history," and through all the changes of patterns and new driving gears, etc., and that is that two machines have not changed at all since they were first introduced in 1881, but have steadily held their own, copying no one, and never departing from their first design. These are Coventry Rotary,—the only successful single driver,—and the Humber, which is still one of the best machines made, and probably the most copied. The Coventry Rotary has never been copied, unless the Grosvenor can be called a copy; I should call it a caricature myself.

Both the Coventry and Humber have been changed in their details, the wheels have been made smaller, and both machines have been lightened, but the original design has always been strictly retained, and both of them remain essentially the same machines they were five years ago.

In my next I want to say a few words about methods of driving and steering, and then to take up sociables and tandems.

### FROM A FEMININE POINT OF VIEW.

THE riding season is here, and soon we shall be on the road. I await with anxiety the arrival of my machine, and then farewell to dance and sociable, farewell to progressive whist and progressive euchre, and welcome the progressive wheel.

BOSTON has gone wild this winter on progressive whist, and the back country has taken to progressive euchre. Boston culture can stand nothing less than the oldest and most scholarly game, but the back country does not care to exercise its brain over cards.

THE rise and progress of this new diversification only shows us as we have been shown a hundred times before, that the average man and woman wants a stimulus to make them interested in their pleasure beyond that which comes from the pleasure itself. This they get in the latest card games, for the prizes which are offered by the hostess are often valuable and well worth a determined effort.

MY little room at home is decorated with several souvenirs of these modern tournaments, and shall I confess it, there are a few "booby" prizes in the lot.

BUT I am wandering. Progressive whist can now be laid aside, and we may look for a better form of pleasure in the wheel. I

say this advisedly, in spite of the record of brilliant evenings I have made, and the many pleasurable moments I have enjoyed. No form of enjoyment that I have taken to can begin to compare with cycling.

I RECEIVED a call the other day from a lady friend who was out for a ride. I cannot say that she presented a pleasant appearance, for the muddy roads had been writing autographs all over her garments, and her wheel was a sight to behold. And yet she was full of enthusiasm over the glorious time she had had, and the mud was a thing that did not enter into her consideration. I confess that I envied her, for a few minutes' exercise with a clothes brush is a small price to pay for so charming an experience.

I WISH there might be established a private school for the instruction of ladies in tricycling. In the early days of roller skating a number of ladies in the city where I reside became interested in that form of exercise, and as they did not care to go to the public sessions an arrangement was made for their accommodation in the forenoon, and they used to spend this part of the day in the rink which was closed to all others at that time. The movement was a great success, and it proved a good financial venture for the rink manager.

Now why could not something of this kind be done in cycling. Not every lady wants to take her first lessons on the road, and many are deterred from trying to ride by the publicity that must needs attend their first efforts. I have used my persuasive powers to good advantage the past winter, and could I employ other means to instruct my friends I believe I could get a small army of women on to wheels. Do not think I want to be instructress. I am not in want of an occupation, but if I could say to this lady, or that, "Go to such and such a place and take a few lessons in riding, and then come and try my machine on the road," I think I could do my missionary work to better advantage.

IT is always a thankless task to sit down idly and say, Why does n't some one do this or that. Some one will do it when it is known that it will pay. I believe such a scheme as I have proposed will pay, and I hope some dealer will put it in force.

DAISIE.

### THE LEAGUE TOUR.

THE following letter from the tour-master tells its own story:—

CHICAGO, March 29, 1886.

Dr. N. M. BECKWITH,

President L. A. W., New York:

Dear Sir.—Representatives of the Big Four Bicycle Tour Association held a meeting in Buffalo yesterday. It was agreed that the Association disband, with a view to resolving itself into the Touring Department of the L. A. W., to the end that all future tours that might be under the auspices of the Association be held under the auspices of the touring department of the L. A. W.



In accordance with your instructions to me, as tour-master of the L. A. W., the following gentlemen present were appointed to constitute the Touring Board, *pro tem.*, subject to your approval: George R. Bidwell, of New York; W. S. Bull, of Buffalo; F. B. Graves, of Rochester; L. W. Conkling, of Chicago; George H. Orr, of Toronto; F. G. King, of Corry, Pa.; Dr. A. G. Coleman, of Canandaigua.

Thus organized, the Board took following action: Country was divided into touring districts, Eastern, Middle, Western, and Southern, according to the regular geographical division of the United States. Canada was included in the Middle Division. Each division to have a marshal with immediate charge of the touring interests of the division, leadership of his division party in the annual tour; he to give tourists general information concerning prospective tours of individual wheelmen or parties over routes in his division, and have charge of the editing of the tour map of his division. The duties of the marshals will be generally centralized in the Chief Marshal, who will, in addition, personally lead or superintend the annual tour. A bicycle touring map of the United States will be compiled by the Board, to be in divisions as above or in one map like a railroad folder, as may develop to be best. This map will give the main or best bicycle routes to take between given points showing points passed through, in same manner as a railroad map of the United States. It will generally treat of through routes only, and will be in harmony with the division road books, in that the map will depend upon them for the details, the map practically illustrating the general work of the division road books. The map will be accompanied by touring descriptions with rail and water connections, and best lines to take between given points, and in this connection be an auxiliary to the Transportation Committee of the L. A. W.

The annual tour was set for the two weeks following Monday, 6 Sept. 1886, and is substantially over following route: Niagara Falls and Buffalo to Canandaigua, Seneca Lake, Central New York, Elmira, Northern New Jersey, and the Orange riding district to New York City. Thence ocean steamer to O'd Point Comfort, Va., and thence to Staunton, Va. From Staunton down the Shenandoah Valley, *via* Luray Cave, to Harper's Ferry, thence north to Hagerstown, Md., Gettysburg, Pa., York, Pa., and Reading, Pa., to Philadelphia, or *via* the Lehigh Valley to New York State. All details of the annual tour will be perfected, and size of party limited to the ample accommodation of tourists. Tickets will be issued during the summer, and by the purchase of same the tourist will be entitled to a place in his respective division. The price of tickets will be based on actual cost of the tour, with a slight margin for incidental expenses of organizing. A circular, giving all details of the tour, with description of the route, will be offered the *Bulletin* for publication in proper time. The Board acted upon the question of uniform, and adopted the following: The regulation L. A. W. uniform, with exception of dark brown striped seersucker Norfolk jacket and straw hat. The colors of the Touring Department will be royal purple, to consist of a narrow ribbon

tied through the buttonhole of the jacket or attached to the badge. Each division will have a distinguishing color, to be worn with the purple, and consist of a similar ribbon, as follows: Eastern, red; Middle, white; Western, blue; Southern, old gold. These colors touring members of the L. A. W. are recommended to wear on all appropriate occasions, whether on the annual tour or throughout the year. The policy of the annual tour will be that of maximum individual enjoyment with all modern conveniences and requisites, elegance of appearance and movement, and congenial companionship. The route is laid out with a view to visiting choice and characteristic sections of the country, measuring the wheeling to the ability of an average rider to perform with ease, that the participant may gather recreation on the road, knowledge of the country, and desirable acquaintances in the craft.

The Touring Board solicits the co-operation of the State divisions and individual members, and desires to be understood as placing itself at the disposition of tourists for such service as it can render.

We trust our action will meet with your approval.

Respectively yours,

BURLEY B. AYERS,  
Tour-master L. A. W.

#### ATHLETIC ENTERTAINMENT.

THE last athletic exhibition of the season, under the auspices of the Massachusetts Club, was given in the club gymnasium, on Saturday evening last. The interest in this class of entertainment was shown by the large crowd in attendance, every foot of room being taken by the eager throng of spectators. The entertainment was in charge of Capt. Peck, Mr. N. Ethier and Mr. John T. Williams, and the programme was carried out to the full satisfaction of the audience. A home trainer race was first in order, with John T. Williams and H. C. Getchell as entrants. After two unsuccessful attempts to tell off a mile without losing their pedals the men finished as follows: H. C. Getchell, 1.38 $\frac{3}{4}$ ; John T. Williams, 1.47 $\frac{3}{4}$ . Arthur Porter, of Newton, turned off a quarter in twenty-five seconds. Mr. T. F. Martin, of Cambridge, gave an exhibition of club swinging that was highly enjoyed, and the performer was loudly applauded. Messrs. John T. Williams, N. Ethier, Mr. Dame and Mr. Teafe showed some wonderful work on the parallel bars and Mr. Teafe introduced a contortion act. Sparring bouts were given by Bangs and Lighthall, E. O. Bangs and Danielson, Osgood and Payne, and Reed and Danforth. Some very clever sparring was done, and, as large, soft gloves were used, and the boxers were all amateurs, there were no objectionable features in the exhibition, though the audience was worked up to a high pitch of excitement during the bouts, which was kept in check by the committee who would allow no remarks nor applause.

#### CALIFORNIA PROTESTS.

At a meeting of the California Division, L. A. W., held 24 March, the following resolution was offered and passed unanimously:—

"Resolved, That we, the amateur wheel-

men of California, assembled, desire to express our sympathy for the unfortunate position of our esteemed friend and comrade, Fred Russ Cook. That it is our heartfelt desire that he remain among us as an amateur, knowing this to be his most earnest wish. That a copy of these resolutions be forwarded to the officers of the L. A. W., and that they be urged to do all in their power to reinstate 'Our Fred'; he being one of the most valued friends to wheelmen generally, and a leading support to all that pertains to the promotion of cycling on this coast."

#### THE INTERNATIONAL CHAMPIONSHIP.

THE following letter has been received by the Racing Board and forwarded to Mr. Robert Todd, with the approval of the Board:—

ABBOT BASSETT, Esq.,  
Chairman Racing Board L. A. W.

Dear Sir,—In reply to the letter of Robert Todd, honorary secretary N. C. U., I would say that the Springfield Bicycle Club will agree to do all in its power to assist the N. C. U. and the L. A. W. in uniting upon a plan to establish a recognized championship race of the world, and to that end it makes the following offer, which is to be extended to all countries wishing to participate:—

The Springfield Bicycle Club, through its president, Henry E. Ducker, hereby extends to the legislative bodies of the world a cordial invitation to send representatives to the fifth annual meeting of the club, to be holden at Springfield, Mass., in the month of September, 1886, and there to enter into a friendly competition for the championship of the world on such conditions as may be mutually agreed upon. The race to be for one mile, and to be run as follows: The N. C. U. to have the nominating of not more than six men to compete. The L. A. W. to be limited to the same number. The Irish Cyclists' Association to choose four men; the Dutch Cyclists' Union the same number; the Australian Cyclists' Union to send two men. The race will be run as follows: The names of all the contestants to be drawn; the race will be run in heats limited to two men each,—thus numbers 1 and 2 will run the first heat, and numbers 3 and 4 will run the second, and so on till the list is exhausted. These heats will be run the first and second days. The winners of the primary heats will compete together the third day, and the winners on the third day will compete in the final heat on the last day. The winner of the final heat to be declared the "Amateur Champion of the World." For this race the Springfield Bicycle Club will offer two valuable prizes, to be awarded, first, to the winner of the final heat; second, to the winner of the fastest heat (even though they go to the same man). The prizes are to be the absolute property of the winners.

The contestants, one and all, are to be the guests of the club, and all travelling expenses in the United States from place of landing to Springfield and return, including hotel bills for man and trainer, to be paid by the Springfield Club.

The value of the prizes will depend upon the number of contestants. The total



expense of the race not to exceed \$1,000, and this appropriation must pay all the hotel and travelling expenses above referred to, and also for the prizes. In other words, we offer a committee chosen from the N. C. U. and the L. A. W. the sum of \$1,000 to be expended on this race as they may deem most advisable. Our only reserve is that the prizes become the absolute property of the winners; otherwise the \$1,000 is at the disposal of said committee. In offering the above, the Springfield Bicycle Club feels prompted by the desire to inaugurate a series of international championship races which we hope to see transferred to other countries with each succeeding year, and to establish beyond dispute who is entitled to the championship of the world, believing that these contests, when once established, will prove a means of introducing a friendship among wheelmen unknown to any other sport. Trusting that the above will meet with the approval of the Legislative Cycling Associations of the world, and that Springfield will be the chosen ground for the first of a series of international contests, we are

Fraternally yours,

SPRINGFIELD BICYCLE CLUB,  
HENRY E. DUCKER, *Pres't.*

### CONTRIBUTORS' CLUB

#### A NEW DEFINITION.

*Editor of the Cycle:*—In the interest of the men now under suspension, I want to suggest a new rule for the League. The suspended parties will never consent to be professionals in the full sense of that term, and I think it no more than right that the League should meet them half-way. I propose the following as an addition to the amateur rule.

"A promateur is one that has never contested for a money prize in any form, nor with a professional."

Then I would have the League admit "Any wheelman in good standing who is not a professional."

This would give us three classes,—the amateur who lives up to the letter and spirit of our rules, the promateur who is not an amateur nor yet a professional, and the professional. Under this rule the amateurs could race by themselves, and the promateurs would form a new class of riders that would include such men as Rowe, Hendee, and Burnham. The League would admit the promateurs to its ranks and still retain supervision of racing. Then such places as Philadelphia and Springfield, Ohio, would have pure amateur races without fear of interference from the promateurs; and such places as Hartford and Springfield could give the promateur races which would include the flyers from home and abroad. If England should not fall into this scheme, we do not doubt special sanction from the N. C. U. could be obtained for the riders who would come over. I would like to hear what wheelmen think of this. BARNEY.

#### A NEW CLASS.

*Editor of the Cycle:*—It has been estimated that the present agitation over the amateur law may lead to the establishment

of a new class of riders, who shall be neither amateur nor professional, but who will constitute a class by themselves between the two. This is a good idea, but why stop at one class? Why not have a dozen? I will suggest a few classes.

Class A will consist of the amateurs, strict and pure. They will own their own wheels, and will run for glory only. Colored ribbons to be attached to the breast by a safety pin will be the only prizes allowed.

Class B will embrace all those who leave all other business and try to make a living by riding a bicycle. They may run for what prizes they please, and win them fairly or unfairly as they see fit, for they must get their living in the easiest way.

Class C will be open to the men who live up to the amateur law so far as racing for money prizes or with professionals is concerned. They will work at their respective trades in winter, but when the racing season opens they will be allowed to make arrangements on the quiet with dealers to ride their wheels on a salary, or they may take payment for records made or races won.

Class D will include all those who ride for glory and big trophies. They will receive nothing beyond the prizes won, but their expenses will be paid by dealers, and these expenses may include suits of clothes and double-barrelled shot guns.

Class E will be open to that class of pure amateurs that includes college students and the sons of millionaires. These have plenty of time and some one to pay their bills. It is not fair to put them in competition with pure amateurs who have to train after business hours.

Class F will include bicycle dealers, makers and agents. These men ride to advertise their wheels, but they pay their own expenses and avoid breaking the law. The sons of these men will be included in this class. The law will not allow a man to take money from a dealer for riding a wheel, but when the dealer is also the father it is no easy task to tell in what capacity he stands when he gives money to his son.

Class G will include all who are pure amateurs in name and act. They live up to the rule in letter and in spirit. They may work for a maker or a dealer, and it is nobody's business if they get a salary of \$2,500 for doing \$50 worth of work. A man may pay his clerks what he pleases.

Class H will include all cycling journalists and publishers, dealers, makers, patentees of cycling articles, etc. This will include every person who, directly or indirectly, makes a dollar out of the sport. Wheelmen who influence the sale of a machine and get a commission will go into this class.

The members of each class shall be known by a badge bearing the letter of the class, and worn on the left breast. When we get these classes established we can know where we stand.

'OSTLER JOE.

#### RECOGNIZED ATHLETIC SPORT.

*Editor of the Cycle:*—Can you inform a bewildered individual why some athletic sports are "recognized," and some are not. I can understand that the underlying idea of the amateur rule is that it is unfair to put in competition those who indulge in athletic sports as a diversion, and those who

go into them as a business, for the latter have an advantage over the former in the way of training and practice, but I cannot see why the rule should cover one athletic sport and not another. A man can play base-ball, foot-ball, cricket, or tennis with or against a professional and not lose his status. Why? The college base-ball nines play with professional nines, and no one says a word. Why? I have played cricket with a club of pure amateurs and each side in the game had a paid coach with them, and yet we were still amateurs. Can you enlighten me on the point?

CRICKET.

THE sports that our correspondent mentions come under the jurisdiction of no amateur organization. The N. A. A. A. has several times discussed the question of taking base ball under its jurisdiction, but the motion has always been defeated. Each organization controls its own sports, and each recognizes the acts of the others. It would be out of character for the Wheelmen's or the Oarsmen's association to take jurisdiction over the sports enumerated, and so long as they have no organizations of their own, and the N. A. A. A. does not take them under its wing, the present condition of things will remain. The enforcement of the amateur law needs adjustment in many ways.—ED.]

#### DON'T HIRE A HALL.

*Editor of the Cycle:*—I want to urge a very strong protest against the hiring of a hall for the League banquet. Boston has talked a great deal about her ability to give the best banquet of any city in America, and she ought to make good her boast. A banquet in a hall can never be successful. All the dishes will be cold and the wine will be hot, and the waiters will not be able to work to advantage. It will be a great mistake. Better have the dinner at a hotel, and limit the tickets. Then those who are shut out can get up little dinner parties of their own at some hotel. I belong to a club that will have its own little dinner party if the League goes to a hall for its banquet. S. T. F.

#### WAIT FOR A TANDEM.

*Editor of the Cycle:*—My advice to the man who wants to find the best kind of a tandem, is to wait and see what is coming out this spring. At present the Humber style of tandem is a favorite with those who want speed, but it has not the element of safety in so great a degree as I desire. Nearly every other tandem puts the labor of steering and braking on the lady. This is an objection. We are promised several tandems where the lady sits behind, and the gentleman does the steering. This is what I want to see, and so I say wait. If our friend wants a machine for two gentlemen the Humber form is the thing.

BENEDICT.

#### NASHVILLE PLEASURES.

THE Nashville (Tenn.) Club gave an entertainment at the clubrooms, 30 March last. The exercises were introduced by the following home trainer races, contested first for half mile in the marked time:



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1886  
Catalogue.

MANFD BY D. RUDGE & Co.  
COVENTRY ENGLAND  
THE OLDEST AND LARGEST  
CYCLE MANUFACTORY  
IN THE WORLD

RUDGE

BICYCLES AND TRICYCLES

STODDARD & LOVERING & Co.  
SOLE U.S. AGENTS.  
152 TO 158 CONGRESS ST.  
BOSTON MASS.

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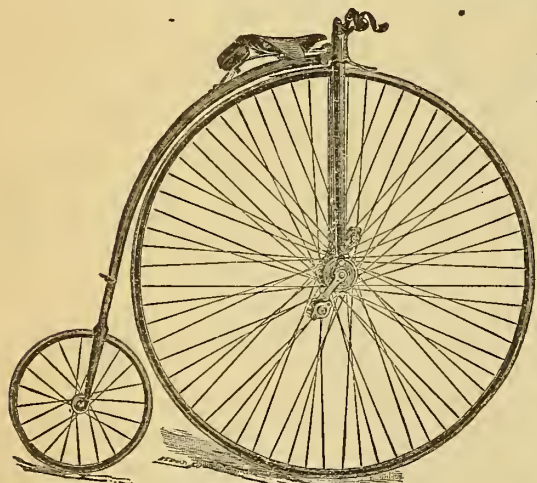
The LATEST is always the BEST  
That's what YOU want.

N. Y. Headquarters, GEO. R. BIDWELL, 2 & 4 E. 60th St., New York.

# SINGER'S

## THE \* APOLLO \* LIGHT \* ROADSTER

### FOR 1886.



Ball-Bearing Head,

Detachable Handle-Bars,

True Tangent Spokes,



Bearings Brazed to Fork Ends.

## THE APOLLO SEMI-RACER

For Light Weights and for Road Racing.

ACTUAL WEIGHT OF 50-INCH, 30 POUNDS.

*Weight Stamped on the Head of Each Wheel, Ball-bearing Head, Three-Quarter-Inch Tires, Long Detachable Bars, Well Dropped at Ends.*

## KELSEY'S VENTILATED SPADE HANDLES.

The NATIONAL, Our New Wheel at \$80,

Is Ahead of anything yet shown at that Price. Balls to Front Wheel, Parts Nickelled.

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6 and 8 Berkeley Street - - - - BOSTON, MASS.



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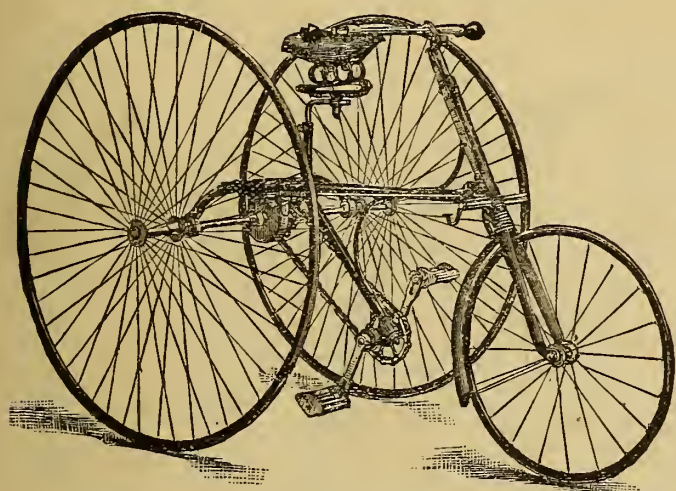
**PERFECTION AT LAST,**

COMBINING

**Strength, Lightness *and* Durability.**

**40-inch Drivers, 22-inch Steerer,**

**FOUR BEARINGS ON THE AXLE.**

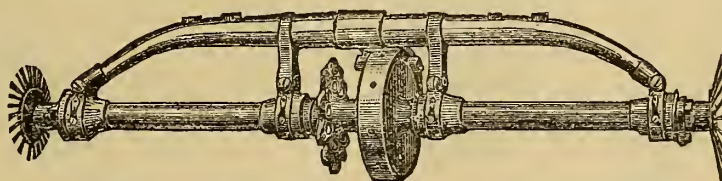


Selling as Fast as Shown.

Place Order at once.

**LADIES' PATTERN IN A FEW DAYS.**

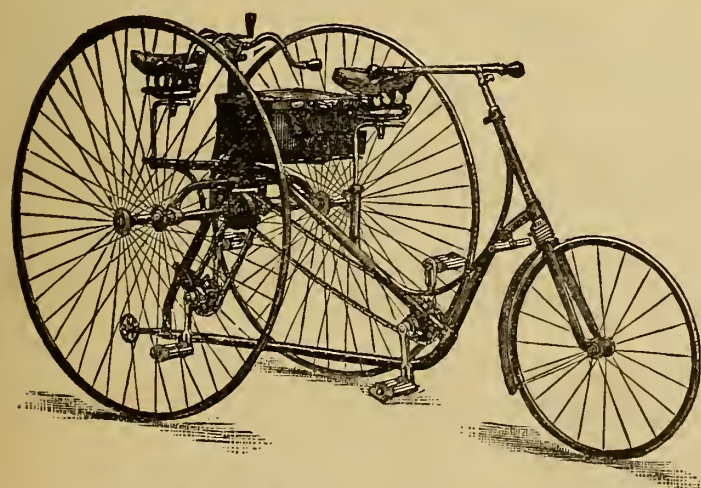
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PATENT AXLE.**



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Tricycles and Tandems.



Springfield Tandem,

Automatic Steering,

Double Power Brake.

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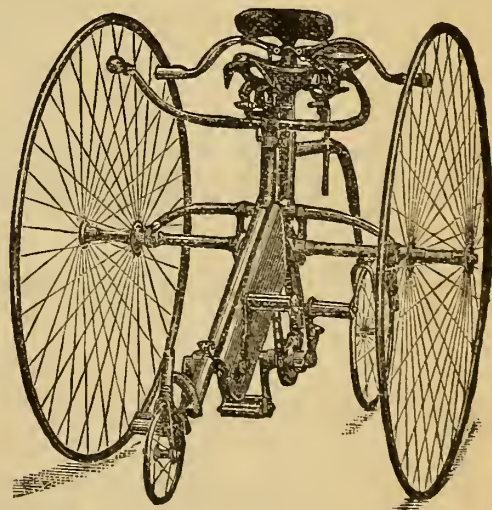
J. P. MAYNARD,  
Chicago, Ill.

F. R. PARKER,  
Manchester,  
For State of N. H.

D. EDGAR HUNTER,  
Salem,  
For Essex Co., Mass.

L. M. WAINWRIGHT,  
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Traveller Tandem, Improved Humber Type.  
BOTH SEATS ADJUSTABLE.

MAHER BROS., Brick Church, for the Oranges, N. J.

D. C. PIERCE, Brockton, for Plymouth County, Mass.

D. N. MILLEY, Buffalo, N. Y.

J. F. IVES, Meriden, Conn.

Dr. J. W. JEWETT, New Haven, Conn.

W. L. VAN HORN, Denver, for State of Colorado.

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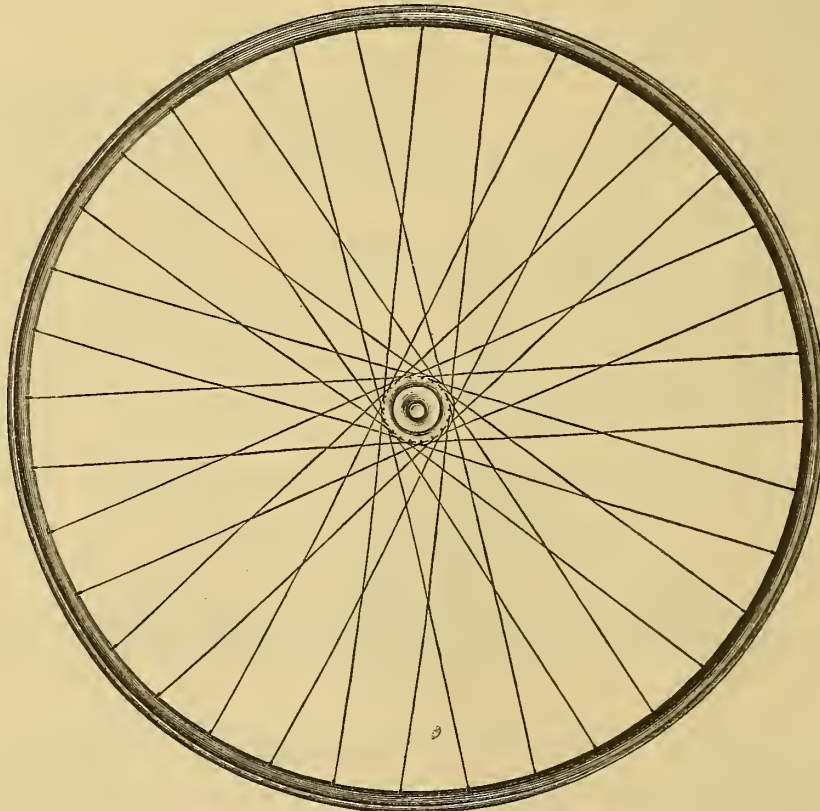


Before buying your new mount for the coming season, send for price list and description of the

# "NEW RAPID" BICYCLES,

— WITH THE —

During 1885 not a single spoke  
broke or wheel buckled.



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

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

## TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded *a Gold Medal*, the highest and only award for Bicycles.

### PRESS OPINIONS.

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

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

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED

EVERYWHERE.

APPLY FOR TERMS.

S. T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.



Messrs. E. D. Fisher, 1.7; Bowman Duncan, 1.11; D. Talbot, 1.13 $\frac{3}{4}$ ; R. Vanderford, 1.15 $\frac{1}{2}$ . Later came a home trainer race for three eighths of a mile. D. Talbot, 50 $\frac{1}{2}$ ; E. D. Fisher, 49; Bowman Duncan, 51 $\frac{1}{2}$ ; R. Vanderford, 53 $\frac{1}{2}$ . The following gentlemen took part in the quarter-mile races: Messrs. D. Talbot, 31 $\frac{1}{2}$ ; Bowman Duncan, 30 $\frac{1}{2}$ ; R. Vanderford, 32 $\frac{1}{2}$ ; D. A. Palmer, 46 $\frac{1}{2}$ . Musical and literary expenses filled out the evening's programme. The prizes were gifts from the young lady friends of the club, and were as follows:—

*Half mile.*—E. D. Fisher, embroidered watch case.

*Second mile.*—Bowman Duncan, embroidered cloth tidy.

*Three eighths mile.*—E. D. Fisher, embroidered handkerchief case.

*Quarter mile.*—Bowman Duncan, linen tidy.

Mr. Canaday, one of the novitiates, received an embroidered handkerchief.

#### NOTES OF A CYCLIST.

APRIL ushers in the wheelmen's new year. For over four months there has been very little riding done throughout this section, say between Boston and New York. Soon after election day many wheels were housed for the winter, and along in March they were brought out again. No wonder it takes time to get into riding condition after such a rest.

I PITY the butterfly riders. They lose many of the most exhilarating rides of the year, when the air is fresh and bracing, and all nature invites to a flying spin over the hardened roads. I think I pity them even more when they get out for their first spring rides. Most wheelmen are confined by their business duties; and lack of outdoor exercise for several months has depressed and wearied them. They begin to ride in the spring weather, which is more or less debilitating to any one not in good condition. A long ride uses them up. Then a long rest and another long ride. They go on fitfully and irregularly, getting but the minimum of benefit.

MANY a man never knew what it was to enjoy good health until he took to cycling. After regular riding, they have not had a sick day. Other wheelmen, naturally more vigorous, have not gained in the same degree, but suffer from the agonies of sick headaches and such complaints. The former ride regularly, the latter fitfully. Nearly every day sees the one on his wheel. The other averages once a week or a trifle more. One begins the season feeling strong and enjoying the spring weather. The other begins wearily and is easily exhausted.

CYCLING is the most beneficial exercise in the world, if properly used. You cannot ride once a week and get much benefit. If you will, however, ride regularly and frequently, you are bound to improve.

I WISH I could induce every cyclist who rides irregularly, and who does not always feel in good physical shape, to try short

daily rides. If necessary, sacrifice a little comfort to obtain the time required. A half hour's ride will do more good than a half hour's extra sleep in the morning. Breakfast fifteen minutes earlier; take fifteen minutes for a light meal instead of half an hour for a heavy one, and take the half hour gained for a spin before going to business. For a few weeks, take the ride as easily as you please. Soon you will get used to the arrangement, and can take a good lively run. I have tried the plan for two years and feel immeasurably better prepared for the day's business than I ever did before.

THESE short, daily runs are more strengthening than occasional long ones. The effect of the constantly repeated exercise is marked. When one takes infrequent, but moderately long, runs, the case is different. He gets very tired, and does not ride again until he has rested. Then he finds he has gained very little. But the man who takes regular, short runs, can take a long one and be all the stronger and more active for it the next day. Health and strength are both produced by regular, frequent exercise.

THERE is greater interest than ever in cycling if one keeps a record of his rides. The first requisite is a reliable cyclometer; the second, a small diary. Equipped with these, you can record the distance of each ride; add a line to tell where you went or any such item of interest, and note the state of the weather. Possibly it will be a little laborious at first to do this, but it will soon become as natural as your daily ride. You will find it extremely interesting for reference; you will know just what you have ridden, and whatever record you have will be accurate. It will also be an incentive to increase your riding.

AN ambition is a good thing to have, even if it is only for a riding "record." Of course, if it leads to over-exertion or any other injudicious proceedings, it should be abandoned. But if it only serves to provoke to regular riding, it should be encouraged. Any one who rides at all can cover a thousand miles in a year. For one person, this would be a fair record. From it, upwards to about three thousand miles, constitutes a good record. Few persons are so situated that they have time for over three thousand miles. Two thousand may be put down as a good average.

If you call eight months the riding season (this is absurdly small for good roads), and deduct the Sundays from them, there are over two hundred days left. Five miles a day would give one thousand miles; ten miles a day two thousand miles. It is thus evident that when the habit of regular riding is formed, a "record" is easy to secure. Where there are macadam roads, there will be over two hundred and fifty riding days a year, exclusive of Sundays. Ten miles a day will thus easily secure a twenty-five hundred mile record.

THIS applies to the ladies quite as much as to the gentlemen. Any one of them can, after a month or two of practice, ride an

hour a day. If ridden slowly, it will give five miles, and with a little more practice, from six to eight. Every one ought to get away from household cares for an hour each day. The wheel will give the most beneficial exercise, and the "record" at the holidays will easily run from a thousand to fifteen hundred miles, and possibly even more. 5678.

#### CLEVELAND CARNIVAL.

THE Cleveland Club held high carnival 31 March, at the Le Grand rink. The carnival opened with a grand entry of wheelmen in fancy costume. George Collister led, in a clown suit, on a "boneshaker" of the most ancient type. Then came John T. Huntington, as Collister's partner, also in clown costume, on the smallest wheel made; Harrison Wagner, as a third clown, on an old three-wheeler; Fred Borton, dressed as "Father Time," with scythe and locks of white, his big wheel covered with linen, on which was painted a clock face. Then came Taylor Boggis, on his racer, as "Mephistopheles"; Fred Palmer in a burlesque suit, as a racing wheelman, with the mile record placarded on his back; W. P. Sargent, in a prince suit; B. F. Wade and J. H. Collister, on a tandem tricycle, in Mikado suits, drawing a child's wagon, in which sat Milton James as a baby. He enlivened the march with shrill and well counterfeited infantile cries. Other costumes were unique and pretty. A mile race on safety bicycles was won by A. E. Sprackling in 3.20; W. S. Upson, 2d. A club drill followed, in which many fine movements were given, and the glee club gave several songs. The singing was done in the centre of the rink floor, in a group made up of tricycles and bicycles, lighted by the rays of the calcium—a pretty effect that pleased the eye, while the sweet-voiced young men poured harmony into the air.

Taylor Boggis followed with an exhibition of fancy riding that surprised everybody, and earned the young athlete several great bursts of applause.

The half-mile bicycle race, in which A. E. Sprackling and W. S. Upson entered, followed, and Upson won a good race by two yards, in 1.38.

#### SQUIBS.

"BASSETT'S Bantling," brother Dean,  
Is young, and yet has time to grow;  
And bantlings, as you may have seen,  
Grow old before they learn to crow!

THE Fates are favoring, the sky is clear,  
For, though the editor should e'er grow lazy,  
The CYCLE will be read both far and near,—  
'Cause why, we've got the ever-blooming "Daisie."

A SHINY wheel with nickel plated,  
A "Boston Club" man's gay salute,  
A manly breast with pride elated,  
A cross-eyed pug-dog—*c'est tout!*

PEDALS.

STUART C. MILLER, of the Massachusetts Bicycle Club, who was six months abroad, has returned, and is greatly improved in health by his trip. He brings with him a Traveller tandem, which is of the Humber type.



## CYCLETES.

HERE we are again.

We are blushing a little under the shower of kind words we have received, and we begin to think we have a few friends.

WE hope to prove ourselves worthy of their good wishes and to continue to deserve them.

FAST Day is the opening gate to the riding season. It does not always show us pleasant skies, but wheelmen feel that it ought to, and unpleasant weather is looked upon only as an incident of the day.

RESIDENTS of Beacon street are organizing to protect that street from the encroachment of the cable road. Livery men and carriage men are also at work, and wheelmen are taking a hand. We don't believe the highway will be disturbed.

LAWYER DEAN has given us the law in the case, and we commend his article to the careful attention of those who say the Racing Board has done an illegal act.

WE also have an editorial contributor, and we wish it distinctly understood that he is to receive all visitors who come to us with clubs and pistols. Those who come with wedding cake will please call for the editor.

LET him who can afford a dollar a day and over in "treating" his friends try an experiment, for the next six months. Let him pay a compliment to his liver, shut down on liquid refreshment, and seek in the open air health and vigor upon the back of a horse. Ride. Dash through the Park and grow old merrily. — *New York Herald*.

THE *Herald's* advice is good as far as it goes. If it had said cycle, how much better it would sound. The horse cannot be compared with his metallic rival in health-promoting qualities.

THE *World* says the Racing Board reminds it of suspenders. We are glad that that journal sees fit to brace up the Board.

THE *Spectator* has settled on a word for a wheelman's banquet. It is "biquet" with a long *e*. We are glad he doesn't say "bike wet," for there comes the rub.

PRESIDENT BARTOL, of the Philadelphia Bicycle Club, has presented a novel trophy for competition among the members, to be awarded to the one who will cover the greatest number of miles in a year. It takes the form of a loving cup, bearing on the front an etched bicycle, artistically wrought, with the inscription, "The President's Cup." Above it on the reverse the tricycle is represented, and to make it still further distinctively a wheelman's prize the handles are made to represent the backbone of a machine.

THE Nashville young ladies have been at work for the cyclers, and on the occasion of the recent home-trainer race the prizes were fine specimens of embroidery, including outline designs of cycle subjects, initials of the club, etc.

THE official handicapper, Dr. N. P. Tyler, has located at New Rochelle, N. Y.

HENRY SANDHAM, the artist, has painted a group of wheelmen on the road, for Mr. Prang, and it will soon appear in the form of a chromo.

MR. BUTCHER, of the Butcher Cyclometer Company, has made a cyclometer for the use of record breakers. It registers revolutions, and it can be locked on the wheel. It will be let to record breakers at a moderate fee.

SIX members of the New Orleans Bicycle Club have agreed to attend the Boston Meet, and ride the whole distance on their wheels. They are A. M. Hill, E. W. Hunter, W. L. Hughes, H. W. Fairfax, C. M. Fairchild, S. M. Patton.

A. M. HILL, of New Orleans, has offered a gold medal to the New Orleans Club to be awarded to the winner of a series of fifty-mile contests in 1886. The club has also offered two medals, — one to the rider making the best road record, and the other for the best mileage for the year.

WILBUR F. KNAPP starts for the East next week, and will train for the season's races at Lynn or Springfield.

WE understand that J. A. R. Underwood has sold out his drug business, and will locate in Boston proper for the sale of cycles.

MR. E. R. BENSON, treasurer of the Massachusetts Club, was married on Wednesday last. His associate clerks at the Pope Manufacturing Company's office presented him with a Bible and a dictionary. With the latter in hand we suppose he will be able to find words to express his thanks.

THE hearing in the case of Pope *v.* Overman, called for Monday last, was postponed till Monday next, at the request of the latter. The hearing is before Commissioner Hallett, and is held for the qualification of bondsmen, who are to go upon the bond for \$73,000, to raise the attachment now upon the goods of the Overman Wheel Company.

A COLUMBIA racer was shipped to Tom Eck, last week. There is nothing particularly strange in that item, but behind it is the fact that it was paid for.

WE have received a copy of the catalogue of Messrs. Stoddard, Lovering & Co., which is just issued. The outside cover shows a group of wheelmen on the road, while around and about in the corners and in the centre are cuts of the Rudge machines. The Rudge is a very popular wheel in Boston, and the 1886 catalogue has been waited for with impatience by those who wish to see all the wheels before buying.

"SACRED to the deathless memory of Ensign Stebbins. — the man who was 'in favor of the law, but agin' the enforcement of it.'" This famous monument is just now being glorified anew by the abundant wreaths and *immortelles* which "the amateurs" and their friends are industriously heaping around it; but when a thorough-going professional like myself gazes at the amusing spectacle, it seems as if the whole broad surface of Washington Square smiled back responsive to my grin.

[The foregoing is a permitted extract from the private letter of a certain "free advertiser" not altogether unknown in the cycling world by the initials "K. K." — ED.]

THE *Southern Cycler* takes strong ground in favor of the Racing Board in its action

against the makers' amateurs. The back country is being heard from, and she's all right.

AN easy method of ascertaining approximately how fast a bicycle is being propelled, is to count the number of revolutions of the pedals during one minute, then multiply this number by the size of the driving wheel and divide by three hundred and thirty-six; the result will be the number of miles per hour.

A FRIEND called on us the other day and assured us that the Pope Manufacturing Company had introduced a new tandem. He was certain of it, because he had seen one on the Milldam. We knew at once what he had seen, for we saw the machine at Stall's the day before. Stall has rigged one of his Adjuncts to a Columbia two-track tricycle, and in this way has made a very effective and a moderate priced tandem.

THE *World* may boast of the beautiful view from its office windows, and under this boasting we are squelched; but we are willing to give up the pretty for the useful, and we can talk back to them by pointing out the advantages to be had from a good view of the storm signals and the time ball, to say nothing of the advantage to be gained from hearing the fire-alarm bell. When views are in question, we go in for the utilitarian.

THE Belgium authorities have passed a decree abolishing duty on bicycles. Tourists have now but to show their C. T. C. ticket, or otherwise convince the custom-house officers that they do not intend to remain in the country, and they will be freed from all restrictions. The same laws prevail in Holland.

"THE Warren," in Roxbury, has made especial provision for the storage of cycles by the tenants.

THE Beverly strikes have thrown a large number of the wheelmen of that place out of employment.

THERE will be an international exhibition of cycles held at Vienna, Austria, during the months of May and June.

THE dates for the English championships are out. The races are distributed freely through the country, and not confined to London, as was the case until the last few years. The five-mile tricycle takes place first, on 22 May, at Glasgow. This is the first time that one of the championships is to be run in Scotland. The date might have been more suitable, as the international meeting at Alexandra Park takes place on 21 and 22 May. The one-mile tricycle and twenty-five-mile bicycle races come off at Weston-Super-Mare, on 4 June. The famous Farrow track will be the scene of the one-mile bicycle on 26 June, and on 24 July the five-mile bicycle will be run on the new ground at Long Eaton, near Derby. The twenty-five-mile tricycle and fifty-mile bicycle will be run at the Crystal Palace, London, on 14 July and 14 August, respectively.

WE are obliged to confess that there is little that is exciting in a home-trainer race against time. We can look calmly on at the young man as he kicks circles in the air, and the blood does not flow faster in our veins, nor does our heart palpitate with ex-



citement at the spectacle. When we chop wood, we want to see the chips fly.

L. D. MUNGER, of Detroit, made fifty miles, using a 57-inch bicycle on an asphalt road, in 3.27.34, at New Orleans, 2 April.

GEORGE HUTCHINSON, the fancy bicycle rider, has entered the employ of the Pope Manufacturing Company as rink instructor.

LEAGUE CONSUL A. L. ATKINS's road book of Boston for 1886, enlarged and improved, is in the printer's hands.

A SMALL camera has been sent to Thomas Stevens at Calcutta, to allow him to take a few views along his route. Stevens has been giving us his views on various questions connected with travelling a wheel, and it now appears that more picturesque views are wanted.

MR. S. A. MERRILL has accepted the chairmanship of the L. A. W. finance committee. His address is, "Bank of Mutual Redemption, Boston," and it will greatly convenience him if contributors will send their checks without giving him the trouble to call on them.

Is a maker's amateur's lot a happy one? Yes, as long as he remains in form; but once let him show any falling off, and, Othello-like, he will find his occupation gone. We could mention more than one instance where men have given up good situations to take service with makers, and after a bad season have found themselves unemployed. It is very pleasant having one's expenses paid and allowed to lead the life of a gentleman, if it would only last. Those who have good situations ought to pause before they throw them up to become a maker's employee, unless they wish to have to start in life again at the end of twelve months or so. — *Turf*.

IRELAND puts in a claim for a visit from touring wheelmen. Speaking of the proposed League tour to England, an Irish paper says: "Why is Ireland left out of the programme, we wonder? Surely a run through it would prove as interesting as one through Scotland. The party could land at Queenstown, visit the Lakes of Killarney, ride to Belfast, and cross to Scotland. We need hardly say the party would get a very warm and hospitable reception in Ireland."

THE Racing Board has sent out its second instalment of certificates, and suspended the following riders: L. J. Martel, Chicopee; C. P. Adams, Springfield; H. E. Bidwell, East Hartford; F. R. Brown, Springfield; L. A. Miller, Meriden; W. F. Knapp, Denver; A. B. Rich, New York; C. F. Haven, Boston. The last two are suspended under Rule H, all the others under the amateur law.

THE CYCLE has struck popular favor. Subscriptions are coming in very fast, but there is always room for more. Our trial trip of a month for ten cents is being taken advantage of by hundreds. If any one doubts this, let him come and look at our stamp drawer. Send one-cent stamps, friends.

STODDARD, LOVERING & Co. expect a shipment of the new Rudge bicycles to arrive next week.

WE can see no advantage left for League clubs over non-league clubs, save the privilege of position in the League parade, and the right to run League championships.

WE are sorry to lose the proxy votes, for we wanted to see everybody represented in the annual meeting. Claifornia can now have no voice, nor can any of the distant States.

MASSACHUSETTS has been called a hot-bed of makers' amateurism. If there is any truth in this, the amateur rule may have to go, for Massachusetts will have a large vote at the meeting.

ST. LOUIS papers are giving us rare specimens of Western journalism in commenting upon the action of the Racing Board. The *Wheelman* has little in its columns outside of denunciations of the course pursued, and with rare inconsistency it booms Kirkpatrick for president of the League. There is an old saw about consistency and precious stones. We have forgotten it.

CHELSEA is going to have a club. We wonder if they will follow the example of the Newton Club, and have a dinner at every meeting. Wouldn't that make them a stuffed club?

L. H. JOHNSON, ESQ., of New Jersey, was in town this week. He tells us that Orange will send a large delegation to the Meet in May. Mr. Johnson will handle the Columbia bicycles the coming season.

### THE CLUB.

[WITH a view to obtaining a complete list of clubs with the officers elect, we will ask the secretary of each and every club in America to send us on a postal card a list of the principal officers after the following formula:—  
BOSTON, MASS. Massachusetts Club. Officers elected 1 January, 1886: President, Col. T. W. Higginson; captain, A. D. Peck, Jr.; secretary, F. Alcott Pratt, 3 Somerset street; treasurer, E. R. Benson, 597 Washington street.]

EAST CAMBRIDGE, MASS.—East Cambridge Club, organized 2 April, 1886. President, Henry Lienhard; captain, C. N. Singleton; lieutenant, F. E. Lunt. A committee was appointed to draw up a constitution and by-laws, and was instructed to report as early as possible. Arrangements were also made for the initial club run, to take place on Fast day.

SOUTH BOSTON, MASS., 29 March.—Reorganization of the Suffolk Wheel Club. Officers elected: President, J. F. Charnock; vice-president, C. S. Willis; captain, Gid. Haynes, Jr.; secretary, D. G. Priest; treasurer, Geo. P. Osborn; first lieutenant, A. G. Collins; second lieutenant, H. A. Thayer. Bugler and color bearer not yet elected. The club received six new members at the meeting, adopted a uniform, and an active and progressive programme was outlined for the coming season.

CUMMINSVILLE, O.—Northside Wheelmen. Officers: President, George A. Blinn; captain, George H. Williamson; secretary and treasurer, W. H. McGarry. A clubhouse has been secured on the Hamilton pike, just a nice run from Cummins ville.

TERRE HAUTE, IND.—Terre Haute Club. President, F. Probst; captain, C. Bauer; secretary, A. Hulman; treasurer, F. Fisbeck.

WOODSTOCK, CAN.—Woodstock Club: President, A. M. Scott; captain, W. A. Karn; secretary and treasurer, S. Woodroffe.

THE gymnasium of the Massachusetts Bicycle Club is neatly fitted up, and classes meet Monday, Wednesday and Friday evenings under the direction of John T. Williams and N. Ethier. The club has received an invitation to visit the Turnverein gymnasium Tuesday evening, 13 April, when the first class will give an exhibition.

THE Gloucester Club will reorganize this spring, and don a uniform of dark green.

THE Lowell Bicycle Club held its annual meeting Thursday evening. It now numbers forty members, and will have its first club run on Fast day.

THE Massachusetts and other clubs have called moonlight runs to attend the Waltham Club's entertainment and dance 15 April.

THE Cambridge club-house scheme seems to have come to a stand-still. Nine members have pledged an aggregate of \$1,800, but the line is apparently drawn at that sum.

UPWARDS of \$800 has already been raised towards the erection of a dwelling for the Clinton Wheel Club of Northampton.

THE Harlem Wheelmen's Club has been incorporated. The managers are: William H. De Graaf, William Dutcher, Edwin C. Parker, George S. Curtis, Clinton H. Leggett, and F. A. Ryer.

THE regular monthly meeting of the Massachusetts Bicycle Club was held Tuesday evening at the clubhouse. There was a large attendance, and owing to the sickness of the president, Col. T. W. Higginson, vice-president Albert A. Parsons presided. Seventeen new names were added to the membership rolls. At the last meeting of the club, it was voted to establish the offices of captain and lieutenant of tricyclists, and John T. Williams was elected to the captaincy and W. W. Palen lieutenant. The election for librarian resulted in the choice of Mr. Colbath.

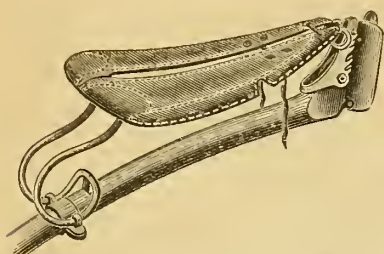
### THE PATH.

JOHN S. PRINCE is to engage with Woodside and Eck in a series of races at the Washington rink, Minneapolis, Minn., ten miles, 10 April; twenty-five miles, 14 April; fifty miles, 17 April.

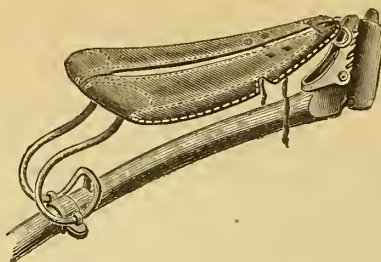
THE first race in the Prince-Neilson contest will take place on the Lynn track on 31 May, and the second will occur one week later.

THE Lynn Cycle Track Association has been incorporated, and starts off with a capital of \$3,500. Contractor Tuttle, who took the job of building the track at \$1,280, began work last week, and it will be finished without doubt for the races which are to take place 31 May. The association has invited the Essex County league to hold its regular meet in Lynn, 31 May, which they probably will, and on that occasion some very exciting races will take place. Neilson and Prince are also expected to be present.

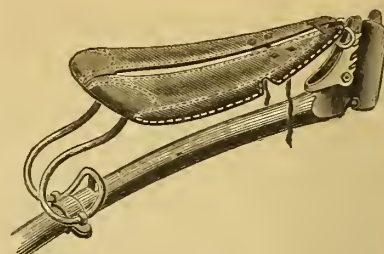




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Adjustment in Length.  
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A Comfortable Coasting Plate.  
A Bifurcated Seat.

## THE LILLIBRIDGE SADDLE

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

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

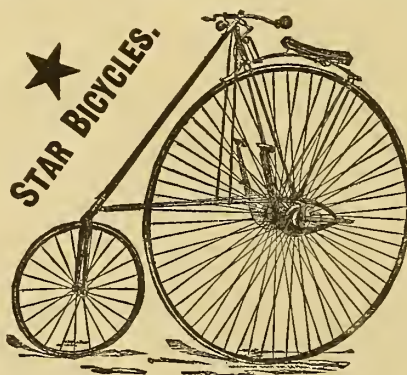
FREEMAN LILLIBRIDGE, Rockford, Ill.

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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,  
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### 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.

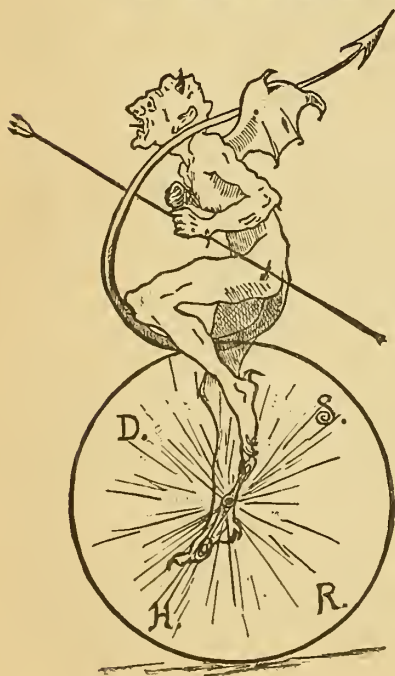
Won all Hill Climbing Contests, both as to Speed and Grade.

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

NEW CATALOGUE READY.

**H. B. SMITH MACHINE CO.**  
Smithville, Bur. Co., N. J.

## RAILROAD STRIKES



don't affect the man who owns an **INVINCIBLE** wheel. *He* can ride where others walk. Light, strong, rigid, fitted with patent Double-Section Hollow Rims and full inch rubbers. They are the perfection of wheel manufacture. Send for catalogue or description of the Bicycle, Safety Bicycle, Single Tricycle (two or three track, or automatic), and tandem. New front-steering tandem has 42-inch drivers, 26-inch front wheel, and either rider can steer. Imported only by

**GEO. D. GIDEON,**

No. 6 South Broad Street, Philadelphia, Pa.



## THE TRADE.

THE BUTCHER CYCLOMETER COMPANY has decided to make the Kangaroo cyclometer the leading one for 1886. This has but three figures to count, and consequently measures but 999 miles, but it saves a few wheels, is lighter and has proved to be the best working instrument the company has put out. They are now filling orders.

W. W. STALL has just added twelve new 1886 Experts, 50 to 54-inch, to his letting department. These have ball pedals, cowhorn bars, Kirkpatrick saddle, and are finished in nickel and enamel. He will also have a number of new tricycles and tandems on hire.

STALL'S PONY CRIPPER is approaching completion. It will be a little beauty. It has 36-inch wheels with tangent spokes, and will weigh less than fifty pounds. We shall envy Mrs. Stall so light and pretty a mount.

W. B. EVERETT & Co. are letting a good many machines these warm days. Mr. Gilligan is in charge of this department, and is located on Berkeley street, directly opposite the main warerooms. The Apollo bicycle is winning a name for itself, and many of our leading wheelmen are adopting it for their season's mount.

A. P. MERRILL & Co. have a good thing in their bicycle lock. It is light and easily adjusted. Carried in the tool bag, it is easily taken out and does not get entangled with the tools.

THE KEYSTONE SADDLE has an inviting look. It is made by C. M. Clarke, of Pittsburgh, Penn., an old rider who knows what a good saddle is. Mr. L. D. Munger pronounces the saddle the best he ever rode upon, and his evidence is worth a good deal.

WM. READ & SON have issued their new catalogue. It comes from the press of the Springfield Printing Company, and has an ornamental cover. The new tricycle has not yet arrived, but is expected daily.

S. T. CLARK & Co. have issued a very neat circular describing the Rapid bicycle, and enclosing a fine engraving of the machine on heavy paper.

The first edition of 5,000 copies of the Agents Guide or How to sell the Rudge Bicycles and Tricycles, has become exhausted.

Another edition is in press.

## MISCELLANEOUS

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

**BICYCLES AND TRICYCLES.**—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.

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

**VICTOR TRICYCLE**, 1884 pattern, good as new, geared to 54-inch. Will be sold for \$100. Apply at this office, 22 School Street.

## SEND BY FREIGHT, AND SAVE MONEY.

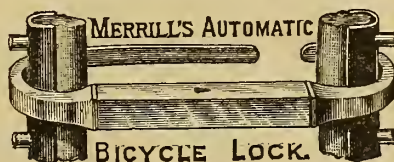
Now is the time for all those who wish to have their Cycles Overhauled, Altered or Repaired.

Every machine should have its bearings cleaned, adjusted and thoroughly overhauled, during the winter months. Do not put it off until the last moment, when "pressure of business" means delay and disappointment. Special appliances for repairing every make of Cycles.

Repaired machines stored free.

ZACHARIAS & SMITH, Newark, N. J.

## THE "MISSING LINK" FOUND.



PATENTED MARCH 2D, 1886.

For Locking Bicycles and Tricycles. New, novel, and elegant. Can be applied instantly, and locks automatically. Is neater, more compact, and cheaper than any other lock on the market. When ordering, state whether for bicycle or tricycle. Full nickel plated, and sent postpaid, on receipt of \$1.25. Address only.

ANSON P. MERRILL & CO.,  
P. O. Box 596, Fall River, Mass. U. S. A.

## THIS SPACE RESERVED

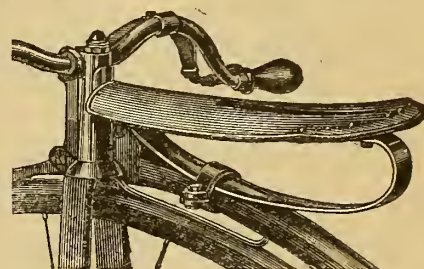
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JENS F. PEDERSEN,

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MEDALS,

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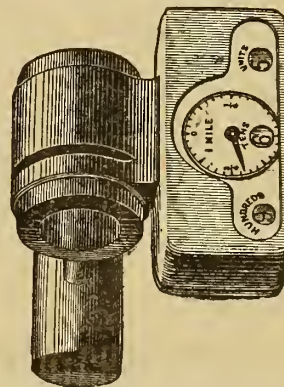
THE  
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The Latest and Best!  
Universally Adjustable!

SEND FOR CIRCULAR.

Price - - - \$5.00.

C. M. CLARKE,  
Box 969, PITTSBURGH, PA.

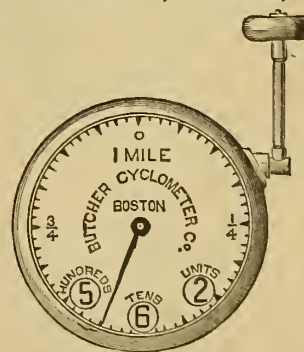


Our 1886 Pattern

Sent free by mail on receipt of price,

Ten Dollars.

BUTCHER CYCLOMETER CO.  
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Our "SPOKE" Cyclometer

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

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

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

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



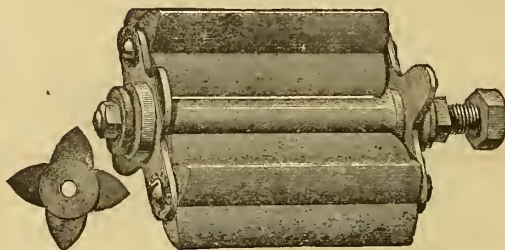
# COLUMBIA SPECIALTIES

## THE COLUMBIA DOUBLE-GRIP BALL-PEDAL.

All Bearing Parts Drop-Forged and Case-Hardened.

Interchangeable in Every Part.

Light and Easy Running.



Balls Gauged  $\frac{1}{2000}$  of an Inch.

Non-Slipping Elastic Double-Grip Rubbers.

Strong Tapered Shaft.

PRICE, NICKELLED, \$10.00.

The BEST PEDAL Ever Offered Wheelmen.

The BEST PEDAL Ever Offered Wheelmen.

## THE KIRKPATRICK SADDLE.



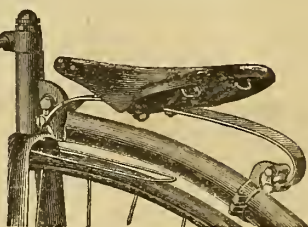
IMPROVED IN LEATHER AND IN FRONT SPRING. ADJUSTABLE FORE-AND-AFT. FIT ANY STYLE OF BICYCLE.

PRICE, \$6.00.

## THE COLUMBIA SWING SPRING.

Relieves both Fore-and-Aft and Vertical Vibration, while giving a Perfectly Steady Seat.

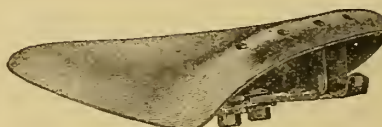
PRICE, NICKELLED, \$5.00.



## THE KNOUS ADJUSTABLE SADDLE.

Has Elastic Spring Frame, Highest Grade Leather, and Adjustable Clip, allowing either end of the Saddle to be elevated; Adjustable at the Rear without removing from the Machine.

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