

The Cycle.

VOL. I., No. 17.

BOSTON, MASS., 23 JULY, 1886.

FIVE CENTS.

MARLBORO CLUB TRICYCLE.

RECORD!

CHAMPIONSHIP!

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

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

COVENTRY MACHINISTS CO.

239 Columbus Avenue, Boston.

**It costs from \$20.00 to \$50.00 less than any
Safety on the market.**

**MORE HAVE BEEN SOLD THIS SEASON THAN THE COMBINED SALES
OF ALL OTHER MAKES OF DWARF MACHINES.**

**Note this disinterested opinion from J. C. Thompson, President and Treasurer of the
American Bicycle Co., who sell all the well-known makes:**

"I have tried the American Safety myself, and I must say that it is the **FINEST ACTION**
or 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 at the **LOWEST PRICE.**"

J. C. THOMPSON, *Pres. and Treas.*

NEW HAVEN, June 3, 1886.

THE PRICE OF THIS BICYCLE IS \$76.00.

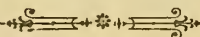
IT IS MANUFACTURED BY

GORMULLY & JEFFERY - - CHICAGO,

MAKERS OF

THE AMERICAN CYCLES,

Which are High Grade Machines at Reasonable Prices.



NEATEST CATALOG IN THE TRADE FREE.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 23 JULY, 1886.

No. 17.

TERMS OF SUBSCRIPTION.

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

New York, ELLIOTT MASON, 12 Warren Street.
Philadelphia, H. B. HART, 811 Arch Street. GEORGE D. GIBSON, 6 South Broad Street.

Baltimore, S. T. CLARK & Co., 4 Hanover Street.
Chicago, W. M. DURELL, 115 Wabash Avenue. JOHN WILKINSON & Co., 77 State Street.

Washington, H. S. OWEN, Capital Cycle Co.
St. Louis, ST. LOUIS WHEEL CO., 1121 Olive Street.

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.

THE *Bulletin* is exceeding wroth because certain notices of the Racing Board have been published in the CYCLE, and we get an occasional slur which takes the form of an assertion that this paper is the organ of the Racing Road. We are not a little surprised that the Secretary-Editor should object to our use of the CYCLE and other papers in prosecuting the work of the League, for they have often been used to good effect and in a way impossible for us to use the *Bulletin*. Nevertheless, no official notice has been used that has not been sent first to the *Bulletin*. In one instance it was found necessary for the Chairman of the Racing Board to warn wheelmen against entering races which were to be held on a Friday afternoon in a New England city. He inserted an official notice in the CYCLE, the Boston *Herald*, and the Boston *Globe*. All three of these papers were distributed in the city on Friday morning, and the notice was read by many. The same notice was sent to the *Bulletin*, and it reached New England on the Monday following, and without the other papers the notice would have been worthless. This is one of many instances where the Racing Board has employed the outside press in addition to the *Bulletin*. The Board is very grateful to that press for its favor, and

very sorry that the Secretary-Editor should seem to condemn what has been done.

THE Secretary-Editor publishes, 16 July, an article that appeared many days ago in the Springfield *Union*, and it calls upon the CYCLE to reply to it. If the Sec.-Ed. will turn to the *Bulletin* of 9 July, he will find the reply to the article in an editorial of his own. When a journal publishes first the reply to an article, and then follows it up the next week with the article itself, we cannot find time to respond to a request for a reply more than to ask the editor to consult his own files (see *Bulletin*, page 27, central column, extract from *Globe*).

WHAT a number of new clubs are being formed! Evidently a reaction in favor of small clubs with greater sociability is taking place.

LAST winter the fine club-houses, and superior facilities for entertainment afforded by the larger clubs, attracted the suburban riders; but now that the riding season is in full force, the advantages of belonging to a club where all members are known to each other, and where an "every-day sort of a fellow" may hold a position, are the greater attraction.

A CERTAIN large suburban club called a two days' run, great fun being promised. About six out of fifty members came to time, and rode to the destination. We met them on the road. Two riders first came in sight. They were hot and dusty, and with sleeves rolled up, and noses on wheel they dashed by. Soon two more scorchers of the same party came by, and shortly afterwards, during which time the two first men must have been a mile ahead, the last two came along, hardly able to climb a slight grade, yet exerting themselves to keep up with the leaders. Bicycle clubs are formed to promote sociability.

THE letter from Robt. Todd comes in good time. The position taken by the N. C. U. does not surprise us in the least. It was to be expected. But there are many in the A. C. U. who have believed that their Union would be recognized by the N. C. U. and the L. A. W. ignored. All such will be convinced of their error on reading Mr.

Todd's letter. It was only a few days ago that an officer of the A. C. U. laughed at the idea expressed by us that the N. C. U. would not recognize the A. C. U. on the basis on which the Union was then working.

PRESIDENT BECKWITH ARRESTED.

DR. N. MALON BECKWITH was arrested last Saturday on a charge of criminal libel preferred by D. H. Renton, of 228 Broadway. Monday afternoon Edward F. Hill, ex-chief consul of the New York State division, was arrested at his home in Peekskill, also on charges made by Mr. Renton. The prisoners were taken before Justice of the Peace Powers, of West New Brighton, S. I., at which place Renton resides. President Beckwith was allowed to go on his own recognizance, but when the ex-chief consul arrived with his lawyer from Peekskill, the justice could not be found, and Mr. Hill was compelled to remain at Staten Island Hotel until Tuesday morning, when he was also allowed to depart on his own recognizance.

The preliminary hearing is set down for Friday. The charges of Mr. Renton are based on his expulsion from the League for conduct unbecoming a gentleman, and for threatening to have an officer of the League arrested. Last July, Renton, who has gained some fame as a racing man, competed at a race given by the Scranton, Penn., Bicycle Club. Just after the races a communication was published in the *Bulletin* calling upon racing men to be more particular in their dress on the race track. This was written by Col. Geo. Sanderson, and it was commented on by Editor Aaron, who said it was timely, and that a reform was needed.

Though no names were mentioned, Renton took it to himself, and has used the courts to defend himself against what he considers a slander. Editor Aaron was arrested in New York on a charge of criminal libel, was tried at West Brighton last September, and compromised by publishing a retraction and paying the cost of court and the fee of plaintiff's counsel. At a meeting of the board of officers of the League, held in New York 22 February, charges were made against Renton and he was expelled. That did not suit his ideas of justice, and at another meeting of the board held at Boston, 29 May, he petitioned for a hearing, which was denied him, his communication being laid on the table without being read.

ADHESIVE Tire Tape is always ready for business, only takes an instant to put it on, and it will hold your tire in place until it can be cemented. For sale by Howard A. Smith & Co., Newark, N. J.

E. P. BAIRD won the Orange Wanderers' ten-mile open road race held Saturday, 10 July, on a 53-inch Rudge Light Roadster. Time, 36.51½.

LADIES' RIDE TO WORCESTER.

A RECENT issue of the Worcester *Gazette* had the following: "Two of the tandem tricycles, each ridden by a lady and gentleman, have been attracting a great deal of attention about the city since Monday evening. The parties riding them are Mr. and Mrs. Herbert Moulton of this city, and Mr. and Mrs. Charles Hopkins of Wellington. Mr. and Mrs. Moulton had their tandem tricycle last fall, but an accident disabled it, and new parts had to be obtained from England. They went to Boston for it, and in company with Mr. and Mrs. Hopkins rode from Medford to this city yesterday. These tandem tricycles are not common in this country, and they will continue to be scarce for some time to come, as for some reason the makers have cancelled all orders, and refuse to receive any new ones at present. Mr. Hopkins is of the opinion that these machines are to become very popular in the future. It sounds like a great talk for a lady to start out on a journey from Boston to Worcester, but the only drawback to the pleasure of the ride was the steep hills. On a level and smooth road like Park avenue the tandem machine glides along with an ease and grace that makes riding it a genuine delight. After riding from Medford to Worcester, after a rest and a good dinner, both parties went out and took a tour about the city, riding some distance on Park avenue, and Mr. and Mrs. Hopkins will return to their home in Wellington on their machine. The machine runs easier with its two riders than a single tricycle. Both ladies are enthusiastic, and will continue to enjoy the pleasure of riding in spite of the great amount of curiosity which they draw to themselves at present. R. E. M. Suverokrop rode his Crigger tricycle to Boston on Saturday, returning with the above party on Monday, and making one or two side trips during the time, covering over one hundred and fifty miles in the three days."

MCCURDY'S RECORD.

MR. ALFRED A. MCCURDY, mounted on a Star bicycle, started from the corner of Crescent and Moody streets, Waltham, at 30 seconds after 9 o'clock Monday morning, on an attempt to roll up over 281 miles within the ensuing 24 hours. The course had been carefully measured by four cyclometers, and the record of the lowest, 12½ miles, taken. Howard Carroll of the Lynn Cycle Club was the check at the corner of River street and Auburndale avenue, corner of Cherry and River streets, and corner of Waltham and River streets. The judges were G. F. Barnard, T. A. Carroll, and G. A. Downs. McCurdy rode a 51-inch Star racer, weighing 41 pounds. A Star roadster and an Apollo ordinary were kept ready for him in case of accident. He completed his first twelve and one half miles in fifty minutes. Fifty miles were covered in 3.32.3, and then he had dinner. He only took fifteen minutes for this, and seemed to get away in good spirits. He had good pacemakers, including Wm. A. Rowe, Drummond, Tracy of Waltham, Gordon and Wendell, Whitten and Sherman of Lynn. During the evening McCurdy exchanged his racer for the roadster, and at this time he began to fall behind the record. Dr. H. L. Jordan, of Waltham, was in con-

stant attendance on the rider and attended to his diet.

The moon was up about 10 o'clock, but was so obscured by clouds that it did not do much good until about 12 o'clock. At the end of every lap, by Dr. Jordan's orders, he took one dessert spoonful of whiskey and half a glass of oatmeal water, and a lacto-peptine powder every time he took food. This was mixed with water or the bovine. A bismuth powder, carefully mixed, was given every second or third time. At 8.40 A. M., McCurdy arrived from his twenty-second trip with two hundred and seventy-five miles to his credit. He had then 21.20 to cover 6½ miles, and equal Hollinsworth's record. He was cheered to the echo as he went by the rooms, and a half dozen riders went to cheer him along at his best pace. But he was thoroughly tired and his speed was all gone. He could just go and that was all. He covered about four miles on the roads in the city during the intervening time, and finished in front of the club rooms at just 9.30. The whole course, with the additional part, will be carefully measured. If the measurement is found correct, he has failed by about two miles to equal the Western man's feat.

Following is a summary of the progress of the run:—

Distance.	Start.	Finish.	Elapsed time.	Rest.
12½ miles.....	9.00.30	9.50.00	49.30	....
25 miles.....	9.50.00	10.40.10	50.10	....
27½ miles.....	10.40.10	11.35.40	55.30	....
50 miles.....	11.35.40	12.33.00	57.20	15.20
62½ miles.....	12.48.20	1.52.00	1.04.20	....
75 miles.....	1.52.00	2.54.40	1.02.40	12.40
87½ miles.....	3.07.20	4.09.50	1.02.30	....
100 miles.....	4.09.50	5.28.10	1.18.20	10.50
112½ miles.....	5.39.00	6.39.00	1.00.00	....
125 miles.....	6.39.00	7.43.00	1.04.00	28.45
137½ miles.....	8.11.45	9.13.30	1.01.45	....
150 miles.....	9.13.30	10.16.15	1.02.45	....
162½ miles.....	10.16.15	11.20.00	1.45.00	1.45
175 miles.....	11.20.15	12.28.00	1.07.45	....
187½ miles.....	12.28.00	1.29.45	1.01.45	12.15
200 miles.....	1.42.00	2.37.00	55.00	....
212½ miles.....	2.37.00	3.31.00	54.00	....
225 miles.....	3.31.00	4.25.30	54.30	2.32
237½ miles.....	4.28.00	5.25.00	57.00	2.00
250 miles.....	5.27.00	6.28.40	58.20	....
262½ miles.....	6.28.40	7.33.00	1.04.20	....
275 miles.....	7.33.00	8.38.40	1.05.40	....
278½, about.....	8.38.40	9.00.30	0.21.50	....

Riding time — 22 h. 29m. 55s.
Resting time — 1h. 30m. 55s.

F. W. PERRY'S RECORDS.

AFTER McCurdy had finished, Mr. F. W. Perry, of the Massachusetts Bicycle Club, started out on his 55-inch Apollo to break the twenty and twenty-five mile road records. He was supplied with pacemakers, and made a good run. The twenty-mile distance was marked off with great care. Perry scored as follows: twenty miles, 1.12.35; twenty-five miles, 1.32. Previous records: Eldred of Springfield, twenty miles in 1.19.50. Munger's record at New Orleans was 1.24.46½ for twenty-five miles.

PATENTS.

LIST of patents for inventions in cycles granted this week.

H. Barrett & J. J. Varley, London, Eng., elastic tire.

A. Coudyser, Hartford, Conn., polycycle.
J. N. Waite, Hartford, Conn., velocipede.
W. L. Fish, Newark, N. J., saddle.

L. E. Whiton, West Stafford, Conn., bicycle tire.

FROM A FEMININE POINT OF VIEW.

SHALL we remain in town or go into the country? This is a question that many wheelmen are now discussing, for it comes home to them with peculiar force. To go into the country means nine times in ten to surrender the wheel for a season, for country roads do not hold out inducements for the metallic pegasus.

No sensible person would make pretence of disbelieving that the country has some charms in summer; that it is a fine thing to lie under the pines and listen to the breeze as it makes each leaf a harp, to wander through green lanes, and all the rest of it; but equally true is it that to a right-thinking man the country's disadvantages often overbalance the advantages.

Two men could not be more differently constituted than Dr. Johnson and Charles Lamb, yet they agreed in thinking London to be the true paradise. From one point of view they were right. Whatever may be the disadvantages of the city, it is usually a concentration of the conveniences of life, while there are simple as well as creditable tastes which in the country it is almost impossible to gratify, at least without inordinate trouble and expense.

SOME of these tastes, it is true, are artificial, and yet by long use they have become secondarily natural, and are not to be lightly disregarded.

THE poet has said prettily enough, that "God made the country." Yet, in spite of the antithesis, it is equally true that God made the town; nor is it to be supposed that all the blessings of Providence stop with the grassy fields and the cabbage gardens.

IT is in the city that the man who has money, much or little, to spend, can spend it according to his tastes; can buy books, pictures, handsome raiment, and be wise and curious in his diet. It is in the city that he can see what it is quite out of his power to purchase; can view the best works of art; can hear the finest music; can always get the latest newspaper; in fact, can do a hundred and one things not possible under the greenwood tree.

IN the city man does not grow stagnant, lumpish, and somnolent, for he is kept upon the *qui vive* by constant contact with his neighbors, and by fresh reports coming almost hourly, through post or telegraph, from all parts of the world.

THESE are the things which the city-bred man misses when he goes into summer retreat, and their want to him is a real one.

I AM led to these remarks after talking with a number of friends who are giving up their annual trip to the country and taking their outing in piecemeal. They tell me they would rather stay about Boston, and make little day trips to this or that place, constantly changing their scene and getting

a good deal out of their wheels. I like the idea very much, for, like Ixion, I am bound to the wheel.

I AM a convert to the handle-bar steering, and hope to ride nothing else in the future. I find that I can do more with a machine thus equipped than I ever was able to with the side steerers. I have been riding one of the new Marlboro' Club machines, and although it is geared very high, I have climbed hills on it that I have always walked before.

THE mounting and dismounting is a little awkward at first, but it is soon mastered and is after all no great objection. I was told that the vibration would be hard on the hands, but the makers have corrected this evil by the use of a spring which absorbs all vibration, and nothing of the kind is experienced.

I AM told that Mr. Gaskell is selling this machine in large numbers, and that no other bar-steering machine in the market so well supplies the demand for a ladies' machine as this does. Surely I have seen no other, and I hope to see the orders pouring in upon him so fast that other makers will take the hint and cater to the ladies' taste. The ladies are coming forward in large numbers, and their wants must be supplied. DAISIE.

THE COURIER SAFETY.

MANUFACTURED BY SINGER & CO., COVENTRY, ENG., AND IMPORTED BY W. B. EVERETT & CO., BOSTON.

THE rapid rise into popular favor of that class of bicycle known as the "Safety" is due to the fact that to a great many people there remains an impression that the ordinary bicycle is dangerous on account of the liability of its rider to fall over the handles, or, as it is called, "take a header." If this is the chief requirement of a safety bicycle, then most of the so-called safeties are certainly misnamed, seeing that their only claim to safety lies in their small wheels, which only reduce the height the rider has to fall, in case of an accident of that kind. An exception to the machines referred to is the Courier, from which a header is impossible. For some weeks past, I have, through the courtesy of the agents, W. B. Everett & Co., been experimenting with the machine, and much pleased am I with the result. In general outline it resembles the Rover pattern, only that the front wheel is the smaller of the two, being but 26 inches, while the rear wheel is 36. The ordinary bicyclist is, as a rule, "all over the road" upon mounting this machine, and it requires a few hours' practice before he can get used to the action, and some beginners may be inclined to refuse the Courier on account of its steering seeming strange at first, but I can tell them that it is very easily mastered in one ride. When once accustomed to it, however, its good features become more and more prominent, and its absolute immunity from headers undoubtedly earn for it the title of safety without qualification. Side falls are prevented by dropping the foot on the ground, and in case of the necessity for a quick dismount it can be done in an instant. It has no tendency to wobble from side to side as many of the

geared machines have, as no matter what pressure is put on the pedals, it does not affect the steering in the least, the rear wheel being the driver. It is the best hill climber I ever rode, and I have thoroughly tested it on that point. To those who love bicycling, and feel some objection to the risks accompanying the ordinary, I can recommend it. Its peculiar construction gives it numerous advantages. It is safe in every respect, — a header being impossible; and the rider being so near to the ground feels as secure as when upon his feet. For strength, durability, and general construction, the name of the makers, Messrs. Singer & Co., is a sufficient guarantee. GEORGE W.

BLUE NOSE TOUR.

THE Blue Nose tourists left Boston on Friday last, and are now wheeling in and about the land of codfish and potatoes. The following gentlemen make up the party: F. A. Elwell, E. G. Whitney, Sanford Lawton, J. E. Beal, G. E. Cane, W. H. DeGraaf, Charles B. Davidson, C. W. Griffith, F. W. Hanford, W. H. Selvey, D. E. Miller, W. C. Marsh, F. A. Lindsey, F. H. Messer, George R. Macausland, J. W. Macausland, Armand Wendell, C. A. Hazlett, H. M. Bennett, E. H. Elwell, F. L. Godetz, G. B. Morrell, J. B. Moore, W. R. Pitcher, W. H. Gray, F. J. Arnold, O. W. Temple, E. S. Kennard, and E. C. Tewksbury.

A DISPATCH from Grand Falls, N. B., 17 July, to the *Globe*, says: The "Blue Nose" bicycle tourists arrived here at six P. M. during a thunder storm. Owing to numerous delays the train was one hour late. The entire party numbers thirty-eight, and a more sociable crowd it would be hard to find. A most humorous incident occurred between Aroostook Junction and this place: Three of the wheelmen decided to ride on the cow-catcher of the engine for nineteen miles, and the heavy rain-storm coming up, there was no escape for them, and when they alighted at Grand Falls they were thoroughly drenched by the rain, and blacked with the soot from the engine. To-morrow will be passed in rowing on the river and sight-seeing about town.

TO-DAY, 23 July, the schedule puts them at Fredericton. They leave St. John for Boston on the "Flying Yankee" 28 July.

CONNECTICUT CLUB.

THE Connecticut Bicycle Club of Hartford has adopted the following: —

Whereas, it is understood that steps have been taken by the officers of the L. A. W. to remedy the existing breach in the organization, caused by the decisions of the Racing Board, and the action of the Connecticut Club in taking the initiatory steps in leaving the L. A. W. was based solely upon dissatisfaction with such decisions and their injustice to racing men and clubs who give races;

Resolved, that the motion now before this club, striking out the L. A. W. clause from the club's by-laws, lie on the table until the next meeting.

KIRK COREY pushed his Rudge to the front in the one-mile bicycle race held at the 5th of July celebration in Brookline, Mass. It was on the same track that his brother Harry won his maiden race five years ago.

ACROSS THE CONTINENT.

MR. GEORGE B. THAYER, of Hartford, Ct., a correspondent of the *Evening Post* of that city, is on his way across the continent. He started 10 April, and is probably by this time at Salt Lake City. His route so far has included the southern part of Connecticut, the bank of the Hudson from Tarrytown to Albany, the Erie Canal towpath, Niagara Falls, the lake shore to Cleveland, to Columbus, to Indianapolis and to Chicago. From Chicago he rode to Grinnell, Ia., from there to Omaha. He stopped at Denver and Colorado Springs, and then struck northwest to Fort Collins, Longmont, and Laramie. His expenses have so far averaged less than \$1 a day. The bicycle which has withstood 2,500 miles of hard travelling has not broken in any part. Mr. Thayer is journeying wholly for information, experience, and pleasure.

RUSSIAN TOUR.

MR. JAMES RICALTON, the gentleman who has started on a tour through Russia in the interest of *Outing*, is a resident of Maplewood, near Orange, N. J., and an experienced traveller. Judging from the success of his past efforts, he bids fair to succeed in his attempt through Russia, and the articles from his pen and illustrations through his camera will add an additional feature to *Outing*.

He has travelled through Iceland, and is the first white man known to have reached the Geysers without a guide. Total cost of his Iceland trip was \$200 from New York.

He has also gone through Brazil and for 1,800 miles up the Amazon. His desire was to travel and increase his store of knowledge, also to see how cheaply it could be done. This trip cost but \$225, and while away he captured a young jaguar (a species of tiger), which he sold for \$100, and it is said that this animal is now in the Zoological Garden at Philadelphia. On his trip up the Amazon he was accompanied by a young naturalist, whose desire was to secure specimens of birds. He killed one of a species never before seen, which is now at the Smithsonian Institute, Washington, D. C.

The combined boat and push cart with which Mr. Ricalton expects to reach Russia was made by himself during the past winter. It is ingenious, and will serve him for a boat, tent, dark room for his photographing, kitchen to cook and eat in, — in fact, it is a house on wheels, as well as a boat when on the water. He carries a rifle, revolver, oil stove, condensed coffee and milk, etc.

NEW FACTORIES.

GORMULLY & JEFFERY have broken ground, and started work on their new factories, which, when completed the latter part of September, will form the largest and most complete bicycle manufacturing plant in the world, with a capacity of turning out seventy-five perfect bicycles a day, and will furnish employment to four hundred skilled mechanics. The new building will occupy as much ground as the present two, and will be five stories high, with a basement underneath, and will be joined to the present factories. The main floor will be taken up entirely by the offices and stock rooms, which former will be commodious and elegant. Full particulars as to detail will appear in

Extraordinary Demand! A Perfect Wheel Appreciated!! Agents Wanted Everywhere!!!

ROYAL MAIL!

THE Wheel of the Year! The MOST COMPLETE and IMPROVED BICYCLE Ever Offered.

Best Road Record of 1885, 5,056 Miles on One Wheel, won by ROYAL MAIL.

Demand for these Superb, Strictly High-Class Machines Continues UNABATED.

ORDERS FROM ALL OVER THE COUNTRY.

ONLY WHEEL WITH TRIGWELL'S BALL HEAD!

*BARGAINS. — A few 1886 Model, Slightly Second-Hand, Exchanged for Other Sizes.
Send for our Second-Hand List, — Bargains.*

WM. READ & SONS, No. 107 WASHINGTON STREET,
BOSTON, MASS.

RECORDS FOR THE APOLLO.

John S. Prince at Minneapolis, May 7, 1886, made World's Records from 35 to 50 Miles.

50 MILES IN 2 h. 38 m. 53 $\frac{1}{2}$ s.

In the 72-Hour Race, PRINCE v. SCHOCK, May 10 to 15, inclusive,

PRINCE MADE 1,042 MILES, 220 YARDS,

Beating the Former Champion, SCHOCK, by 14 Miles, and making World's Records from 100 to 1,042 Miles.

ALL THESE RECORDS WERE MADE ON AN

APOLLO SEMI-RACER, WEIGHING 32 $\frac{1}{2}$ LBS.

WITH DOUBLE BALL BEARINGS AND BALL HEAD.

W. B. EVERETT & CO., SOLE UNITED STATES AGENTS,
6 and 8 Berkeley St., Boston, Mass.

this paper at a later date. The growth of this firm has been phenomenal, and few believed a short time ago, when Gormully & Jeffery were advertising boys' bicycles on Canal street, that so few years of shrewd business tact and excellent mechanical management would find them at the head of the industry.

FROM THE N. C. U.

THE following communication has been received by the Chairman of the Racing Board:—

LONDON, July 6, 1886.

ABBOT BASSETT, Esq., Boston, Mass.

Dear Sir:—I have your letter of 16 June with accompanying paper. This should have been answered before, but that it was delayed in the delivery by the post-office authorities and delivered at the wrong address. I note the action taken by the L. A. W. with reference to the policy of the Racing Board. The National Cyclists' Union has, in the past, recognized the decisions of the L. A. W., and I think I may state that it proposes to do the same in the future, and that the Union will support you in every reasonable action which is taken for the purpose of purifying the sport.

I am, yours faithfully,

ROBERT TODD,

Sec. N. C. U.

THE CAPITAL CLUB IN HAGERSTOWN.

"L. W. S." tells the story in the *Evening Star* of a visit of the Capital Club, of Washington, to Hagerstown, Md. The initials will be recognized by all who know anything about the Club, for of that organization "L. W. S." is one of the bright particular stars. We have room for a few extracts only.

"The capacity of a spacious and elegant box car, tendered them by the B. and O. R. R. Company, was severely tested by the number of bicycles and tricycles belonging to the party; while the party itself scattered through the train in congenial groups, patronized the banana man and the illustrated papers, and sang club songs in a way which, to a cultivated musical ear, was simply unbearable. Now, for instance, there was 'Bottles.' 'Bottles,' as you know, is the proprietor of an alleged tenor voice, which, in a chorus, when it could n't be heard, would be listened to with pleasure; but his amateur assumption of the part of Nanki Poo to the accompaniment of rumbling wheels and rattling windows, was of such a character as to call forth a gentle hint that the club motto was temporarily *silentiam audeamus*.

"It is difficult to give such hints without making them too obvious, and thus giving offence to the performer; but in this case a single application of a loaded satchel after the manner of an Indian club was found quite sufficient."

This little bit of description of the scenery met with *en route* is worthy the pen of Wm. Black:—

"We passed several fields in which things were growing; there were also trees covered with umbrageous foliage; the grass was of a bright green color mostly, and grew along the road and by the fences. Cattle grazed in the meadows and also lay in the middle of the road. There were plenty of stones to throw at them. Several variety of birds

were running an open-air concert in the leafy woods; all nature was bathed in sunlight and seemed to rejoice in her own loveliness. The temperature of the bath was about 118° F.

"Far off to the east the shadowy outline of the Blue Ridge was vaguely defined against the sky, which latter was of a deep blue color throughout its entire majestic concavity. There were no clouds to mar the perfect beauty of the celestial arch. We wished there had been. A tiny brook ran babbling between mossy banks, and murmuring its song of peace and happiness as it danced and sparkled in the sunlight on its way to the mighty ocean; it was not a large brook, but it ran directly across the road, and one of the boys took a header in trying to ride through it. (This is all there is to be about scenery: I have got in growing crops, grass, trees, birds, sunlight, sky, mountains, and brook, and that is about all the stock in trade the scenic word-painter ever has.)

"With a perfect roadbed, easy grades, and the genial influence of the sunlight, we sped onward at an average speed of 4½ miles an hour. Those who imagine that because a bicycle is capable of great speed, it is always pushed to its utmost capacity, have a very mistaken idea of the pleasures of wheeling on a hot day. Do you always drive your 2.30 trotter at *that* rate? We simply sauntered along at a restful pace, stopping occasionally at some weather-beaten pump for internal and external irrigation, or beneath some of those trees mentioned above, where the stray breezes might blow through our midst to effect a reduction of temperature on the well-known principle of evaporation.

"On reaching Falling Waters we halted to allow certain stragglers who had been overcome by the heat and too much water to overtake us. As we lay grouped picturesquely on the banks of the canal, we were marked as prey by a band of desperate characters of both sexes returning from Sunday school in a wagon, and who were anxious to obtain funds to procure an organ for that institution. When assailed by the pathetic entreaty of a pair of bright eyes, the owner of which personally presented a hat to the notice of each member, what man could be unkind? Excepting 'Rudy,' who, in a condition of mental syncope, put a cent into the hat and then endeavored to collect the change from a quarter which the recklessly extravagant X-man had inserted therein! It is pleasant to record that he did not succeed.

"It was considered fitting that our athletic figures should be perpetuated for posterity by means of the photographer's art, and so we all grouped ourselves in the open square beneath the broiling sunlight while five photographers discharged five cameras at short range. It is hard for one man to look graceful and 'pleasant' when exposed to one camera. It would take a treasury clerk to evolve the mathematical computation which expresses the labor required of 150 men to look pleasant for five of those instruments.

"The Hagerstown Club led the parade 23 strong—a fine body of men. They were followed by the McConnellsburg (Pa.) Williamsport, Martinsburg, Woodstock, Washington Cycle, District Wheelmen, Maryland, Baltimore, Westminster, and Capital Clubs. Altogether there were 155 wheelmen in line. The Capital Club appeared in line 36 strong, under command of Captain Olds and sub-

Captain Sharrets, and having Messrs. Hansmann and Church on a sociable, and Forney and Wagner on safeties. Mr. Hansmann officiated as bugler, with all the effect of a condensed Marine band.

"In the evening there was a banquet, after which the tables were cleared and the guests had settled back in that condition of anxious expectancy which always precedes an intellectual treat, when a startling whisper in our captain's ear soon created a scene of panic and consternation. The information that the 12-o'clock train left at 11 came rather late, but there was still time for a lightning transfer to the depot. A wild rush ensued. Those halls of dazzling light were deserted, and the orator, in a condition of mental and bodily preparation for his expected effort, was hurried along with the rest. The speech has never been delivered. The joke is rendered complete by the fact that the train did not leave until 12."

THE BONESHAKER CRAZE.

STAND aside you young fellows who now sit astride the bicycle and give an old fellow a chance to be heard. Don't think that you have all the fun nowadays, for although the old boneshaker used to rattle us about and play the mischief with our bones, we had a deal of fun with it, and the recollection of those days has a charm for us old fellows that you youngsters can little appreciate. I want to carry you back to December of 1868, and to a city a few miles from Boston. I picked up a hand-bill one afternoon and was told by it that a riding school had been opened in a certain hall, and that all could now have an opportunity to ride the velocipede. Having my curiosity aroused, I went to the hall that evening, and found upon entering that the floor had been cleared and covered liberally with a layer of sawdust. The velocipedes, six in number, stood at the upper end, and we were told that they were to be let to any one who desired to learn, for sixty cents an hour. The machine has been described so many times that I will not attempt it here; but I will say that many of the old boneshakers that are shown to-day are of the second pattern that were used some months after. The first machines that were used in this country had no spring upon them whatever, the saddle being bolted on to the iron cross bar that connected the wheels. The tires were made of flat strips of iron, and in turning corners would cut up the floors of the halls so badly that sawdust had to be used to protect them. On payment of the required sum, we were entrusted with a machine, and were expected to master it ourselves, or with what assistance we could obtain from a friend. The correct way to learn, we were told, was to keep one leg on the floor, and so push the machine around the hall until we could gain control of it sufficiently to put both feet on the treadles. It was very ludicrous to see five or six men pushing these machines around and hopping on one leg, and it afforded unbounded merriment for the people who had paid their fifteen cents to see the fun. When a man was bold enough to ride ten feet with both feet on the treadles, he was greeted with great applause and laughter, and was considered quite a rider. In the course of a week there were quite a number of men who could ride fairly well, and they would have

WHEELMEN,

USE

THIS.

ABBOT BASSETT,

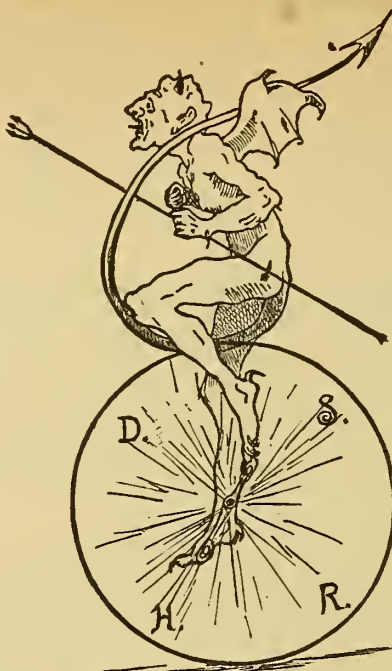
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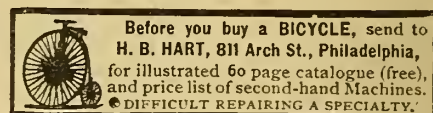
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SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

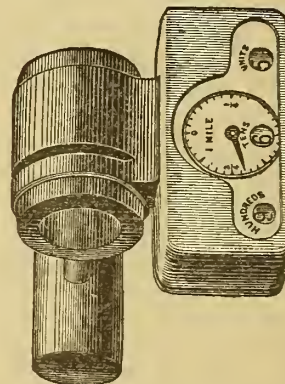
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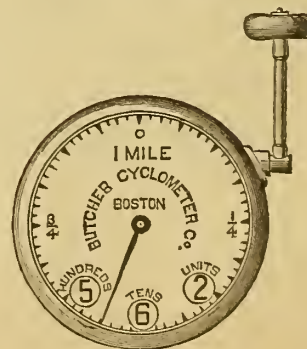
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done very well, but there was always a new lot of beginners coming on to the floor, and this made constant fun for the spectators. After a while most of the young men had conquered the machine, and could ride with little difficulty. Then fancy riding and races were in order. Many were the disputes as to who was the best rider and the faster. One who could ride without hands, pedal with one leg, ride side saddle, or mount from the pedal, was considered a fancy and trick rider of considerable merit. To settle the numerous disputes as to which was the fastest rider, the proprietors advertised a race for the championship of the city, and invited the flyers to enter. For a curb a half-inch rope was nailed to the floor, about four feet from the sides of the hall, and there were thirty-six laps to the mile. The contestants rode one at a time, and the man who made the mile in the fastest time was declared the winner, and presented as an emblem of the championship with a silver cup, which had been bought at one of the numerous dollar stores which were so plenty at that time. The month of February saw the craze at its height. Every hall that could be had was transformed into a riding school; all sorts of artifices were resorted to in order to attract audiences. One party advertised a young lady rider, and presented a young man dressed in female attire, and so close was the resemblance that the trick was not discovered for some time. Walter Brown, the famous oarsman of his time, opened a school in Bowdoin square, of this city, and Horticultural Hall was transformed into a riding school, and it was at the latter place that the fast riders were wont to compete for championship honors. A fast rider in those days was one who could ride a mile inside of six minutes. In those races a competitor who could ride the whole distance without falling was almost certain to be the winner.

Races were advertised for the championship and \$1,000, and the competitors were paid \$10 a night for their part of the deception. I was one of a great many who thought there was a fortune in the machine, and went with a friend into the business. Sargent Bros. of this city were the agents for the machine, and so great was the demand for them that it was two weeks before we could be supplied. Procuring six machines at \$75 each, we started for the western part of Massachusetts, and opened a riding school at North Adams, in the vestry of a church, on the 22d of February, 1869, Washington's Birthday. We were greeted with crowded houses, and often we were obliged to keep open all night, so great was the demand for the sport. And so we went on from one town to another until spring opened, and our hopes of wealth were dashed to the ground, for when the machines were taken on the road they were found to be practically useless, so that the craze died a natural death, and we started for Boston, where we disposed of our machines at the nearest junk shop for \$5.00 a piece, and our dream was at an end.

HAWKSHAW.

AUTOMATIC STEERING.

[539].—*Will automatic steering continue in vogue for next season?* This is a question now asked by manufacturers and agents

alike, besides raising the curiosity of many an anxious purchaser who desires to be "in fashion next time round."

There are a few interesting points worth calling attention to on this subject. What is automatic steering? Well, of course, it is greatly misnamed, but as generally accepted it means a *mechanical inclination to run in a straight line*. I think, however, I can point out a steering more nearly coming under the definition. It is a fact not generally known that the "Bicyclette," "Rover," "Premier," and other safeties of the new type may be made to possess one of the most perfect and beautiful achievements in the way of steering that can possibly delight the rider.

While experimenting with bicycles in 1875—just eleven years ago—I was much struck with the difference *rake* made in affecting the steering of our then *only* popular velocipede, viz. the "high bicycle." I found that a forward rake at the top—the reverse of what is generally adopted—very materially interfered with the "art of balancing," and the machine seemed to positively object to go to the left when falling to the left, and *vice versa*. In the same way, an extremely "backward" rake would also put extra pressure on the hands, and manifest a tendency to interfere with the steering. Great was my joy, however, to find it possible to obtain a medium between these two extremes, where the machine would actually tend to *steer itself*, and finally I found that, at a certain rake, both *hands and feet* might be removed, and down an incline the machine would really both balance and steer without any touch or any attention whatever. No doubt, this knowledge is "old as the hills" *now*, but it was not *then*. Unfortunately it possessed no advantages for an ordinary bicycle rider. It was uncomfortable to ride downhill with feet off and hands off too; but to my "safety" it was a perfect charm, and no more exquisite delight could be derived than to tread hard on a firm treadle without *side movement*, and find the machine positively *self-balancing and self-steering*, this, too, at any variable speed. A slight inclination of the body to the left, and the machine runs to the left—the same to the right—without any touch of the handles, or the hands being employed at all.

I have ridden on these machines *many miles, and over rough ground*, watching the beautifully sensitive and almost living motion of the steering handle unaided. This, then, to my mind, is "automatic steering" in the true sense of the word, and a severe sarcasm on those makers who actually introduced a bicycle *with a spring to tend to keep the steering straight*. The most ignorant boy rider knows well enough that to steer in a fixed straight line is to stop the balance, and any tendency to do so in a bicycle is to oppose the whole principle of the machine balance when in motion.

In view of these facts, how amusing it is to witness some riders without experience of the new "Bicyclette" style of safety. They grasp the handles with a grip which completely strangles the poor machine in its kindly intentions, and compels an erratic course through sheer ignorance of the beauty of its principle of construction, which I again declare to be nothing less than *self-balancing and self-steering* in these perfect machines.

Of course, two particulars are essential,—the centre-pin or socket must be quite free and oiled, and the rake slanting an inch or two, so that the weight of the wheel will turn itself in either direction, and bricks must be avoided on the road.

H. J. L., in *Cyclist*.

CYCLETES.

A LEAGUE blouse or touring jacket has been decided upon. It is of seersucker, and costs \$5.00.

HERBERT W. HAYES has received his appointment as chief consul of Massachusetts, and President Beckwith has notified Massachusetts wheelmen that no other person should be recognized.

CYCLISTS who desire to ascertain the meaning of the words "gentleman amateur," are referred to our report of the races at East Saginaw. A Star rider, knowing the advantage he held in a safety race, offered to withdraw, but was persuaded to compete by the other three competitors. — *Journal*.

THE New York Division has got over a thousand dollars in its treasury, and there is not even a suggestion of a junket.

FRED JENKINS has had an operation performed on his eyes, which, if successful, will render it unnecessary for him to wear glasses. We hope to hear the best results.

ROWE, Hendee, Knapp, and Burnham cannot be promateurs under A. C. U. rules. It is very hard for us to see where the promateurs are to come from.

CHICAGO gave up its second tournament at Cheltenham Beach. They saw the folly of attempting too much at one time. The public will not go too often to bicycle races.

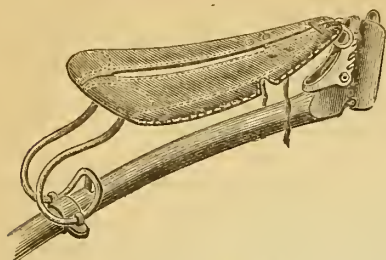
It has come to be an attraction for a hotel if it is located where the roads are good. Wheelmen are good customers, and they won't go where they have to ride in sand.

ENGLISH law requires that women in factories may not work later than 10 P. M. As it is necessary for later work than this at the *Cyclist* office on mailing day, the male typos and the office hands wrap the papers after ten o'clock. Thus the law prevents the females from doing mail work.

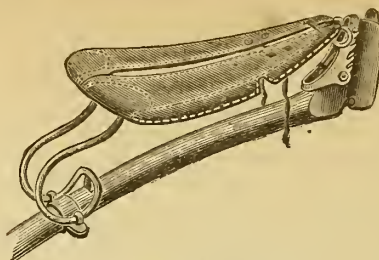
MR. W. J. C. ELLIOT, a racing man of some repute in Melbourne, has just been successful in an action for an "interim injunction to restrain the Victorian Cyclists' Union from declaring him a professional bicyclist," and "to have the minute on the books referring to him cancelled." The Victorian definition is almost a fac-simile of the N. C. U., and makes especial reference to "other athletic exercises" as being amenable. — *Cyclist*.

It is reported that L. D. Munger, the speedy road rider, now travelling through the Southern States in the interest of W. B. Everett & Co., has been paying too much attention to the best girl of a hot-blooded young Southerner, and that as a result the wheelman has been invited to fight a duel with real revolvers and genuine 32-calibre cartridges. — *Globe*.

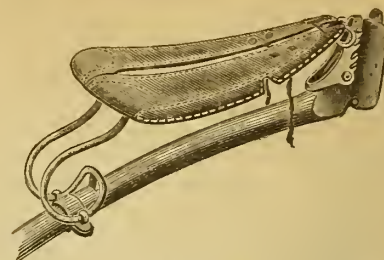
"Br."—No, we don't know who you are. We wish we did. One who has done



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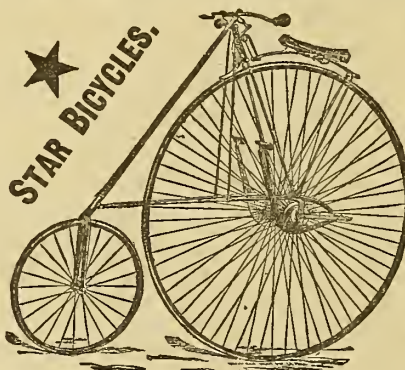
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Hand-sewed, hand-made, first quality stock and warranted in every respect. Every pair of our No. 1 Boston Sporting Shoes is marked inside, "Boston: Strickland & Pierce, Hand-Sewed," and is stamped "Patent" on the bottom. None others are Genuine. Bicycle,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

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Have You Ever Used the Adhesive Tire Tape?

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



BARGAINS THIS WEEK:

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

Mention THE CYCLE when you write.

so many favors for us as you have, should be known. We want to show you that we are appreciative. Use four parts lard oil and one part kerosene 160 test. For each pint of the oil add one ounce of camphor gum, dissolved in the kerosene before adding the lard oil.

THOMAS WARWICK & Son are making a new backbone, strengthened at the neck end, where breaks most frequently occur.

R. J. MECREDDY won three championships of Ireland, at Ball's Bridge, 3 July. They were the one and four mile bicycle, and the one-mile tricycle events. We must surely have him over here this fall.

THE match between Wood and Howell is off on account of a disagreement regarding the track upon which it was to be run.

It is rumored that Kennedy Child is on the way to America.

F. W. ALLARD, who was over here with the English racers last year, is being heard from on the track. He has won several races, a championship, and taken a few records already this year. He downed Furnivall and Gatehouse in the five-mile trichampionship.

THE Invincible bicycle has not taken many records since Cortis left the path, but now it peechly is bringing it forward.

MR. SAM PATTON is announced as temporary editor of the *Bicycle South*, vice W. W. Crane resigned.

THE New Orleans newspapers announce the safe arrival at Deming, N. M., of Van Meerbeke, the New York to San Francisco cyclist. Date not given.

BARTON KEENE, class of '80, of the University of Pennsylvania, who recently lowered the college bicycle record by sixteen seconds, has gone to England to race with English collegians.

THE road record of the Star Club, of Cleveland, for six months ending 1 July, is as follows: Number of runs, 17; total mileage, 835; longest run, 152 miles; average, 49 miles; attendance, 125; average, 7. The largest individual records are: R. W. Wright, 2,030 miles, and H. E. Chubb, 1,850 miles.

NORTHAMPTON cyclists are trying for long distance records. Clarence Shearn's cyclometer registers 1,050 miles, and Harry Haven has ridden over 800 miles this season.

TWO Boston ladies, Misses Kendall and Jackson, will make a tricycle tour to New Haven, this week. They will ride by way of Providence.

MR. A. C. RICHARDSON, of Buffalo, has been riding about Boston and vicinity the past fortnight. He says the riding in Buffalo is far ahead of that which he finds in Boston, but once outside the city and Buffalo stock goes downward.

It is expected that Massachusetts will have her quota of representatives filled at once. Among the names mentioned for members of the Board, are those of Elmer G. Whitney, Boston; W. M. Pratt, Brockton; J. S. Webber, Jr., Gloucester; Lincoln Holland, Worcester; A. W. Dyer, Lawrence, and John Amee, Cambridge.

KLUGE's fall at Lynn, Decoration Day,

has proved more serious in its result than was originally hoped and thought. — *World*.

We wonder how much of an injury Kluge would have sustained had it been as bad as they *hoped* it would be?

THE editor of our local contemporary is charged by the *Republican* with having described a beautiful river at Chicopee, which turns out to be a canal.

FURNIVALL is suffering from synovitis of both knees. This is inflammation of the synovial membrane, which contains the synovial fluid that oils the knee joints. It is a dangerous disease, and if he does not rest he will be crippled for life.

MR. G. P. MILLS is on a run to John-o'-Groat's. He started Sunday, 4 July, and on Thursday he was well on his way, and thirty hours ahead of Lennox's record. He covered 473 miles in two and a half days.

F. W. BERRIDGE rode twenty miles on a Rover at Lillie Bridge, 7 July, in 58.59., and in the hour he ran twenty miles, thirty yards. This is 105 yards short of the American safety record.

THE Overman team, Ives and Rhodes, have gone to Springfield to train for the fall tournaments.

ALL rowing men will be interested in reading "Famous Oarsmen of the Tyne," by Aaron Watson, in *Outing* for July, from the fact of its treating of the first introduction upon English waters of the famous sculler Hanlan, under the management of Col. Albert Shaw, then American consul at Manchester, England.

CHIEF CONSUL HAYES is off on a vacation. He will set the Massachusetts division in motion on his return.

THE Cambridge Club men are at Downer's. Many live there; others go down on Sunday.

GETCHELL is boarding at Swampscott, and getting in some training for the fall races.

THERE is an exodus of manufacturers in the direction of Europe. Good-by, gentlemen. Europe allows you to go abroad, but our rope ties us at home.

PRESIDENT BECKWITH has been making Hayes for Massachusetts while the sun shines.

WE had a look in at the rooms of the Wakefield Club this week, and found them very prettily quartered.

BETWEEN lists 43 and 44 of League applicants, there is a jump of ninety numbers. Why? Are large numbers desirable?

THE London editor of the *Cyclist* speaks in commendation of the iced lager at the "Gigshilleries." This must be English for "Ginslingeries."

AMONG the most successful pastors in Philadelphia, the following are enthusiastic riders of the bicycle: Rev. Wayland Hoyt, D. D., of the Baptist church; Rev. George K. Morris, D. D., and Rev. S. O. Garrison, D. D., of the Methodist church; Rev. J. C. Chapman, of the Reformed Presbyterian church; Rev. J. Henry Sharpe, D. D., Rev. C. C. Dickey, Rev. William L. Ledwith, Rev. William C. Rommel, and others of the Presbyterian church. For a minister to ride a bicycle is not so much of an inno-

vation, after all. It is decidedly more dignified and graceful than the riding of a horse, and there is no exercise more conducive to health. — *Southwestern Observer*.

W. H. LANGDOWN, amateur champion bicyclist of Australia and captain of the Pioneer Bicycle Club, of Christchurch, New Zealand, sailed Saturday for Springfield, and is expected to reach America about 20 Aug.

REV. J. HENRY SHARPE, pastor of the West Park Presbyterian Church, Philadelphia, an enthusiastic wheelman, and a member of the L. A. W., started on the 12th inst. for England, in company with Rev. Wayland Hoyt, D. D., pastor of the Memorial Baptist Church, Philadelphia. The two gentlemen will make a tour of the middle counties of England on their bicycles.

MR. R. P. GORMULLY, of Gormully & Jeffery, sailed for Europe, accompanied by his brother, the eminent Canadian barrister, on the *Etruria*, last Saturday, from New York. The large and rapidly growing business of this enterprising firm has demanded the arduous attention of its business head, so that Mr. Gormully was pretty well worn out, and compelled to take a vacation. He will be absent in the neighborhood of six weeks, most of which time will be spent in England. It would seem that most of our American manufacturers were in Europe this season. Mr. Gormully, however, will not spend any time among the English manufacturers, as the Gormully & Jeffery wheels are entirely manufactured and designed in this country.

THE Rudge took four prizes at the Montreal races, and three on Boston Common, 5 July.

AMERICANS are prone to boast loudly of what their men will do when the Englishmen come over here next fall and try to back up their assertions by reference to the remarkable times made of late by Rowe and Hendee, with the comment that the Englishmen have never yet done anything so fast. This is all very well, but it should be remembered that in England they have no such tracks as the one at Lynn, and that in former years those English racing men who came here always succeeded in making faster time than they were ever able to do at home. — *Globe*.

No maker has yet given us an umbrella clip for the handle bar. And yet such a thing would have its uses. One of the Japanese umbrellas carried like a color staff would give a grateful shade during the hot days of August, and it would not take much wind. An enlarged color clip would do the business.

E. A. RICHWINE and W. T. Fleming, of the Pennsylvania Bicycle Club, rode to Luray Caverns, Va., and return, a distance of five hundred and eight miles, in ten days. They started on 1 July, and returned on the 10th.

THE finest country in the world for cycling is Japan. The roads are better than the trimmest paths of a park, and pleasant sights and sounds are on every side. Stevens will find this a very paradise after the abominable highways of China. Perhaps he will take a spin along the great wall, in which case his camera will have some interesting tales to tell. — *Outing*.

THERE are more of the American cycles

in actual use in the South than those of all other makes combined. Several of the largest clubs ride these wheels exclusively and take their club name from them. Gormully and Jeffery are the youngest in point of age of all the American manufacturers; but they know how to make bicycles and sell them.

IF Hendee's friends think he will break 2.25 before the season closes, Rowe's friends are not naming any particular time that they expect him to break, but they know that he can break Hendee. — *Lynn Bee*.

THUS goes on the war. In the fall the two men will come together. Better not prophesy unless we know. A great many things will occur before Hendee and Rowe race together.

S. G. WHITTAKER has joined the forces at the Coventry Cycle Agency, St. Louis, and is booming the trade in "Club" machines. The new house starts off with flying colors.

THE PATH.

NEWARK. — On Saturday afternoon, 10 July, the Orange Wanderers gave a ten-mile road race for the championship of Essex, Union, and Hudson Counties, N. J.

There were nine starters, viz. C. A. Stenken, W. P. Smith, and C. L. Meyers, of the Hudson County Wheelmen; F. D. Palmer and C. R. Hoag, Newark; E. B. Moore, Elizabeth; T. H. Burnet, Roselle Ramblers; F. B. Hallett, Orange; and E. P. Baird, Orange Wanderers.

The race was twice over the O. W.'s five-mile course, which is quite hilly, but in good condition after the morning rain.

At the start Stenken went to the front, with Baird close behind, the remainder of the field holding close to the leaders. This order was maintained for four miles, when in the most reckless manner Palmer spurred by Stenken and dashed into the little wheel of the latter's Star, throwing them both, and causing Meyers to fall over them. Hoag's tire on his little wheel came off, and he was compelled to stop shortly before the above accident, leaving but five men in the race. Smith led at the five-mile post, with Baird close behind. Four miles from home Baird began to do some fine work, and soon left Smith far behind.

The men finished in the following order: Baird, time, 36.51½; Smith, 37.24; Burnet, 38.51; Hallett, 38.51½; Moore, 41.03½. The race for third place between Burnet and Hallett was very close. In the absence of an authentic record of better than forty-two minutes, Baird's time stands as the American road record for ten miles. It is to be hoped that Baird, Stenken, and Hoag may be brought together again under more favorable circumstances.

WILMINGTON, DEL., 5 July. — Races run under auspices Wilmington Club.

One-Mile Amateur. — Chas. McCurdy (1), 4.07½.

Two-Mile Handicap. — H. B. Schwartz, scratch, 8.41.

One-Mile Amateur. — H. B. Schwartz (1), 3.22; C. McCurdy (2).

BROOKLYN, N. Y., 10 July. — Races under the auspices of the Brooklyn Athletic Association.

Three-Mile Handicap. — A. B. Rich, scratch (1), 9.43½; E. C. Parker, 275 yds. (2), by ten yds.; E. J. Halstead, 300 yds. (3), one yd.

TORONTO. — The Toronto (Ont.) Bicycle Club held a road race 10 July, the competitors being Fred Brimer, W. H. Cox, W. H. West, A. C. Bowers, W. H. Thomas, and W. Robins. The road being in such poor condition, croppers and falls were in order. Before one mile had been covered, Bowers had ran foul of a stone, and a most unpleasant fall, damaging his machine, bruising himself, and ruining his chances for first place, was the result. At the end of the second mile, Brimer, having recovered from the effects of a header, succeeded in capturing first place, which he held to the end of the race, winning in 34.30, with Brown second in 37.00, and West third, one half minute later.

BROOKLYN. — The second day's contest between W. M. Spencer, the cow-boy, with his horses, and W. M. Woodside and W. J. Morgan, the professional bicyclers, came to an abrupt termination on Tuesday of last week, at Washington Park, Brooklyn, the managers having satisfied themselves that it was a failure. At the close the scores were: Bicycles, 95 miles; horses, 92. The band quit work early in the afternoon. The best bicycle mile was 3.30, and the horseman's, 3.48.

THE five-mile tricycle championship of the N. C. U. was contested at Glasgow, 3 July. The men finished as follows: F. W. Allard (1), 20.42½; P. Furnivall (2); G. Gatehouse (3). Allard rode a Marlboro' Club.

H. A. SPEECHLY made a run for a record in a three-mile handicap at Crystal Palace, 3 July, and put the following new records on the English books: One mile, 2.34½; three miles, 8.20½. No official timer was present, but five watches were held on the rider, and agreed within one fifth of a second.

THE Berkshire County Wheelmen of Pittsfield have fixed upon 10 and 11 Sept. as the dates of their fourth annual tournament. This veteran organization does not propose to be behind the record of former years, and with a fine array of prizes, expect to attract a fine lot of riders for the following events, which will be run under L. A. W. rules: First day — One-mile novice, three-mile Berkshire county championship, one-mile invitation, five-mile record, professional; one-half-mile open, two-mile invitation, three-mile B. C. W. championship, five-mile handicap, open. Second day — One-half-mile invitation, three-mile professional, two-mile open, five-mile handicap, invitation; one-mile three-minute class, open; one-mile professional; three-mile record, invitation; five-mile record, open; one-mile consolation. Entries close 4 Sept. with W. S. Kells, secretary. The club now has forty-one members, and is in a very prosperous condition in every respect.

PITTSBURG is to have a grand race meeting, 18 Sept., at Exposition Park, under the auspices of the four clubs of that vicinity, the Keystone, Allegheny Cyclers, Sewickley Valley Wheelmen, and Pittsburg Wheelmen.

THE East Hartford Wheel Club has instructed its racing committee to arrange for

a series of club races to be held once or twice a month.

At a meeting of the directors of the Lynn Cycle Track Association, held last week, it was voted to raise both turns of the track one foot; also to dig up the homestretch a distance of fifteen feet from the curb, and the backstretch ten feet from the curb, and fill in with a mixture composed of clay and finely screened blue gravel. It is believed that a smoother surface will be thus secured, and that the track will be made somewhat faster than it now is.

THE CLUB.

THE District Wheelmen of Washington, D. C., elected the following officers for one year, 8 July: Ballard Morris, president; S. O. Edmonds, captain; George A. H. Mills, lieutenant; N. L. Collamer, secretary.

At a meeting in Eliot Hall, Jamaica Plain, last week, thirteen gentlemen signified their intention to join a bicycle club if formed, and elected G. F. McCausland, president; J. Howard Edwards, vice-president; Edward J. Woodworth, secretary and treasurer; directors, president and secretary, and H. A. Cardinal, E. C. Chase, and C. A. Underwood. H. A. Cardinal, C. A. Underwood, and E. C. Chase were instructed to prepare a constitution and by-laws, and to report at the next meeting.

THE following officers were elected by the Berkshire County Wheelmen at the semi-annual meeting, Tuesday, 6 July: President, E. H. Kennedy; vice-president, J. N. Robbins; secretary, M. S. Kelly; treasurer, H. G. West; captain, C. C. Kennedy; first lieutenant, W. H. Sheridan; second lieutenant, H. J. Grant.

COMING EVENTS.

JULY.

23 Friday. — Races of the Trojan Wheelmen, at Rensselaer Park, Troy, N. Y.

31 Saturday. — Races of the Chicago Bi. Club, on the bal grounds. Entries close 24 July, to F. A. Ingalls, 189 Michigan avenue.

AUGUST.

3 Tuesday. — Clerical wheelmen's tour starts from New York City. Rev. Sylvanus Stall, Lancaster, Penn., promoter.

9 Monday. — Iowa division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

14 Saturday. — Race meeting by Iowa division, at Spirit Lake.

19 Thursday. — Annual meet and races of the Pennsylvania Division as guests of the Williamsport (Pa.) Bi. Club.

26, 27, and 28 Thursday-Saturday. — Race meeting of the Cleveland Bicycle Club.

28 Saturday. — Annual meet and races of the New Jersey division, at Millville, N. J.

SEPTEMBER.

3, 4 Friday, Saturday. — New York division meet and races, at Buffalo, N. Y.

6 Monday. — L. A. W. tour from Rochester, to end at Harper's Ferry on 16 September.

Annual meet Ohio division, at Massillon, Ohio.

8, 9 Wednesday, Thursday. — Annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn.

10, 11 Friday, Saturday. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass.

14 to 17 Tuesday to Friday. — Springfield Bi. Club's annual tournament, at Hampden Park, Springfield, Mass.

18 Saturday. — Races at Pittsburg, Penn.

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

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

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

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

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1 54	" " used three times	90.00.
1 55	" " never used	90.00.
1 57	" " " "	90.00.

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WASHINGTON, D. C.

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I, said the STAR,
With my Curved Handle Bar;
I climbed up Corey.*

And verily the **STAR** doth it every time. Read the Record, and see if it has n't won every Corey Hill Contest, and then get one of

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



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If you want the Best Roadster Bicycle, suppose you send for Descriptive Price List, and look into the **FACILE**, which, by the way, is not a "new" machine but is proved by seven years' hard and increasing use, by all sorts of persons, under all sorts of conditions. It is greatly improved this year, and the price is reduced five dollars. Mention this paper, and write to

J. WILCOX, 33 Murray St., New York. **DOWNES & WOODWARD, Agents for Boston and Vicinity, 23 Water St.**
AGENTS WANTED.



ON THE ROAD THE COLUMBIAS ON THE PATH

Boston, July 6, 1886.

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

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,

July 5.

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

WM. A. ROWE AT LYNN,

July 5.

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

THE COLUMBIAS AT BOSTON,

May 29.

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

THE COLUMBIAS AT LYNN,

May 31.

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

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

THE COLUMBIAS AT NEW HAVEN,

June 11, 12.

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

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,

June 17.

1 MILE NOVICE RACE	S. L. TRUESDALE.
1-MILE OPEN RACE	W. A. ROWE.

Time, 2.37 2-5.

2-MILE LAP RACE	GEO. M. HENDEE.
2-MILE HANDICAP RACE	F. S. HITCHCOCK.
4-MILE PROFESSIONAL TRICYCLE RACE, WORLD'S RECORD, T. W. ECK.	

Time, .42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,

Season of 1886.

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

THE COLUMBIAS IN THE WEST.

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

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

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

THE COLUMBIAS IN NEW JERSEY,

June 19.

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

THE COLUMBIAS AT BROOKLYN,

June 19.

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

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS.

Season of 1886.

AROUND THE WORLD (ON THE WAY)	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), F. E. VANMEERBEKE.	
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), S. G. SPIER.	
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