

The Cycle.

VOL. I., No. 4.

BOSTON, MASS., 23 APRIL, 1886.

FIVE CENTS.

The Coventry Machinists' Co.'s New Tricycle for 1886.



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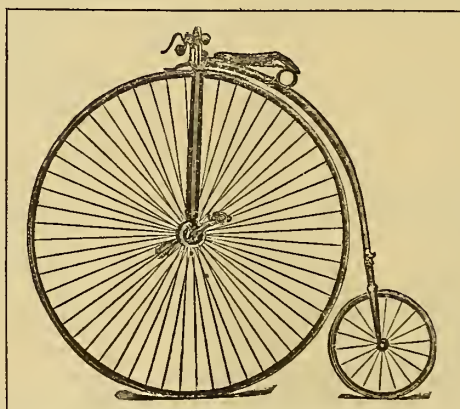
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THE CYCLE

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

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TERMS OF SUBSCRIPTION.

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EXERCISE.

"THE best thing a man whose occupation is a sedentary one can do is to devote a certain length of time every day at certain hours to vigorous exercise — say half an hour in the morning and half an hour at night. This exercise should be persistent, not desultory." Thus spoke Dr. Charles F. Page, a distinguished physician and athletic expert of Boston, a few days ago, when addressed relative to physical exercise in general. The great question, "What can these people do to so modify the conditions of their existence as to secure for themselves as good a chance of enjoying life as is possessed by those who live outdoors "was not considered unanswerable by Dr. Page, although pronounced a difficult one." Physical exercise is all that these people need; so let them take it. Of course they will say: Our occupations are such that we have no time for exercise; but that is all nonsense. They find time for eating and sleeping. The trouble is that they do not realize that exercise is as much a necessity as food or repose. Better would it be for them to borrow an hour from sleep and devote it to the gymnasium, or better still to exercise in the open air. That exercise is a necessity is declared by nature. We are animals, with animal appetites, and are rather inclined, most of us, to eat more than we can digest. Now, when we exercise our muscles a great deal, we require more food to repair waste and to supply fuel; but if we sit still all day long, and do not exert our muscles, there is but little waste and the digestive capacity is lessened. The gastric juice which dissolves the food in the stomach is secreted by the glands of the stomach just in proportion to

the amount of exercise taken — so much work, so much juice. A given amount of juice will dissolve just so much food and no more, and if there is not juice enough to dissolve the food, the latter will remain undigested. This undigested food remaining in the stomach, and rotting there, causes a congestion of the blood vessels in the mucous membrane which lines that organ, and induces what I may call a dyspeptic languor. If this sort of thing becomes habitual, the entire system may be clogged with the excess of nutritive elements — food products which, in the case of a person who took plenty of exercise, would be absorbed and used. Vigorous bodily exercise has very much the effect upon the human system as that produced upon a sponge by squeezing it, — a cleansing effect, in a word. The contraction of the muscles squeezes out all waste matter, and the activity of the organs of elimination is stimulated. But if the muscles are not sufficiently used the tissues become fatty and watery. The eliminating organs fail to convey the waste matter out of the body, and the machine becoming clogged up ceases to work properly. The undigested food ferments and becomes poisonous.

The tendency of our modern civilization is to multiply employments which necessitate sedentary habits. In the universal race for wealth, mental and bodily health are overlooked, and physical exercise is regarded as a luxury rather than as a necessity. A large part of the population of a metropolis is composed of workers who are compelled, in order to gain a livelihood, to habitually set at defiance the laws of health. A person who suffers from chronic melancholy is usually a victim of indigestion, and the most amiable people in the world are frequently transformed into fiends by dyspepsia. But these are only the mental troubles which result from indigestion caused by insufficient exercise. You might say that pretty nearly the whole list of physical ailments come under the same head. Gone-fatty degeneration of the heart and rheumatism are but phases of indigestion. Three fourths of all the sore throats spring from the same cause, through sympathy with the stomach. There is no use in attempting to give a list of the diseases, from biliousness to insanity, which are caused by want of exercise. Physical vigor is the basis of morals and the chief condition of permanent health. At a very

early period the Greeks had recognized the fact that, with the advance of civilization and civilized modes of life, a regular system of bodily training must be substituted for the lost opportunities of physical exercise which nature affords to her children in their wild life. Solon, the most celebrated of the famous scientific men, said that "it was impossible to repress luxury by legislation, but that its influence might be counteracted by athletic games which invigorate the body." Dr. Page's expression of views seem to be at this season of the year especially timely and worth the consideration of students and men and women of sedentary life. No form of exercise yet brought forward has the pleasurable qualities that the cycle presents.

THE man who writes a letter to the cycling press or to the *Bulletin* in advocacy of some particular reform in the detail of League work does a great deal, for he helps to form public opinion, but he would do much more if he would only take the trouble to bring his case properly before those who have votes to cast. To amend the constitution or the by-laws of the League it is necessary that notice be given of the intention so to do in the official organ. It is not enough to write a letter for publication in order to bring about reform. The letter must be followed up by a definite statement of what is wanted put in the proper way. This is said for the benefit of those who wish to bring anything before the meeting in Boston.

ONE question in particular has been talked over informally for a year or more. It relates to the restoration of the privilege to elect the executive officers of the League, to the members. It has been discussed pro and con in the columns of the cycling press, but it has never been before those who can by vote make a change in the established order of things. The request of those who ask for a restoration of the privilege is not an unreasonable one, and we hope to see it receive proper consideration.

IT has been finally settled, we believe, to engage a large hall for the banquet at the League Meet. The experience of the past should call for careful consideration of this question. Pleasant surroundings give zest

to the appetite. At Buffalo the banquet was spread in an unfinished store, whose white and barren walls gave little pleasure to the eye. At Washington the surroundings were well enough, but the dinner was not what should have been expected for the price paid. New York has scored the best on record so far, and Boston should do her prettiest to beat that record. It can do this only by employing the same or similar methods. Let the committee arrange to have the dinner at one of the big hotels. At Young's, Parker's, the Vendome, or the Revere, not less than two hundred and fifty guests could be accommodated in the large dining-halls, and as many more could find room in the smaller halls. Let the tickets be limited to the number of seats, and none sold after a certain fixed time. We doubt if all the tickets would find takers. After the repast, the men from all the small halls could be gathered in the large hall to assist in the post-prandial exercises. It is a dreary prospect when we contemplate going to a banquet in a large barn-like structure to eat, in a desert of ugliness, off pine-board tables.

CHARLES LEE MYERS, athletic editor of *Outing*, makes the following statement in *Outing* :—

"In the matter of fellowship, club membership, medals, championship honors, and other numerous advantages, not only this, but every amateur is aware that, once having lost his amateur standing, he cannot regain it, the National Association refusing to reinstate any amateur who violates the amateur law."

Mr. Myers is not well informed. We can give him the names of a number of men that have been reinstated by the National Association.

It has come to be the proper thing at this time for the cycling press to nominate candidates for the presidency of the League. We have no candidate to nominate. We have considered for a long while that Chief Consul Kirkpatrick was to be the man, and our opinion is endorsed by the hearty reception that has been given to his candidature. Kirk will have a walk-over, and he will grace the office.

A CYCLING RETROSPECT.

BY JAM SATIS.

PART IV.

SOCIABLES are, perhaps, the most comfortable form of cycles, but have never had justice done them, because makers tried to make machines which would be equally good as singles or doubles, instead of devoting themselves to making a perfect double. A sociable has to be built very strongly because of the great width which is

required. On a tandem a short axle is used, so that it is not so liable to bend or twist as the axle of a sociable, which measures generally four feet between the wheel hubs, while a tandem axle is only two feet three inches.

In consequence of the weight of the frame and wheels, a sociable, when turned into a single, is heavier than most riders like. Another objection to a convertible sociable is that it is apt to be less rigid as a double if it is easily converted. If it has stay rods and braces to counteract the want of rigidity, it is a tedious piece of work to convert it into a single. The Coventry Convertible is an exception to this rule, being fully rigid as a double, readily convertible, and handy and fast as a single, but it is better as a single than as a sociable, because the wheels are driven independently, consequently they do not work together as they would if a continuous axle and a balance-gear were used, and in turning corners this is a disadvantage.

The early forms of sociable were merely single tricycles widened so to carry two riders side by side, and each rider drove a wheel with a separate crank and chain or gears.

The Salvo was, until 1882, the only sociable fitted with a balance-gear and driven by a single crank and chain. The crank was fitted with two pairs of pedals, and ran right across the front of the frame, having a bearing at each end, but none in the middle.

The advantage of a balance-gear was that each rider conveyed his power to *both* wheels instead of only to one; so whether the riders were equally strong or not, the machine would run straight, and on curves it was not necessary for either rider to change his rate of pedalling, as it was when each drove a separate wheel.

There were many excellent sociables which were not convertible, but all were heavy, and their great width confined their use to highways, because in a narrow country road it would be sometimes difficult to pass a vehicle. The width also makes it hard to find a place to keep a sociable. It will not go through a door less than five feet wide unless it is lifted through sideways, and its weight makes this very difficult.

The tandem has practically taken the place of the sociable almost entirely. It is faster and lighter, is readily convertible into a single—in most patterns at least—and is no wider than a single, though it may be a good deal longer.

There are three leading patterns of tandems: the Centaur, a three-wheeled front-steerer; the Humber, a three-wheeled double front-steerer; and the Club, a four-wheeled front-steerer. The Invincible was the leading pattern of rear-steerer, but this year the company has brought out a front-steerer, apparently finding that riders were rather afraid of rear-steering. I might add to the above list several varieties of automatic-steering, three-wheeled tandems, but I do not know how well riders will appreciate that form of steering on a tandem. It is open to the objection that the rider who sits in front must steer, and so, if one rider is a lady, she has to steer or else ride behind—unless some special attachment is added, as in the Cunard Convertible.

As to the merits of these different types, there is much to be said for each kind. If possible, it is better to have an unconvertible tandem, as the machine will generally be more rigid and run better than any convertible.

A good tandem should carry nearly all the weight on the axle of the driving-wheel, only just enough being kept on the small wheel to prevent it from slipping sideways.

If a machine is properly balanced as a double, it does not run so well in single form, because too much weight is then put on the small wheel. One maker of a front-steerer obviates this by sliding the whole frame back toward the axle when the rear seat is removed, and thereby making the balance of the machine exactly the same in the single as in the tandem form. The Humber type of tandem is one of the easiest running, but care must be taken in applying the brake, or the front rider will be thrown out. For safety on all sorts of roads and up and down hill, either the Club or the Centaur type are preferable to the Humber, as the brake can be put on as hard and as suddenly as may be necessary, without danger of a "spill."

The Club pattern has a steering wheel in front and a trailing wheel behind, and is very steady and easy running, though it is a few pounds heavier than the Humber. It is one of the easiest machines to convert into a single, and unlike most convertibles of other patterns, it runs equally well as a single, the balance not being affected by taking off the rear attachment, to any appreciable extent. Of course this type is open to the objection of having an extra wheel by which some slight drag is caused.

I have made no attempt in this article to give a history of tandems, because there were so many patterns brought out together, and each possessing so many points of convenience or otherwise, that it would be necessary to give an account of each pattern in order to give any idea of the subject. I preferred, therefore, to take the types which seemed to me to embody the most desirable features in tandems, and to give such a description of them as would enable the reader to learn what their special peculiarities were. In this connection I should have stated that the former pattern of Centaur front-steerer was practically non-convertible. It was *possible* to make it into a very heavy single, but there was too much taking out bolts, disconnecting braces, and removing various parts, to make it an attractive job. The new pattern, which is central geared, looks much lighter, and though the riders seem to be as far apart as before, the rear attachment can be readily taken off, leaving a very satisfactory single. As I have only seen a picture of the machine, I have very likely overrated the ease of converting it into a single, but there seems no doubt that as a tandem it is a great improvement on the old pattern.

Rear-steering tandems have never become sufficiently popular to be called "leading types," so I have passed them over entirely.

THE PARABLE OF THE SHRIEKER.

Now, it came to pass, in the days of cycling, that there dwelt in the Land of the East Wind, a certain man called Conscience,

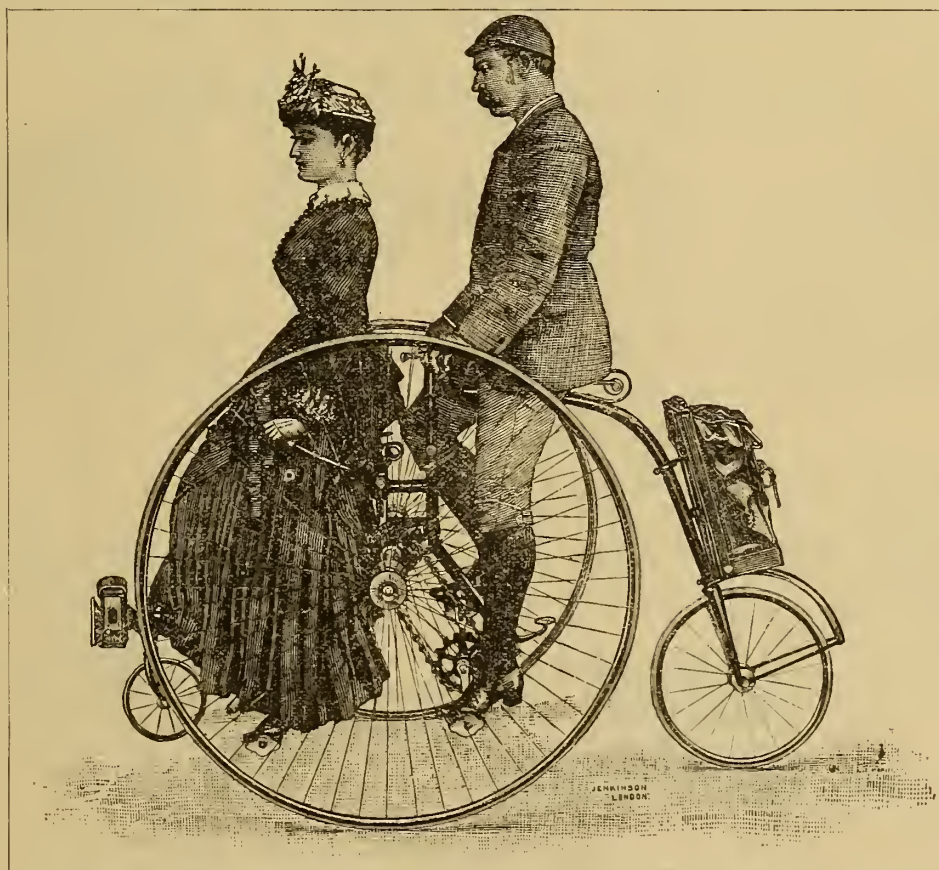
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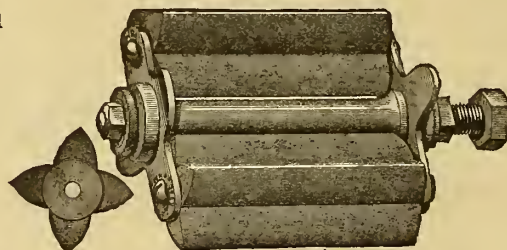
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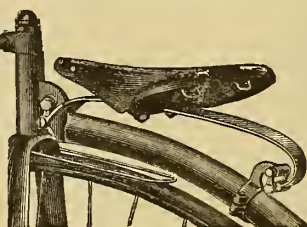
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because of his still small voice, and he said unto himself: "Thus far my days have been as naught, and the labor of my hands bringeth not shekels in sufficient abundance; I will therefore make unto myself an instrument of torture, a screaming, shrieking horror, the sound thereof being mightier than a twofold steam Caliope, pitched without and within to the key of XX sharp; and behold, the people will stand amazed, and my fame will spread throughout the length and breadth of the land, and the multitude will cry, 'Great is he who bloweth his own horn.'"

Now, when he had gotten unto himself much cordwood and round holes, the length thereof which would reach from city to city, also a knife of the kind called *John*, he straightway fell to work, and from the rising of the sun even to the going down of the same he wrought with much strength of sinew; and when the even was come it was finished, even the instrument and the polish thereof was great, and he called it the "shrieker," and the cyclers were pleased, and all cried with a loud voice, "Gimmeone!"

Now, it came to pass on the morning of the next day, there arose a murmur among the people, and a man called "Hoppi," surnamed Longtogs, was among the first to speak. And he said, "What grudge hast thou, O Conscience, against mankind in general, and my family in particular, that thou shouldst have done this thing. My wife bewaileth the day of her birth and refuseth to be comforted. My children are nowhere to be found, and the hired girl, though deaf, uttereth direful threats, albeit I blew your lung-tester but once." And Conscience answered and said, "Go to 'Hoppi'; much blowing hath made thee mad," and he went. And among those who stood afar off, was one Gideon, and Conscience called to him and said, "What hast thou to say, O Tandemon, of the short legs and long breath?" and Gideon answered, "Thou hast made a great mistake, O Conscience. Our fellow-beings are but mortal." Then said Conscience, "Gideon, thou hast no music in thy soul; thine ear is bent."

And again, when the even was come, the people in the market place rested from their labors, and the dusty wheeler sought his own vine and fig tree, there arose a mighty desire in the heart of Conscience, even a longing for vengeance on a wicked and froward people, who turned their ears to nickel-plated idols, yea, verily, to the whistle of the watchman at the gate of the city. And his soul was vexed within him, and thus did Conscience commune with himself, "I will make a trumpet fifteen cubits long, and forty camel power, and voiced with the power of seventy times seven beasts of burden, yea, even they of the long ears, and I will bring confusion unto mine enemies, and all they that mock; all this and much more will I do." And he betook himself to the inner court yard, and with much labor and weariness of spirit he toiled two days and a night, and the vehemence of his language astonished all those round about the place, yea, even the case hardened.

When the hour of noon was well nigh come, he refreshed himself with sundry cakes, baked after the manner of the Athenian women, and he arose and went forth to a retired place called the "District of

Slaughter," and he filled himself with a mighty breath, moreover he humped himself, and blew, and there was heard a sound as of the voice of the beast of the seven heads and ten horns; and when the people round about the country heard the sound they were sore afraid, and said one to the other, "Lo! Our Horn, the city is in danger, even of fire," and they sent forth their young men in haste, and when they were come unto the place of the great noise, a deep wonderment fell upon them, for they found naught except the fragments of a curiously wrought instrument of wood, and a pair of drums; which were of the ears—burst asunder.

MERRIE WHEELER.

NOTES OF A CYCLIST.

THE advent of the "safety" and tandem, and the improvement of the tricycle, have in a measure drawn the attention of wheelmen away from the "ordinary." I have no doubt, however, that many will return to it after the novelty of the newer machines has worn off. In England, they have seen more of the novelties than we have, and a permanent basis will be sooner reached. I notice that over there the discussion of the new types occasionally provokes a letter from a believer in the ordinary, and one of these letters I want to quote from. The comparison drawn is of the ordinary and the tricycle; but it may be practically regarded as ordinary *v.* the field.

THE writer says that he is "an ancient cyclist of some fifteen years' standing, and . . . can say that in five years, pretty continuous riding—chiefly town roads to and from my office, and for three months one journey per day in the dark—I have not had a single accident." Still he admits that the tricycle has the advantages of being safer and faster in the dark and in crowded streets, and can better carry awkward baggage.

THE advantages of the ordinary he states to be: (1) the essence of simplicity, and therefore cheap and easy to keep in order; (2) can, at a weight of forty pounds, be made strong and comfortable enough for anything; (3) the fastest and easiest machine to ride, with a peculiar sweeping glide that you don't seem to get in any other machine; it seems part of yourself, and ready to leap forward or bend aside at a wish; (4) in touring, the best view is obtained from it, it is the easiest to transport, and allows picking the way on rough roads; (5) will carry sufficient clothing. In conclusion he says, "that for the active it is pretty clear that the ordinary is still the best *all-round* machine, and is possessed of advantages which have of late years been rather overlooked."

IT is worth remembering that an ordinary of the best light roadster type is the lightest, easiest running, fastest, and most perfectly manageable wheel built. It can be controlled perfectly by a good rider with feet alone, so that the hands can be free at any moment; and when the hands are in use, they hold very lightly. With knack and experience, an ordinary becomes a part of the rider as

no other can. Of course it takes time, patience, and some tact to acquire all this; but even if I never acquire it, I want to ride a wheel that offers me the greatest possibilities, if I will but improve them.

WHILE talking wheel, I want to have my say about tricycles, even at the risk of a little repetition. I don't believe that the model machine has yet been built. But I do believe that the experiments of the present season are a long step forward. I am curious to see whether the so-called "automatic" steering, now so popular, will continue in favor. Personally, I doubt if it can without sundry modifications. I must confess that I am inclined to believe that a good handle-bar steerer, not "automatic," with an easily accessible saddle, and suitable for either sex, is what we need.

IN your first number, "Hudson" asked about the tandem. I should like to see answers to his questions from wheelmen who have ridden, and believe in, each one of the types in the market, viz: The front-steerer (three-wheeled); the front-steerer (four-wheeled); the side-steerers; the rear-steerers; and the Humber type.

HERE are at least five different classes of tandems—five radically different types. Each class is represented by several makes. There is undoubtedly great diversity of opinion concerning their merits. Let some advocates of each type set forth their merits, and let others, who have ridden several types, draw comparisons. Such experience will undoubtedly be profitable and entertaining.

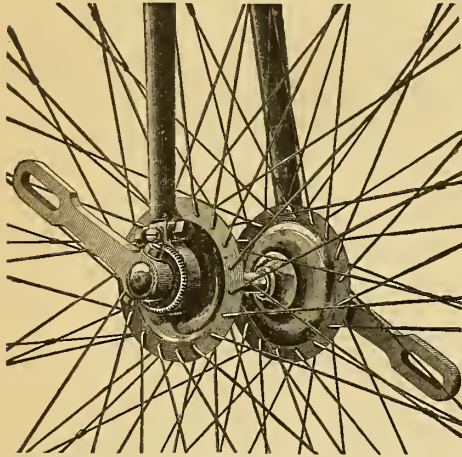
MY own experience with tandems runs back about fifteen months. My first one was a single-driving, double side-steerer. It did fairly well, but the strain was too great for the single driving wheel. Its good points were great steadiness down hill, and a narrow track which was very convenient on side paths. Its bad points were too much strain on the driver; difficulty of propulsion on soft roads; and danger in turning rapidly with the driver on the inside. It was not up to my demand, so after a good test I sold it.

I THEN settled upon a Humber as containing the most good points and the fewest bad ones. After riding it nearly fifteen hundred miles, I can honestly say that I believe that I am as nearly satisfied with it as I could be with any machine. Its worst point is a deficiency in brake power, or what practically amounts to the same thing, an inability to apply the brake *suddenly* on a hill on account of the danger of a sudden tip forward. If all Humber-type tandems were fitted with the spring arrangement that has been patented in England, allowing the front guard-wheel to run on the ground when descending hills, I think the machine would be about perfect. Its advantages are bicycle steering, an unequalled bowling motion, ease of propulsion, great speed, light weight, perfect comfort, fine hill climbing and a sensitiveness in obeying every motion equalled only by the ordinary bicycle. It

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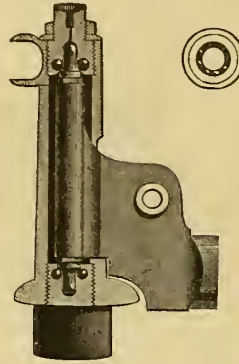
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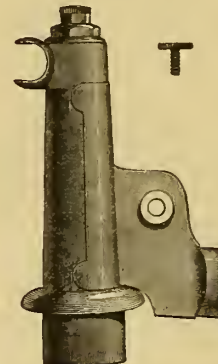
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509 TREMONT STREET - - - - - BOSTON, MASS.

SEND TWO CENTS FOR OUR NEW 48-PAGE CATALOGUE.

THE CYCLE - - \$1.50 PER ANNUM.

takes a little longer to get perfect control of a Humber than of a front-steerer; but as one approaches that condition of mastery, he delights the more in his mount. I suppose one can go on riding better with every trial, if one rides intelligently, and that to me is not a small attraction. 5678.

CONTRIBUTORS' CLUB

CYCLOS' COMMENTS.

Editor of the Cycle:—The first number of the CYCLE is at hand, and I hasten to extend a hearty welcome to the new-comer. I have not always agreed with you on cycling subjects, but I have always respected your honesty of purpose and your efforts to do what you believe to be justice, "even though the heavens should fall." And, by the way, in your late effort, as chairman of the Racing Board, to do justice to the dubious amateurs, you have stirred up the foundations of things so thoroughly that some of the brethren of weaker faith have been in a state of nervous dread lest the heavens were about to fall and crush you and the Racing Board and the L. A. W. generally. I don't see what grounds there are for abusing the Racing Board; they have only done their plain duty under L. A. W. rules. Of course the L. A. W. rules, regulations, and definitions concerning amateurism and professionalism are antiquated, absurd, and unjust, but there they are, and as long as they are there, it is the plain duty of the Racing Board to enforce them. I notice that most of the kickers are the very ones who favored a stringent amateur rule. They seem to be "in favor of the law, but *agin* its enforcement." Now I am "*agin* the law but in favor of its enforcement," till repealed or modified. But I don't believe in modifying it so as to let a lot of fellows pose as amateurs, and at the same time reap all the pecuniary advantages of professionalism. I don't see why a man that works for a bicycle dealer and teaches beginners to ride should not be an amateur just as well as his employer. I don't see why racing with or making pace for a professional *in public* should professionalize a cyclist, when doing the same thing *in private* has no such effect; and I don't see why a man who races for pay, or for a bicycle, or a big, fat prize, should *think* himself an amateur, or, if he is honest, be *willing* to be classed as one.

I am satisfied that outside of the great cities not one wheelman in ten cares a button about the refinements of the amateur rule, but would just as soon let into the League a man who had raced with a professional, or played polo with a professional, or raced for a five-dollar gold piece at the county fair, as they would the strictest amateur in the land. In fact, so long as it don't strike close home, they don't care enough about it to make their sentiments known, but simply regard it with tolerant contempt as a piece of dudery well enough for amateur athletes who travel on their shapes, and are therefore willing and even eager to appear in public, at race meetings, etc., in scanty tights, that seem as if they had been put on hot with a brush, so close do they fit, and so little do they comply with ordinary requirements of modesty,

not to say decency. On the other hand, there are honest fellows who hate sham, and their sympathies will be against any man who has been racing as an amateur while receiving pay for so doing. The rank and file will be down on these chaps, not because they have broken the amateur rule, but because they have, in effect, lied about and have been sailing under false colors. However, the recent action of the Racing Board has brought this question home to a good many who had before given it little thought, and the result will probably be a modification rather than an abrogation of the amateur rule.

I am sorry to see an organization formed for the promotion of road racing. If we desire to have *our* rights respected, we should be careful to respect the rights of others; and I am satisfied that using the public highways as race tracks is not only unlawful but inequitable, and in the end can but work injury to the cause of cycling. I hope the League will put itself on record in this matter, and in favor of right and equity *by* cyclists as well as *for* cyclists.

I note that 5678 says: "It is a politic as well as a sensible and manly course to welcome ladies to club membership." Of course it is, and it may be added it is politic *because* it is sensible and manly.

There seems to be a strong sentiment developing in favor of electing some Western man president of the L. A. W. next time, and Kirkpatrick, of Ohio, seems to be a favorite. He is, perhaps, rather aggressive, but his management of the Ohio division has been practical and successful in a very marked degree, and he undoubtedly would make rights and privileges and touring the prominent features of his administration, and thereby greatly strengthen the League in numbers and influence. The question of who shall be our next president is an important one, and should be discussed fully and carefully in advance of election. To bring the matter before the League, I nominate Chief Consul Kirkpatrick, of Ohio. Will some brother please second the nomination? CYCLOS.

PUBLIC OPINION.

Editor of the Cycle:—Public opinion is a fickle jade, and he who reads her correctly is smart indeed. Until the action of the Racing Board was taken, I had supposed that there was a strong public sentiment in favor of the amateur law. Can it be that I am mistaken? I look about me and I see the action of the Board condemned in the strongest terms by clubs, by individuals, and by the press. The cycling press seems to be divided. That part of it that backs up the Board does it in a feeble way; the papers that condemn it are making a stir. From different parts of the country come reports that this or that club disapproves of the action of the Board. I have yet to see that one club has endorsed it. It has been said that the clubs of Philadelphia and Ohio and New York and Boston would endorse the action of the Board. I don't believe it. Not a word has been heard from them. If this was a popular movement, can it be supposed for a moment that such clubs as the Citizens', the Massachusetts, the Boston, the New York, or the Germantown would not

be heard? Truth lies at the bottom of the well, but in this case it can be easily got at. There is no popular sentiment in favor of the amateur law, and those who were supposed to favor it are only looking on to see which side of the fence is the popular one before they jump. E. M. G.

THE RULE WILL SATISFY.

Editor of the Cycle:—Being deeply interested in the cause of the makers' amateur, I have made it my business to get the opinion of several of them, and I have also talked with their friends about the rule which your correspondent "Barney" proposes. I find that it will satisfy them, and that they will willingly stand in a class by themselves, as provided in the rule. Now, I hope to see the League members take a liberal view of this question, and give us some such rule as that proposed. If they ride a high horse and say "amateurs or professionals," there will be trouble, and an inevitable split in the League. The time has come for a compromise. No one wants to go back to the old order of things, and the suspended parties will not race as professionals. LYNN.

A PROBLEM.

Editor of the Cycle:—Charlie Jones came into the club-room the other night, and gave us a problem which, though it appears plain enough on the surface, kept us in a discussion until the small hours. I want to give it to your readers and see what they say. Here it is: A sold a bicycle to B for \$50; bought it back for \$45, and again sold it for \$65. How much did he gain by the transaction? Will some expert bookkeeper give me the answer? CY.

TOUR OF THE SUFFOLK WHEEL CLUB.

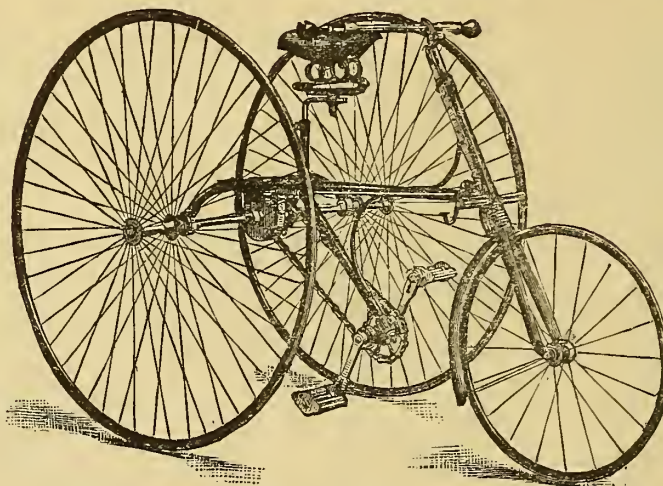
The Suffolk Wheel Club, of South Boston, is planning for a three days' tour along the North Shore for the coming summer, which promises to prove very enjoyable. The dates selected for the tour are 3, 4 and 5 July. The run will be under the command of Capt. Gideon Haynes, and the route, as laid out by him, is as follows:—

First Day.—Start from the corner of Berkeley street and Warren avenue at nine A. M. and ride *via* Beacon street to Allston, to Cambridge, to Medford, to Malden, to Saugus, to Lynn, where a stop will be made and dinner served at the Boscobel Hotel at one o'clock. Distance for the first half day's riding, twenty-one miles. Starting again at 2.30 P. M., ride to Salem, Beverly, Beverly Farms, Manchester, and Magnolia to Gloucester, where the night will be passed at the Pavillion Hotel. Distance of day's riding, forty-two miles.

Second Day.—Leave hotel at nine A. M., for a ride around Cape Ann, visiting Rockport, Pigeon Cove, Bay View, and Annisquam, returning to hotel in time for dinner. Distance, sixteen miles. Starting again from the hotel, riding to Newburyport by way of Essex, Ipswich, and Rowley. The night will be passed at the Merrimac House. Distance about twenty miles, for the day thirty-six miles, or seventy-eight miles from Boston.

SINGER'S ❖ STRAIGHT ❖ STEERER.

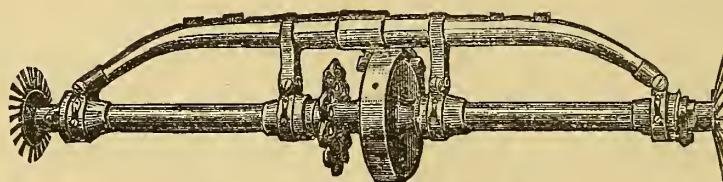
Corey's Hill climbed by E. P. BURNHAM and Mr. Crocker each on first trial, on an S. S. S., geared to 52. The highest gear that ever reached the summit.



40-inch Drivers, 22-inch Steerer, easy running, light and rigid.

The fastest coaster and best hill climber yet built.

Illustrated
Catalogue
Free.



SINGER'S PATENT AXLE.

Send for
Second-Hand
List.

FIRST 1886 RECORDS, APOLLO,

25 Miles by L. D. MUNGER, at New Orleans, on March 27, in 1h. 24m. 46 $\frac{4}{5}$ s.

50 Miles on April 2, in 3h. 2m. 34s.

THE LATTER A WORLD'S RECORD.

W. B. EVERETT & CO., Sole U.S. Agt's, 6 and 8 Berkeley St., BOSTON.

Third Day.—Returning, start from Newburyport at nine A. M., and ride through Newbury, Rowley, Ipswich, Hamilton, Wenham, Putnamvale, Danvers Plain, and Peabody to Salem, stopping at the Essex House for dinner. Distance, twenty-two miles. Starting at 2.30 P. M. for Boston, riding through Lynn, Saugus, Malden, Medford, Cambridge, Allston, and Beacon street to point of starting. Distance for the day, forty-five miles, or a total for the tour of one hundred and thirteen miles.

CHICAGO RECORDS.

THE following is the road riding as reported by the members of the Chicago Bicycle Club, for first three months of 1886:—

NAME.	JAN.	FEB.	MCH.	TOTAL.
Bishop.....	19	4	124	147
Conkling.....	15	90	—	105
Crennan.....	24	91	135	250
Ingalls.....	—	—	42½	42½
Kintz.....	50	76½	104	230½
Mehring.....	—	—	3	3
Miller.....	2	10	137	149
Ribolla, F. P.....	15	—	99	114
Ribolla, S. A.....	—	—	44	44
Ruhling, H. J.....	—	—	70	70
Ruhling, A.....	2	—	—	2
Shepherd.....	25	19	119	163
Stiles.....	10	—	—	10
Surbridge.....	75	110	108	293
Thorne, C. H.....	20	5	114½	139½
Thorne, W. C.....	20½	6	6½	90
Van Sicklen.....	129½	17	36	152½
	406½	428½	1,169½	2,018½

N. H. VAN SICKLEN, *Captain.*

THE FACILE.

THE Facile Company are experimentally making a few rear-driving geared machines of the Rover type in general, but having some distinctive features. The driving is by the usual Facile levers, working by a long connecting-rod, on a single chain wheel, placed not far beneath the top of the driving wheel. Four objects are thus effected: the chain-wheel is more out of reach of dust; the Facile short stroke is retained, foot-travel of thirty-two inches producing the same results as a travel of forty-four inches in a rotary path; the length of wheel-base is much reduced, lessening the clumsiness of the machine; and the saddle is only a little forward of the axle of the driver, this wheel also being much the larger of the two. The steering is similar to that of other machines of this class, but with a less rake in the front forks. "Automatic" steering is applied if wanted, and in this is part of the novelty. The crown or stem above the front fork slides vertically in a tube brazed to the head, and is surmounted by a spiral spring, also within the tube, this spring automatically adjusting itself to the rider's weight and reducing vibration. Next above the spring is a piston, and from the piston arms or pins project through slots in opposite sides of the tube. On each side of the neck is attached a "depressing fork" or cam, which passes outside the tube and rests in contact with the upper surface of the arms projecting from the piston as just described. When the steering-handles are turned to right or left, the head and tube move too, the projecting piston-arm is crowded upon the curved lower surface of one of the "de-

pressing forks," the effect of this being to force the piston downward and compress the spring, which releases itself by throwing the wheel back to the straight line. This very effective arrangement was patented in England just before that of the Humber.

A new ball-bearing head for the steering of bicycles and tricycles has been produced by this company. Instead of ending in the usual spindle, the neck ends in a spindle of larger diameter, in which a hole is drilled completely through in a vertical direction; a recessed and hardened cup at top and bottom replaces the usual cones, and thus forms a bearing for the balls. Through this hole passes a pin with a fixed cone at one end and a movable one at the other, thus making an adjustable ball-bearing resembling those now used on back wheels and pedals. One of the cones on the pin is inserted in a socket at the bottom of the head, and fastened there against turning by a feather, a screw, or other suitable device; the other end of the pin is held in place, and the whole arrangement fastened in the fork by a recessed locking-nut turned down into the head from the top. The bearing may be adjusted while the neck is either in or out of its place in the fork; the neck may also be removed by taking out the fastening nut from the top without disturbing the balls. There is thus no danger of losing the latter out, and no difficulty in handling them.

A new mode of stringing wheels is also devised by this company. The hollow rim is preferably flat topped, something like an egg with a section cut off one end. The tire is either vulcanized on the rim or fixed on with a special chemical preparation; or the tire may be fastened on a thin metal band, which is itself pulled tight on the rim and its ends secured by screwing; the intent is that the tire be removable without disturbing the spokes. The flanges of the hub have a row of short projecting pegs; the inner side of the rims has also a flange. The spoke wire, which need not be larger than 22 or 20 BWG, is passed round a peg in the hub flange and returned to the rim at a tangent to the hub. Instead of attaching to the rim alternately on either side of a plane bisecting the rim in a vertical direction, the wires are in the same plane at the rim and are at its middle, this change removing the "rocking" tendency of laced spokes as heretofore. The ends of the spokes are attached to a screw, which passes transversely through the rim flange, and are tensioned by winding around this screw, the screw itself being turned and then fastened by a lock-nut. This method may be reversed and the tension be applied at the hub instead of the rim; or both ends of the wire may be fast at the rim, and tension may be applied by causing a roller to draw the looped end nearer to or farther from the centre of the wheel. One peg at the hub may carry four spokes. In lieu of lacing round the pegs, the spokes may be single, being attached by winding their ends around the pegs. This piano-like mode of stringing makes a true tangent wheel of great strength and marvellous lightness; a 54-inch wheel of this pattern has been exhibited, the spokes of which weigh only five ounces, or about *one sixteenth* as much as the spokes of a wheel as ordinarily constructed. Of course the same construction may be used with the solid rim.

CONNECTICUT WHEEL NOTES.

THE Stamford Wheel Club is admitting associate members, and its stock is away up and rising.

SEVERAL of our prominent business men are for the first time turning cyclers, and just now the Facile receives their attention.

THAT's right, Miss Daisie, give us more of your experience on the roads, but do not forget your wrench and oil can. We tried to think that front-page picture was of you, but that delayed trike item of yours puts us out again. "Boston in May, if it takes every spoke out of the hub!"

DELIGHTFUL moonlight runs home after the day's work fall to our lot lately, and are thoroughly enjoyed. Along much of the way we have charming views of Long Island Sound with its sail and steam craft, and the red, fiery eye of Stamford and other lights beyond that seem trying to outtwinkle and outshine the stars.

How refreshing again it is to inhale the salt-laden breeze as we speed away homeward on the regular evening run, after having wheeled down the railroad track, through the winter, because of bad roads.

They are good once more, and the old charm that is ever new, comes to us in seasons past.

To-day, while gliding musingly along a country road, a great blue racer suddenly uncoiled himself by the roadside, and slid hurriedly away among some brush and through a hole in the stone wall. Our silent approach evidently surprised him, as it did a chattering red squirrel farther on, who stood head down, on a tree trunk, until we rode slowly past, as we listened to his animated discourse.

The birds favored us with their most cheery notes of welcome, and early as it is in the season, our outing was one of almost unmixed joy.

The Hartford to Denver, Col., tourist passed through here recently.

One vote by an old fogey here last fall prevented the graveling of a section of road that needs it very much. He will at least be bi-cotted, you can safely wager.

STAMFORD.

LEAGUE ENTERTAINMENT.

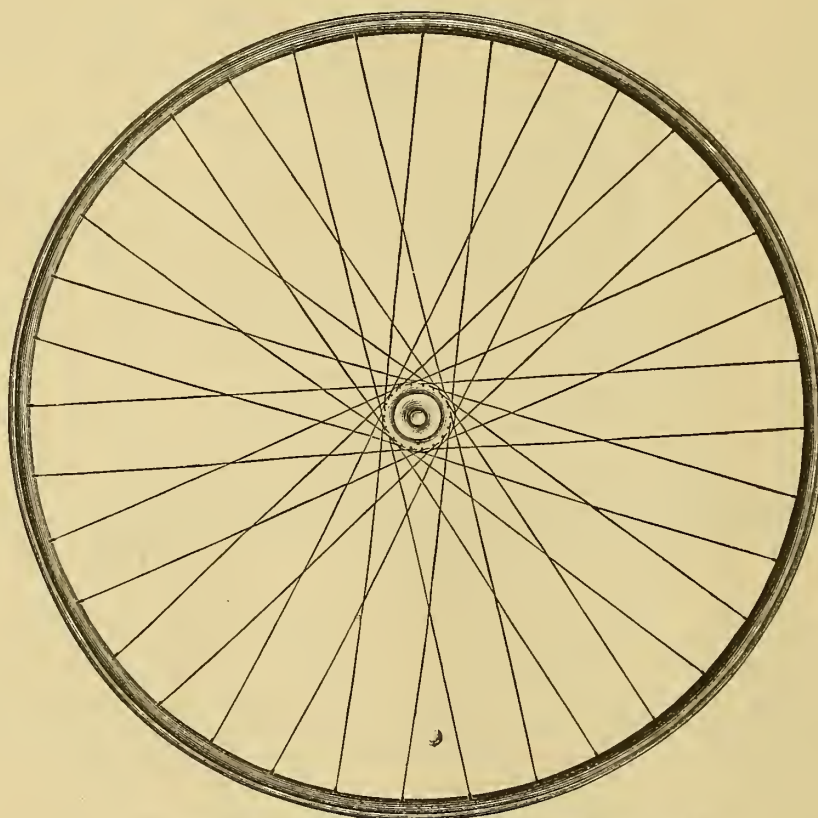
THE entertainment committee of the League has about perfected its programme, which is as follows: 27 May, a musical entertainment in Music Hall, by an orchestra of forty pieces. The musicians will be the best in the city, and the selections such as will meet popular favor. The music will be on the stage, and the floor will be occupied by tables and chairs. Light refreshments and cigars will be served. None but League members will be allowed on the floor, and they will be admitted free. 28 May, a minstrel entertainment in Music Hall, by the Jeffries and Oxford clubs with fifty men in the circle. In the second part of the entertainment, Prof. Eberhardt, of the German Turners' Association, will introduce a team from that association to give an exhibition on the horizontal bars, parallel

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.



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

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

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.

bars, and the Turners' horse. The Cadet Band Orchestra will appear this evening, also. Admission for League members, twenty-five cents; reserved seats, fifty cents. All others will be charged twenty-five cents extra.

ST. LOUIS.

THE illuminated parade is already attracting the attention of the wheelmen, and already a number of designs for illuminating their cycles have been thought up by those who realize that they cannot begin work on the parade too soon. "The boys ought to appreciate the fine opportunity they have to distinguish themselves," said Mr. Jay L. Torrey, president of the Athletic Association. "The day we have set apart for them, 14 September, could not be better, I think. You see we intend to make that a great athletic week. The city will then be full of the arriving Knights Templar, and no better time could be selected to show the world the athletic associations of St. Louis. All the boating, turner, base-ball, gymnastic, and out-door sporting societies will be represented in a parade of some sort, and the wheelmen can readily see how well placed they are when they consider they have the honor of leading off with the first parade of the great carnival. They might also know that the carnival conference thought at first of joining them to another parade, until they learned of the magnitude of the cyclists' parade, and of how it was worth a night itself. The wheelmen can rest assured that they cannot be spared from athletic week, and that all who know their position in the cycling world are confident they will acquit themselves with honor to the sport they represent."

The schemes for making the parade the occasion for one of the greatest cycling events the United States have ever seen are multiplying, each one, too, being feasible. Those who have seen the celebrated "Demon Drill" by the expert squad of Cleveland, are urging that they be brought here to show their wonderful, weird evolutions with torches and lights at night. It is also proposed to organize a similar company among the St. Louis wheelmen, and, if necessary, have a competitive drill on the Lucas market square on Twelfth Street. Still, again, the St. Louis members of the Cyclists' Touring Club want to see a convention of the club called to meet here at the same time. Now, considering it very likely that the Missouri division, L. A. W., will assemble at that time, what reason has any Western wheelman for not going into this parade with a hearty recognition of the opportunity of success thus offered?

Any reference to the race meet of last May as a reason for one this spring will fail of its object, because it will simply call attention to the difference of the conditions then existing and now,—a difference so striking as to be more powerful and eloquent than any human voice. Then, cycling in St. Louis was still in its experimental stage, and had gained no special recognition from the public; there was nothing else in view to engage the interest of the wheelmen; the club proposing the tournament possessed a local champion whose development into a national champion they expected the races would bring about; the club were cer-

tain of getting all the local glory out of the tournament. Now, cycling is a fixed fact, and the last race meet, last fall, was so grand an affair as to excite the wish that no ten-cent show or hippodrome may destroy its pleasant effect on the public; with the fight by the usual agencies for the League meet next year there is enough to keep St. Louis bicyclers busy, without saying anything about probable team races between the clubs; a great cycling light has been suddenly put out in a certain club, and local glory, a thing so precious in the past, is very, very far away. All these changes—some fortunate, some sad—ought to have great weight in shaping opinion before Monday night. — *Post Dispatch*.

CYCLETES.

ANENT THE L. A. W. PARADE.

DEFER!
Defer!
To the noble L. A. W.!
Defer!
Defer!
To this noble crowd,
To this noble crowd,
To the only L. A. W.!

Bow! Bow! Ye lower walking classes,
Bow! Ye hoodlums,
Bow! Ye masses!
As upon its lordly way,
This unique procession passes!
Tan, tan, tara, tzing, BOOM!

And the brass will crash!
And the trumpets bray!
And they'll cut a dash on their gala day.
They'll wobble away,
As we're afraid,
Like Peck & Co.'s Japanese parade!

PEDALS.

CHIEF CONSUL DUCKER has taken hold of the cash department of the League Meet. The Boston men seemed to be afraid of it, and as some one must do it, the Chief Consul came forward.

MR. DUCKER will be in Boston on Saturday and Sunday next. All who have business relating to the Meet should see him then.

C. K. ALLEY, of the firm of Fleming, Brewster & Alley, has been awarded the contract to print the League programme. This firm publishes *Outing*, and two of the partners came from the establishment that printed the programme last year, and it was done under their especial supervision.

ASA DOLPH will have charge of the Cleveland athletic park this season.

A MEETING of the Missouri division L. A. W. will be held in St. Louis 15 May. A party will leave Chicago for a ride in St. Louis County the following day, 16th. Leave Chicago Saturday evening, getting back Monday morning.

FRED. WESTBROOK, of Canada, has gone to Philadelphia to join Forepaugh's circus.

GORMULLY AND JEFFERY are running to their full capacity. Last Monday night they added two hours to their regular day of ten and a half hours, so that their hands work

an actual twelve hours per day. But they are paid for it.

PROF. STONE, and his promising son Percy, entertained me for some time at their Olive-street bicycle emporium, and the father of the lamented Cola confided to me the statement that it was his great wish to see Cola and Percy develop bicycling interests in his city. They were somewhat different in temperament. Cola was an excellent judge of a wheel and a thorough rider, and Percy was the careful, conservative business man, which would have made a good foundation for their success. "I have a son, however, the exact counterpart of poor Cola, whom I have great hopes for," added Prof. Stone, "and he will be a good man if I am not mistaken." Prof. Stone stated that wheel matters were commencing to boom. — *Cor. Chicago Journal*.

L. A. TRACY has been elected captain of the Hartford Wheel Club, vice A. P. Judson, resigned. A communication from the East Hartford Wheel Club was received. That club is to hold a race meeting next month, and will furnish a second prize and the use of the track if the Hartford club will furnish the first prize, and the race be open to members of both clubs. The offer was accepted.

GORMULLY AND JEFFERY are going to build a bicycle for a Tennessee man that stands seven feet eight inches in his stockings.

EDWIN OLIVER, at one time head of the firm of Oliver & Jenkins, is now in Chicago, and has lately joined the Dearborn Cycling Club.

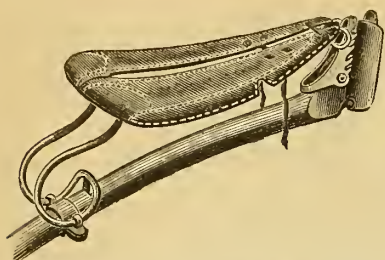
ON the 28th of March the San Francisco bicycle club went on a run to Haywards, meeting the Oakland wheelmen on the other side of the bay by appointment. At the Haywards Hotel, after a very pleasant run down, about twenty-five wheelmen sat down to dinner.

A FACT — Mrs. B—loq to cycling friends: "Yes, and last week, finding the baby wheel of Mr. B—'s bicycle on the library table, where he'd been cleaning the horrid greasy thing, I picked it up. — intending to give him a good scare by hiding it. — when a whole lot of little shot rolled out from somewhere inside and were lost. Mr. B— wondered at dinner, this evening, 'how in the world (only I don't remember that he said "world") so much sand had gotten into his little wheel.' I'm sure I don't know, for I bought some shot and put 'em in again as soon as I had lost the others, and it was good as new." — *Canadian Wheelman*.

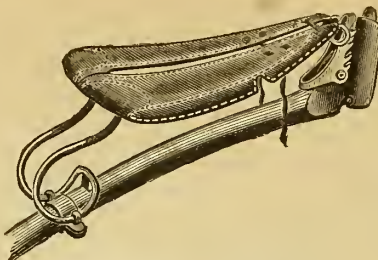
MR. FRED G BOURNE, of the Citizens (N. Y.), is off to Europe on a pleasure trip. The "Cits" gave him a dinner before he left. Look out for him, you wheelmen on the other side, and if he goes out on a run with you, see that he does n't leave you behind. That's one of his old tricks.

THE entertainment committee of the League Meet has arranged for an athletic exhibition by the German Turners, and a minstrel show by the Jeffries and Oxford clubs.

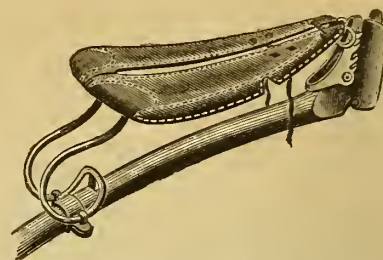
BOSTON is working quietly in the interest of the League Meet. The boys are not



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



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

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

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

FREEMAN LILLIBRIDGE, Rockford, Ill.

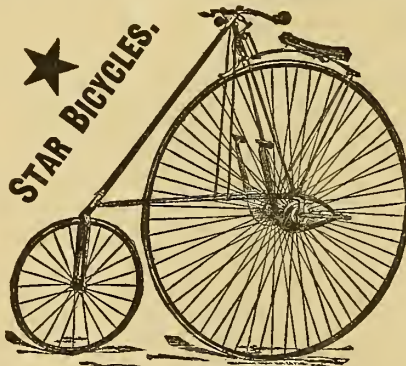
THE BOSTON BICYCLE SHOE.

The Perfect Shoe for Cycling.

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

STRICKLAND & PIERCE,
156 and 156½ Summer Street,
BOSTON.

★
STAR BICYCLES.



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.

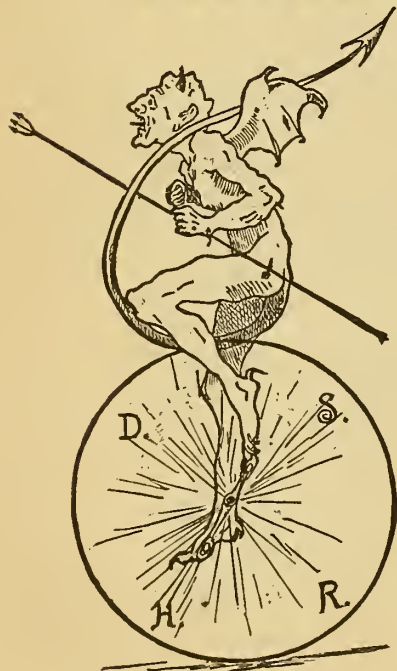
Won all Hill Climbing Contests, both as to Speed and Grade.

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.

talking much, but we shall give the visitors a good time.

THE late Dr. Chapin used to say that he lectured for F. A. M. E., — fifty and my expenses. Wheelmen seem to have the same idea of fame.

At the request of the club to which he belongs, and many wheelmen of St. Louis beside, S. G. Whittaker has been allowed to enter the St. Louis road race, under protest. No decision has been arrived at in his case, and all prizes will be withheld pending the action of the Board.

THE total number of new members added to the L. A. W. rolls last week was one hundred and thirty-eight, of which Massachusetts contributed twenty-three.

THE Waltham Cycle Club came out \$80 ahead on their entertainment. The club wishes to extend thanks to all visiting wheelmen on that occasion.

R. P. AHL, of the Massachusetts Club, will sail for England on Saturday. He will meet his brother, who is now abroad. They will return in about four months.

COL. ALBERT A. POPE and John Harrington, Esq., of England, attended the Citizens' Club dinner at New York, last week. Col. Pope was pleasantly introduced by the toastmaster as the George Washington of cycling.

TEN thousand copies of the official programme of the coming League Meet will be issued. It will be an elegant specimen of the printer's art. A copy will be mailed to every League member, and the balance reserved for use in Boston.

CHARLES B. THAYER started from Hartford last week to ride his bicycle to the Pacific slope. He will follow the Erie Canal tow-path to Buffalo, and will cross the Mississippi at Rock Island. Unlike most wheelmen, he carries his goods in a knapsack strapped to his back.

ON account of alleged ill treatment extended to D. H. Renton, of New York, by the officers of the L. A. W., the Richmond County Wheelmen's Club has resigned from the League.

ELSA VON BLUMEN, the female bicyclist, will shortly visit Boston for the purpose of trying to arrange a race with some of the unoccupied professionals hereabouts.

F. E. VAN MEERBEKE, who is riding an Expert bicycle from New York to San Francisco, *via* New Orleans, has reached Townville, South Carolina. He has experienced extremely hot weather.

ST. LOUIS wheelmen have been excluded from the fair grounds track. The wheelmen will retaliate by boycotting the fair grounds.

JOHN HARRINGTON, the English manufacturer of cradle springs, has presented Col. Pope with a three-seated settee, built on cradle springs.

MR. HENRY IRVING has presented the London Tricycle Club, of which he is president, with a tricycle to be raced for at the first meeting of the club.

THOMAS STEVENS writes from Teheran, 9 March, to say that he starts from that city, and rides *via* Meshed, Merve, Samarkand and southern Siberia. He is unable to say what postal facilities will be found along the

route, but asks friends to write him so that he will find letters at Yokohama, Japan.

THE newspapers have been announcing a meeting of the Executive Committee of the League Meet, at the New Marlboro' about every Saturday evening, and those who have put in an appearance have gone away condemning the committee for not being on hand. Notices will be issued in due form when a meeting is to be held, and until such notices are received it is pretty safe to assume that no meeting will be held.

THE committee on Rights and Privileges had a hard task to count the vote. Their hours of labor extended from 10 A. M. to 12 P. M. on Sunday, and on Monday they were engaged from 9 A. M. to 4 A. M. of Tuesday. Some 5,000 ballots were cast.

THE tricycle division of the Boston Club was reorganized on Saturday evening last by the choice of the following officers: Captain, C. P. Donahoe; secretary, J. S. Dean; treasurer, W. G. Kendall. The Boston uniform was adopted, supplemented by a white cap, and black star for a badge.

THE Boston Athletic Association bids fair to grow out of the Boston Bicycle Club. The project has been discussed in the club, and has found general favor. Steps have been taken to clear off the indebtedness of the club by an assessment of \$20 upon each member of record, 31 December.

A PARTY of riders halted at the Malden pump last Sunday, and while there a policeman put in an appearance and ordered them to take their wheels away from the sidewalk. Gideon Haynes, captain of the Suffolk Club, asked the policeman who he was in a very emphatic way, and was immediately arrested. In the Malden Police Court, on Monday, Haynes was arraigned on a charge of riding on the sidewalk. The charge was easily disproved, and Haynes was discharged.

THE Coventry Machinists' Company has just taken in the new Ranelagh Club for 1886. The machine has the automatic steering, small drivers, and a large steerer, and is withal as complete and comfortable a machine as there is in the market.

WM. READ & SONS have received a new Radial Steerer from the Royal Mail Works, and it has been tried by several well-known riders on the road. This firm promises us a good machine in the two-track form. It will have a number of improvements, and will be built with small drivers. A large number of wheelmen are waiting to see this machine.

It is very probable that the League races will be run on the Union Grounds. A refusal of the track has been secured. If it is decided to run the races there, the track will be reconstructed.

ON the occasion of the visit of Boston wheelmen to the exhibition of the Waltham Club, 15 April, a party from the Boston Club was stoned by the hoodlums on the way out. While at Waltham, the riders resolved to make the return trip in a body, and to make aggressive warfare on any attacking party. No attack was made, however, and the cyclers reached Boston in safety.

CHELSEA is now fully equipped with a club. Stall's friend "James" has not yet joined.

THE keeper has departed from the office of the Overman Wheel Co. The attachment has been raised on the goods owned by the Overman Wheel Co., but it still holds on the Ames Manufacturing Co.'s goods. The goods now under attachment include all the 1886 machines which had not been delivered at the time it was put on.

NEW JERSEY is not a large State. It ranks the nineteenth in point of population; but in League membership it stands the fourth. This is owing to the liberal policy the State has pursued in distributing maps and road books to League members.

THE PATH.

MINNEAPOLIS, MINN., 17 April, 1886. — The fifty-mile bicycle race between John S. Prince and W. M. Woodside, which occurred at Washington rink, was the grandest ever run here. Prince got the lead and started out at a rapid pace. The men passed and repassed until the forty-seventh mile, when Woodside was a foot ahead, and it was hard to declare the winner. A boy ran across the track, — Woodside escaped him, but Prince took a severe header. He quickly got on his feet and was on the track again before Woodside had gained a lap. After riding four laps, however, Prince, who is thought to be injured internally, was obliged to leave the track. Woodside continued to ride, and finished the fifty miles in 2.46.3 $\frac{3}{4}$. Woodside had previously made several attempts to break this record, and on one occasion came to 2.55.38 $\frac{3}{4}$. At the close of the race, Prince's judge, Ed Moulton, the ex-sprint runner, made a claim of foul, which was allowed by the referee, it seeming, in his opinion, to be that Prince had an equal chance with Woodside to win, and that, under the circumstances, it was a put-up job to throw Prince. The decision was a draw, which was received with unanimous applause.

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:—

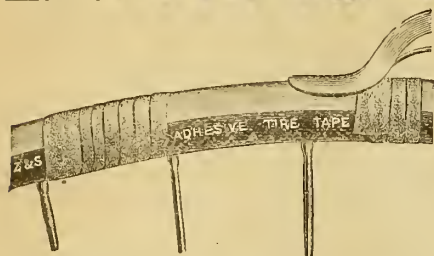
Boston, Mass.—Massachusetts Club. Officers elected 1 January, 1886: President, Col. T. W. Higginson; captain, A. D. Peck, Jr.; secretary, F. Alcott Pratt, 3 Somerset street; treasurer, E. R. Benson, 597 Washington street.]

COLUMBUS, OHIO. — Buckeye Bicycle Club. Officers elected 3 Feb. 1886: President, W. H. Miller; vice-president, A. E. Pitt; captain, F. W. Hughes; secretary, Ward B. Perley, 25 S. Sixth street; treasurer, Fred W. Flowers, 383 E. Oak street.

NEWTON, MASS. — Newton Club. Officers elected 24 April: J. C. Elms, president; J. H. Aubin, secretary; H. Wilson, treasurer; P. L. Aubin, captain; E. H. Ellison, first lieutenant; C. F. Haven, second lieutenant.

HAMILTON, CAN. — Hamilton Club. Officers: President, Chief Stewart; vice-president, Chas. Tinling; secretary-treasurer, J. Laidlaw; captain, W. Rutherford; first lieutenant, Charles Graham; second lieutenant, R. A. Robertson.

ADHESIVE TIRE TAPE.



The Best Tire Binder Made. Just what is needed for Instant Use.
For Fastening Tires until it is Convenient to have them Regularly Cemented.

25 Cents Per Package, Postpaid. Enclose Stamp for New Catalogue.

HOWARD A. SMITH & CO.,
Successors to ZACHARIAS & SMITH, Newark, N. J.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
A. W. GUMP,
DAYTON, OHIO,

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

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

BARGAINS THIS WEEK:

52-inch ENGLISH ENAMELED BICYCLE, ball bearings	- - - -	\$50
54-inch ENGLISH BICYCLE, new tires, parallel bearings	- - - -	40
VICTOR TRICYCLE, good order	- - - -	80
SOCIALE TRICYCLE, good order	- - - -	85

MELROSE, MASS.—Melrose Bicycle Club. President, B. F. Eddy; captain, Dr. Charles Sprague; first lieutenant, Walter Stevens; bugler, A. Pemberton; secretary and treasurer, J. F. Cox; club committee, president and captain, Henry Johnson. The club has started with a membership of fifteen.

CANTON, OHIO.—Canton Bicycle Club. Officers elected 1 May, 1885: President, M. P. Fry; captain, Frank W. Jay; secretary-treasurer, Will G. Saxton, care First National Bank.

NEW YORK BICYCLE CLUB (organized 18 Dec. 1879). Officers elected 1 Feb. 1886: Captain (acts as president), Jas. B. Roy, 312 Produce exchange; treasurer, R. R. Haydock, 83 Chambers street; secretary, Edw. J. Shriver, 234 Pearl street; club address, 1770 Broadway.

CHICAGO, ILL.—Chicago Bicycle Club. Officers elected 12 Jan. 1886: President, T. S. Miller; vice-president, J. P. Maynard; captain, N. H. Van Sicklen; quartermaster, W. G. Wanzer; secretary-treasurer, W. C. Thorne, 189 Michigan avenue; librarian, S. B. Wright, 189 Michigan avenue; lieutenants, L. W. Conkling, W. G. E. Peirce, and A. G. Bennett; eighty members.

FLUSHING, L. I.—Mercury Wheelmen. President, Dr. A. Foster King; secretary and treasurer, Charles B. Turton; historian, L. A. Clarke; bugler, William E. Hicks; captain, A. Polhemus Cobb; lieutenants, Townsend Scudder and J. W. Whitson.

CHELSEA, MASS.—Chelsea Cycle Club. Officers elected 16 April: President, Abbot Bassett; vice-president, J. B. Seward, Jr.; secretary-treasurer, C. E. Walker; captain, L. H. Frost; first lieutenant, R. E. Burnett; second lieutenant, Walter Fracker.

ST. JOHN, B. B.—St. John Bicycle Club. Officers elected 7 April, 1886: President, G. F. Smith; captain, W. A. MacLachlan; secretary-treasurer, J. M. Barnes, 103 Mecklenburg Street; first lieutenant, C. Coster; second lieutenant, H. C. Page.

QUINCY, ILL.—Quincy Bicycle Club,

organized 7 April, 1886. Officers: President, Thomas A. Burrows; captain, R. B. White; secretary-treasurer, T. C. White. Twelve members.

NORWALK, CONN.—Norwalk Wheel Club. Officers elected 29 March, 1886: President, Edw. M. Jackson; secretary, Chas. E. Miller; treasurer, Le Grand Raymond; captain, Wm. T. Olmstead.

ELMIRA, N. Y.—Elmira Club. President, Thomas K. Beecher, pastor Park Church and brother of Henry Ward Beecher; secretary and treasurer, Edward L. Adams, editor *Advertiser*; captain, H. C. Hersey, proprietor Mascot Academy; lieutenant, H. C. Spalding.

MT. VERNON, N. Y.—Mt. Vernon Club. Officers: President, A. E. Fauquier; secretary, F. W. Steinbrenner, Jr.; treasurer, F. W. White; captain, F. T. Davis; first lieutenant, E. M. Devoe; bugler, F. W. Steinbrenner.

ORANGE, N. J.—Orange Wanderers. Officers elected 17 Feb. 1886: President, L. H. Porter; captain, W. A. Belcher; first lieutenant, Dr. R. M. Sanger; second lieutenant, C. Hening; secretary-treasurer, C. W. Baldwin. Membership, 40; ladies, 9; gentlemen, 31.

THE Massachusetts Club had a moonlight run, Monday evening, to the Nonantum Club rooms, at Newton, where a musical entertainment was held, and a spread of coffee and sandwiches was laid. They were met at the Faneuil House and escorted to the club rooms. There were about sixty-five wheelmen in line. The entertainment was as follows: Song, by F. W. Perry, Massachusetts Club; banjo duet and songs, by Lowell and Fellows, Nonantum Club; recitation, by A. S. Bryant, Nonantum Club; cornet solo, by C. E. Lindell, Massachusetts Club; piano and cornet duet, Perry and Lindell; recitation, by Wm. Shakespeare, Waltham Club. The club reached the clubhouse on the return at 11.15. Last Thursday the club visited the German Turners' Gymnasium, where a fine exhibition was given for their benefit. Saturday night a moonlight run was taken

to the new gymnasium in Cambridge, where another exhibition was given. To-night there will be a moonlight run to the Newtons.

THE TRADE.

GORMULLY & JEFFERY are having good success with their new Champion wheel. The following testimonials tell their own story:—

CHICAGO, 22 March, 1886.

MESSRS. GORMULLY & JEFFERY, CITY.

Dear Sir,—After giving the Champion several exhaustive trials on the road, I cannot refrain from saying that it is the most rigid, easy running and steering bicycle that I have ever ridden. Its high grade and very reasonable price will doubtless make a large sale for it the coming season.

This is the first testimonial I have ever written.

Yours very truly,

JOHN O. BLAKE,

Chief Consul L. A. W. State of Illinois.

MINNEAPOLIS, MINN., 15 March, 1886.

MESSRS. GORMULLY & JEFFERY, Chicago, Ill.

Gentlemen,—We wish to congratulate you on the great success of your American Champion bicycle in its first race (the great six-day, twelve hours per day, race just finished in this city). With Albert Schock its rider, it covered 1,009½ miles, winning the world's long-distance record. The machine came through in grand shape, not the slightest thing going wrong; requiring throughout the race but the care of an occasional oiling. One of the results of the contest is a lively demand for the new wheel in this city.

Yours very truly,

S. F. HEATH & CO.

MINNEAPOLIS, 16 March, 1886.

MESSRS. GORMULLY & JEFFERY, Chicago, Ill.

Permit me to express my appreciation of the Champion bicycle I used in my recent long-distance race at Minneapolis. The machine stood the 1,009½ miles without turning a screw, and the only tool used by my trainers was an oil can occasionally. The machine is exceedingly easy running and steering, and the most rigid of any I ever mounted and being very firm and solid, it did not tire me nearly as much as might have been expected. I understand it is a roadster, and such being the case, I shall be careful to ride a roadster in any races I may in future enter which requires endurance.

Yours sincerely,

ALBERT SCHOCK.

A REMARKABLE RECORD ON A REMARKABLE WHEEL.—Albert Schock, at Minneapolis, broke the world's long-dis-

taunce record of 1,007 miles made by F. Lees, at Middleboro', England, in 1880, on an American Champion Roadster, making 1,009½ miles, and defeating the well-known Woodside on a racer, by nearly 100 miles. The Champion that Schock rode was the first one put together. The result is remarkable as well as significant.

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.

OVERMAN WHISTLES with Chain, 55 cents. To advertise; no stamps. **LOWE BICYCLE CO.**, Fitchburg, Mass.

COW-HORN BARS, Nickelled and Complete, \$5.00. **LOWE BICYCLE CO.**, Fitchburg, Mass.

FOR SALE.—54-inch Rudge Light Roadster, 1885 pattern, enamel finish, had careful use, *first-class condition*; too small for owner. "Z," care **THE CYCLE**.

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

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

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

BICYCLES.—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.

COW-HORN HANDLE BARS.

HANDSOMEST, STRONGEST AND BEST

Cow-Horn Bars in the market. Complete with brake lever and bracket, all nickelled,

Only \$4.50.

We make them to
FIT ANY BICYCLE.

Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.'S DUPLEX WHISTLES, 35 Cts.

All Bicycle Sundries Cheap.

SPINNEY & FRANCIS,
FITCHBURG, MASS.

EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries, with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 36 G St., Peoria, Ill.

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.

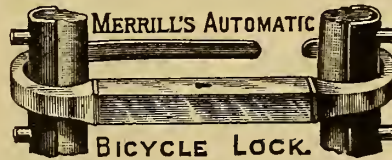
Now is the time for all those who wish to have their **Cycles Overhauled, Altered or Repaired.**

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.

HOWARD A. SMITH & CO., Newark, N. J.

THE "MISSING LINK" FOUND.



PATENTED MARCH 20, 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

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P. O. Box 596, Fall River, Mass. U. S. A.

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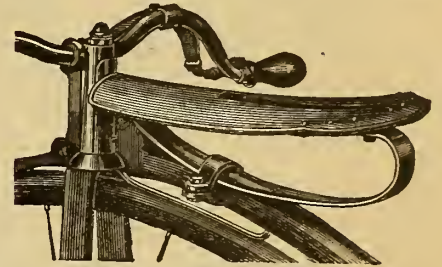
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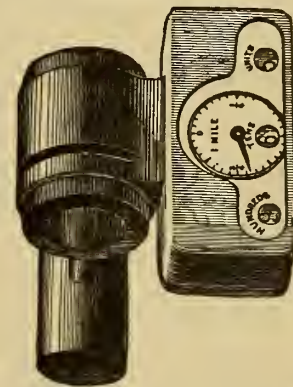


The Latest and Best!
Universally Adjustable!

SEND FOR CIRCULAR.

Price - - - \$5.00.

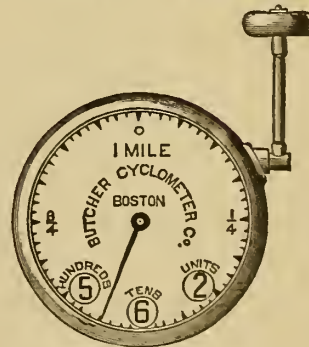
C. M. CLARKE,
Box 969, PITTSBURGH, PA.



Our 1886 Pattern
Ten Dollars

BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer
We select because it is THE BEST,
not the Lowest Priced. Sent by
Mail on receipt of Price,
FIVE DOLLARS.

THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

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COLUMBIAS

A GENERAL REDUCTION IN PRICES AND MANY IMPROVEMENTS FOR THE SEASON OF 1886.

Riders of Columbias HOLD MORE AND BETTER RECORDS than are held by riders of any other make of machine.

SEND FOR APRIL CATALOGUE, 51 Engravings.

EXPERT COLUMBIA \$125

For a 50-inch, D or E Finish, with Ball Bearings all around, Columbia "Double-Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar, or with Columbia "Double-Grip" Parallel Pedals, \$120.

COLUMBIA LIGHT ROADSTER \$135

For a 51-inch, K Finish, with Ball Bearings all around, Columbia "Double-Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar, or with Columbia "Double-Grip" Parallel Pedals, \$130.

STANDARD COLUMBIA \$90

For a 50-inch, G Finish, with Ball Bearings to Front Wheel, or with Parallel Bearings to Front Wheel, \$85.

COLUMBIA SAFETY \$140

Ball Bearings all around, Columbia "Double-Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar, or with Columbia "Double-Grip" Parallel Pedals, \$135.

COLUMBIA SEMI-ROADSTER \$85

For a 46-inch, Finish D, with Cow-Horn Handle-Bars and Kirkpatrick Saddle.

COLUMBIA RACER \$140

Weight of 55-inch, 22 1-2 pounds.

COLUMBIA TWO-TRACK TRICYCLE \$165

With "Double-Grip" Ball Pedals. With "Double-Grip" Parallel Pedals, \$160.

LADIES' COLUMBIA TWO-TRACK TRICYCLE \$175

With "Double-Grip" Ball Pedals, or with "Double-Grip" Parallel Pedals, \$170.

COLUMBIA RACING TRICYCLE \$180

Weight, all on, 47 1-2 pounds.

COLUMBIA THREE-TRACK TRICYCLE \$160

With Power-Gear, \$180.

THE POPE MANUFACTURING CO.

597 WASHINGTON STREET - - - BOSTON.

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