

The Cycle.

VOL. I., No. 5.

BOSTON, MASS., 30 APRIL, 1886.

FIVE CENTS.

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



THE MARLBORO' CLUB—Automatic Steerer.
ADMIRABLY ADAPTED FOR LADIES.
SEND FOR CATALOGUE TO 239 COLUMBUS AVENUE, BOSTON.

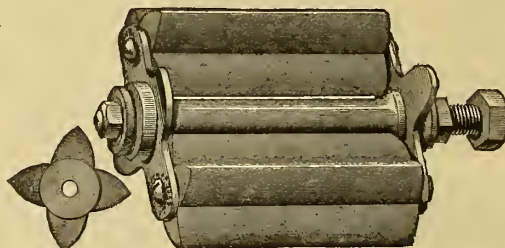
COLUMBIA SPECIALTIES.

THE COLUMBIA DOUBLE-GRIP BALL-PEDAL.

All Bearing Parts Drop-Forged and Case-Hardened.

Interchangeable in Every Part.

Light and Easy Running.



Balls Gauged $\frac{1}{2000}$ of an Inch.
Non-Slipping Elastic Double-Grip Rubbers.
Strong Tapered Shaft.

PRICE, NICKELLED, \$10.00.

The BEST PEDAL Ever Offered Wheelmen.

The BEST PEDAL Ever Offered Wheelmen.

THE KIRKPATRICK SADDLE.



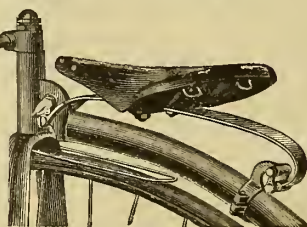
IMPROVED IN LEATHER AND IN FRONT SPRING. ADJUSTABLE FORE-AND-AFT. FIT ANY STYLE OF BICYCLE.

PRICE, \$6.00.

THE COLUMBIA SWING SPRING.

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

PRICE, NICKELLED, \$5.00.



THE KNOUS ADJUSTABLE SADDLE.

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

PRICE, \$4.00.



CATALOGUE SENT FREE.

THE POPE MFG. Co.

597 WASHINGTON STREET, BOSTON.

Branch Houses: 12 Warren Street, New York; 115 Wabash Avenue, Chicago.

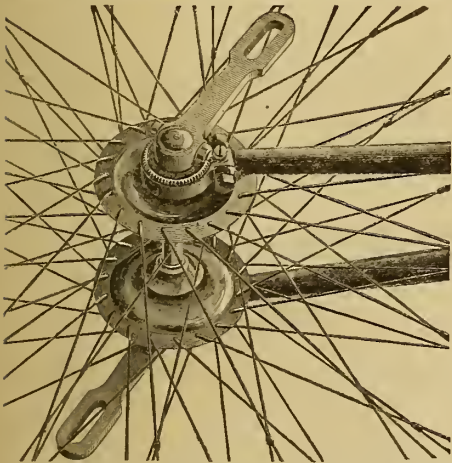
1886 ROYAL MAIL.

EXTRAORDINARY DEMAND!!! A PERFECT WHEEL APPRECIATED. AGENTS WANTED EVERYWHERE!

5,056 MILES,

BEST ROAD RECORD OF 1885

On one Wheel, Won by ROYAL MAIL.



Spokes wound SEVEN TIMES, giving rigidity to whole wheel. No rattle. Note this tying.

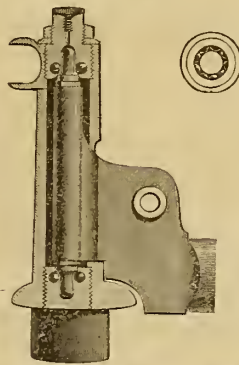
Six Improvements.



Grip Fast Rim and Tire

NEEDS NO CEMENT.

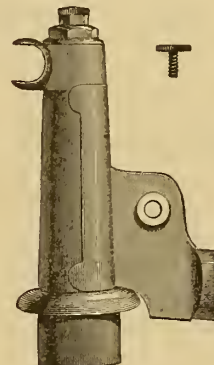
Holds firmer than Cement; no thin edge of rim to dent; whole rim stronger; also seamless.



BALL BEARING HEAD.

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

THE Wheel of the Year.



DETACHABLE HANDLE BARS.

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

Before purchase, send Stamp for large Illustrated Circulars.

WM. READ & SONS, 107 Washington St., Boston,

SOLE AMERICAN AGENTS.

— READ THIS. —

Ever since the introduction of the india-rubber tire, it has proved itself, like many other things, not altogether an unmixed blessing, for the difficulty to keep it on has ever been a great one, and many and various have been the devices adopted by ingenious makers to make its fastening to the rim secure. A year ago at the Speedwell Exhibition a rim and tire had just been patented, and our opinion asked upon it. This rim was an ordinary crescent steel felloe, with the edges turned in so as to fit into a couple of longitudinal grooves cut in the rubber tire, and thus, without the aid of cement, holding the rubber firmly in its place. We at once spotted the idea as a good thing.

As will be seen by the sketch, the tires are held firm in the rims without the use of cement, and are, therefore, cleaner in application than a cemented tire. Not caring to speak of such an important matter without testing the idea practically, we have ridden it in town riding, and the tires appear, if anything, more firmly seated than ever, despite the fact that our last experiment with them was to run our steering wheel in the tram grooves, and repeatedly twist it out again suddenly, a proof which satisfies us that the invention is a success. As we have said, the tires have not yet come out with us. When they do, — IF they do, — we will let our readers know.

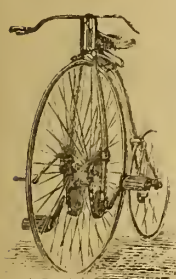
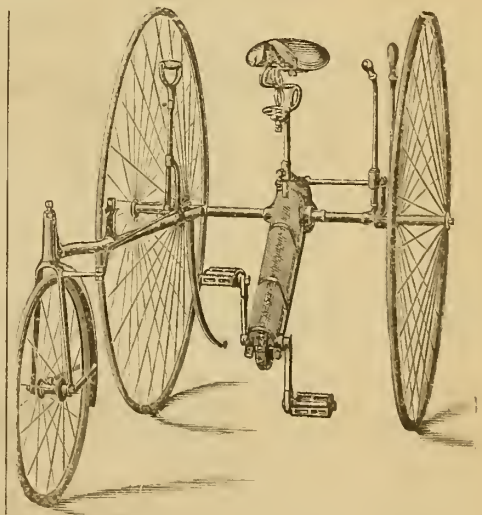
HENRY STURMEY, in the "Cyclist," April 14, 1886.

**A SAFE WHEEL FOR OLD OR YOUNG.
HEADERS IMPOSSIBLE.**

ROYAL MAIL TWO-TRACK TRICYCLE.

SPECIALLY FITTED FOR AMERICAN ROADS. A SUPERB TRICYCLE.

Note the advantages of the TWO-TRACK PATTERN. The rider sits in the exact centre of the two large wheels, thus relieving the steering wheel of any weight which would act as a drag. Friction is saved by the front wheel running in same track as large right-hand wheel, making only two tracks, thus being easy to avoid stones and obstacles, and the rough horse path of country roads, which, with three-track machines, causes the front small wheel to jolt and run hard. Easy of access, especially for ladies.



GREAT SUCCESS

OF THE

Safety Kangaroo!

100 miles in 6 hours,
39 minutes, 5 seconds

GOLD MEDAL, 1885.

A SAFE SAFETY.

WILLIAM READ & SONS, 107 Washington Street, Boston.

THE

"AMERICAN CHAMPION,"

POSITIVELY

THE GREATEST TRIUMPH OF CYCLING MANUFACTURE IN AMERICA.

ENTIRELY MANUFACTURED IN AMERICA, with our own plant and on our own premises, and with every care to suit the TASTE and NEEDS of an AMERICAN WHEELMAN.

☛ The first CHAMPION shipped won the World's Long-Distance Record at Minneapolis recently, Albert Schock making 1,009 miles and three laps in six days of 12 hours each, defeating Woodside by nearly 100 miles.

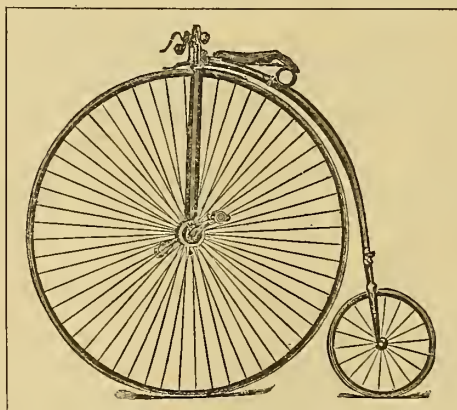
BE SURE AND SEE IT BEFORE YOU DECIDE UPON YOUR MOUNT FOR 1886.

BECAUSE

Only the best and most carefully selected Steel is used, and the distribution of the metal is so appropriate that it is the

Most Durable Machine Yet Devised.

With our patent G. & J. ball bearings all over (to pedals also), it is the **EASIEST RUNNING**. With hollow forks and backbone fitted and brazed to the patent G. & J. head and neck, it is the **STRONGEST AND MOST RIGID**. With the direct acting and thick-ended spoke, it is the **EASIEST TO REPAIR** and **LEAST LIABLE TO BUCKLE**.



BECAUSE

It has the patent G. & J. "Solid Comfort Saddle," which fits close to the backbone and is the

Most Comfortable to Ride.

It has the patent G. & J. Adjustable and RUBBER CAPPED STEP. It has all the advantages both of a compressed and a contractile rubber tire made from the best RED PARA RUBBER. It is the most graceful in its lines of any known bicycle, combining **EQUAL STRENGTH** and **RIGIDITY**.

WITH THE G. & J. HOLLOW, DETACHABLE AND ONE-PIECE COW-HORN HANDLE-BAR, IT IS

The Easiest to Steer, and there is Little Danger of the Handle-Bar Breaking.

IT IS SOLD AT A REASONABLE PRICE.

50-inch, Standard Finish (Enamel and Nickel), \$102.50.

And numerous other reasons which prove conclusively that it is the MOST SATISFACTORY BICYCLE on the Market, as can be determined by applying for our NEW AND HANDSOMELY ILLUSTRATED 48-PAGE CATALOGUE, containing a minute description of this Machine, and an extended line of

BICYCLES, TRICYCLES AND SUNDRIES.

GORMULLY & JEFFERY,

222 and 224 No. Franklin St., Chicago, Ill.

N. B.—WE ARE MANUFACTURING A NEW LINE OF LAMPS AND BELLS. MENTION THIS PAPER.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 30 APRIL, 1886.

No. 5.

TERMS OF SUBSCRIPTION.

One Year, by mail, post-paid.....	\$1.50
Three Copies in one order.....	3.00
Club Subscriptions.....	1.00
Six Months.....	.90
Single Copies.....	.05
Specimen Copies free.	

Every bicycle dealer is agent for the CYCLE and authorized to receive subscriptions at regular rates. The paper can be found on sale at the following places:—

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. GIDRON, 6 South Broad Street.
Baltimore, S. T. CLARK & Co., 4 Hanover Street.
Chicago, JOHN WILKINSON & Co., 68 Wabash Avenue.
Washington, H. S. OWEN, Capital Cycle Co.
St. Louis, ST. LOUIS WHEEL CO., 1121 Olive Street.

ABBOT BASSETT EDITOR
W. I. HARRIS EDITORIAL CONTRIBUTOR

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.

A NEW CLASS.

THE proposition which has been made to form a new class of riders, who shall be neither amateurs nor professionals, is entitled to serious consideration. It will give us a class of riders who will always ride to win, who will ornament our record sheet with astonishing figures, and who will be above some of the practices of many professionals. But will it give us a state of things better than that which we have had? Let us see. The evil which we wish to correct is seen in the present use of amateur races to advertise machines. Now, there is nothing to be urged against a man who shows the capabilities of a machine, if he does it in a proper way; but when he announces himself as one who rides for honor only, when his leading motive is to advertise a machine, he is not acting an honest part. The League has gone too far to take any backward step. It must now adjust the racing interests so that there will be no temptation to prostitute the purposes of the amateur racing path. In fine, it must take the advertising value away from the amateurs. Will the proposed change do this? It is suggested that a class be formed of those who do not race for money prizes nor with professionals. This will not pre-

vent makers or dealers paying large salaries to their employees and using them on the path. It will not prevent a man having pay enough to cover all his expenses, and leave a generous margin for his own profit. It will not prevent a cycle maker or dealer from racing on his own machine. It will not prevent a firm taking a good racing man into partnership, thus making him owner of his machine. It will not prevent a good racing man taking an agency for a bicycle maker, and advertising his wares on the path. It will not, in fact, take the advertising value away from the amateur races. The weakness of the suggested reform is, that it does not go far enough. It might work to advantage, if at the same time a rule were made to exclude from amateur races all makers, dealers, employees of makers or dealers, and all persons whatsoever, who, either directly or indirectly, are interested in the sale of cycles or cycle accessories. We do not object to placing cycling journalists in this list. Some such rule as this was employed by the Tricycle Association of England. The weakness of that body failed to secure its enforcement. The underlying idea is a good one. Let the League put in force a rule of this kind, coupled with the suggestions for an intermediate class of riders, and we believe that the whole problem of racing will be solved. It may be urged that this step is too radical, and that the treatment of the subject is in the line of the heroic, but the time has come for some radical change, and while we are about it, let us do the work thoroughly.

THE Springfield Club protests. It says in effect: Do not employ the best method to right a wrong, but proceed in a manner that is impracticable, which will leave things uncorrected, and which will allow offenders to go scot free. The Racing Board has been trying to do for years just what the club thinks to be the best thing, and nothing has been accomplished. This is one of the cases where the ends justify the means.

THE LEAGUE MEET.

CHIEF CONSUL DUCKER came to Boston Saturday evening to perfect arrangements for the Meet of the L. A. W., 27, 28 and 29 May. The present indications are that it will be attended by no less than 5,000 wheelmen, representing every State in the Union, and a goodly delegation from Canada. The

chief consul was in consultation all day with the chairmen of the various committees. Reports from all the committees save that on the banquet were received, and with the exception of a few minor details, all the plans have been arranged for. Reduced rates on most of the railroads running into Boston will be secured. Early next week, or as soon as possible, a pamphlet will be issued, giving in detail the programme of the Meet. Fifteen thousand copies of this are to be printed and sent to every member of the League. The chief consul has taken the matter of raising funds into his own hands. Among the contributions already received are the following: Massachusetts Division, L. A. W., \$500; the Pope Manufacturing Company, \$200; Fleming, Brewster & Alley, \$200; Overman Wheel Company, \$100; Stoddard, Lovering & Co., \$50; H. B. Smith Machine Company, \$100; Springfield Bicycle Club, \$100; W. B. Everett & Co., \$50; H. B. Hart, \$25; Wheelmen's Gazette, \$25.

RECEPTION.

Chairman Whitney reported upon the extensive arrangements which are being made to receive the visiting wheelmen. He is to be assisted by a committee of fifty prominent members of the various local clubs, several of whom will meet every incoming train at the depots and escort the wheelmen to the quarters assigned them. Barges for transporting wheels and baggage will also be in attendance. Mr. Whitney is to have charge of getting up the badges of the various committees. These are to be of a very tasteful design in metal similar to the regulation League pin, pendent from which will be the ribbons of various colors.

THE RACES.

It was definitely decided to hold the races on the Union grounds, and work will be at once begun towards putting the track in condition. H. S. Tuttle, of Swampscott, who is constructing the Lynn track, will probably do the work, and the track will be ready for preparatory training at least a week before the races. The programme of events has been outlined as follows:—

One-mile bicycle, national championship.
One-mile tricycle, national championship.
One-mile bicycle, State championship.
One-mile bicycle, novices.
One-mile bicycle, handicap.
One-mile bicycle, invitation.
Three-mile bicycle, invitation.

Entries to the invitation races will be limited to those whom the committee invite to compete, and it is understood that the suspended parties will receive the invitations. Entries to the State championship will be limited to Massachusetts riders. The following will be officers of the day: Referee, Abbot Bassett; judges, N. M. Beckwith, Stephen Terry, T. J. Kirkpatrick; scorers, E. L. Miller, F. T. Sholes, N. H. Van Sick-

len; starter, H. E. Ducker; clerk, A. L. Atkins; umpires, C. S. Howard, W. G. Kendall, George H. Burt, Edward A. Sells; timers, E. E. Merrill, G. S. Lathrop, E. A. Church.

It was decided to hold a hill-climbing conquest on Corey hill, Brookline, at ten o'clock on the morning of the first day. Dr. W. G. Kendall will have charge of this event, and suitable prizes will be awarded. Early in the morning of the second day a tricycle road race will be run under the auspices of the Boston Bicycle Club. The course will probably be fifteen or twenty miles in length. It will be open to all amateurs, and gold and silver medals will be awarded the winners.

ENTERTAINMENT.

We published last week the details of the entertainment to be provided. A good programme has been arranged by Chairman Salkeld, and if the visitors attempt to take it all in, they will be kept on the jump from the time they arrive in town until they take the train for home. On Thursday evening a concert will be given at Music Hall, and on Friday evening a minstrel entertainment in the same hall by the Jefferies and Oxford Clubs.

HOTELS.

Chairman E. W. Pope has made special arrangements with the leading hotels of the city for accommodating the wheelmen. The Vendome will be the headquarters, and it will be from there that the parade will be started.

THE PARADE.

The chairman of the parade committee, A. V. Walburg, has laid out the route, which is as follows: Forming on both sides of Commonwealth avenue, with right of the line resting on Dartmouth street, proceeding down Commonwealth avenue to Arlington street, countermarching on the west side of Commonwealth avenue to West Chester park, Chester square to Harrison avenue, to Concord street, to James street, to Newton, to Columbus avenue, Dartmouth street and by Beacon street to Longwood, where the wheelmen will be photographed in a group on the bank of some grassy hillside. Returning, the parade will disband at the Mechanics building. The parade will move promptly at 10 A. M., and will be divided into four divisions, all under command of the chief marshal, Dr. N. M. Beckwith. For music, the Salem Cadet band of twenty pieces has been secured. The band will head the parade in a barge.

CONTRIBUTORS' CLUB

LADIES' UNIFORM.

Editor of the Cycle: — I like "Daisie's" idea regarding a uniform for ladies. It is very true that a style of garment that will become one lady will look badly on another. I myself am very short in stature, but the lady friend with whom I have ridden a great deal is very tall. I can wear a plain skirt; she cannot. On the machine, a plain skirt will not offend the eye in her case; but let her walk into a room or down a long dining-hall, and every eye will be centred on her. We cannot cut our garments in the same way.

MAUD.

THE BICYCLE PROBLEM.

Editor of the Cycle: — The problem is easy enough. A starts in business with a bicycle. He sells it for \$50. He now repurchases for \$45. His capital is now a bicycle and \$5. He re-sells for \$65, making a profit on second transaction of \$20, which, added to first profit of \$5, makes the total profit \$25. S. M. F.

Editor of the Cycle: — Here is your solution in a nutshell. A has a bicycle worth \$50 at the outset, and at the end has \$70, but no bicycle. Deduct \$50 from \$70, and \$20 (the profit) remains. HOWE EASY.

Editor of the Cycle: — A has a bicycle which he sells for \$50. Buying it back for \$45, he certainly makes \$5, and has his bicycle for a new sale. Now the problem stands: A has a bicycle which he sells for \$65; how much does he make? An absurd question and unanswerable. So that, taking the problem as it stands, I see no other profit than the \$5. H. S.

Editor of the Cycle: — I was in the club-room when "Cy." sprung his problem on us. Here is my solution: —

A.		B.	
1	Bicycle.	1	\$50
2	\$50	2	Bicycle.
3	5 Bicycle.	3	45
4	65	4	Bicycle.
	\$120		\$95

The above will enlist the eye in the work of convincing the brain. BY.

YOUR problem in to-day's issue of CYCLE is so very simple that it makes me laugh; and below you will find, I think, a correct solution: —

CR.	
By sale of machine,	\$50.00
" " " "	65.00
	\$115.00
DR.	
To cost of machine,	\$140.00
" Three suits: \$8.00, \$9.00, \$13.00,	30.00
" Lamp, \$5.00; gallon oil, \$2.00,	7.00
" Chain and padlock,	1.20
" House of machine,	15.00
" Subscription to CYCLE,	1.50
" Meeting obstacles on road (twice),	
repairs, —	38 70
" Express to and from shop,	4.80
" Surgeon (nine visits),	27.00
" Liniment and plasters,	6.20
" Second purchase of machine,	45.00
" Advertising in CYCLE three mos.,	
" "no offer refused,"	15.00
" Car fares for would-be purchasers,	.12
	\$331.52
	115.00
Loss on transaction,	\$216.52

ENTHUSIAST.

MASSACHUSETTS' VOTE.

BELOW we give the result of the election in Massachusetts. Many names for whom ballots were cast do not appear on the list. The committee threw out all votes for ineligible candidates. The Boston Club sent in its applications for membership 22 February, and consequently the men were not members till after 1 March. This caused the rejection of all votes for C. S. Howard, Willis Farrington, T. H. Wakefield, and L. C. Southard. The committee also rejected all ballots cast for men than fourteen candidates, unless the voter specified that he wanted to vote for fourteen men indicated, and for men if allowable. Springfield voted for seventeen men, and nearly all of this club's votes were thrown out. Names marked with a star were elected.

FOR CHIEF CONSUL.

*Henry E. Ducker, of Springfield.....394 votes.
A. D. Peck, Jr., of Boston.....18 "

FOR 14 REPRESENTATIVES.

*Sanford Lawton, of Springfield.....257 votes.
*F. P. Kendall, of Worcester.....255 "
*F. E. Hawks, of Greenfield.....251 "
*W. O. Greene, of Holyoke.....253 "
*W. G. Kendall, of Boston.....249 "
*George Chinn, of Marblehead.....248 "
*Abbot Bassett, of Boston.....248 "
*H. W. Hayes, of Cambridge.....247 "
*Charles K. Pratt, of Boston.....243 "
*A. S. Parsons, of Cambridgeport.....198 "
*H. S. Wollison, of Pittsfield.....190 "
*W. S. Slocum, of Newton.....172 "
*W. I. Harris, of Boston.....156 "
*J. S. Dean, of Boston.....133 "
E. H. Foote, of Somerville.....96 "
A. W. Dyer, of Lawrence.....95 "
John Amee, of Cambridge.....73 "
W. M. Pratt, of Brockton.....23 "
Joseph L. Pindar, of Lowell.....19 "
A. D. Claflin, of Cambridge.....15 "
W. B. Everett, of Dorchester.....11 "
A. D. Peck, Jr., of Boston.....11 "
William Rowe, of Lynn.....10 "
H. T. Conant.....8 "
F. W. Archer, of Dorchester.....8 "
Elmer Woods.....7 "
F. E. Ripley, of Springfield.....4 "
William C. Dillingham.....2 "
E. K. Hill, of Worcester.....1 "
F. R. Hollister, of Greenfield.....1 "
William Marsh, of Springfield.....1 "
C. A. Fisk, of Springfield.....1 "

CHICAGO.

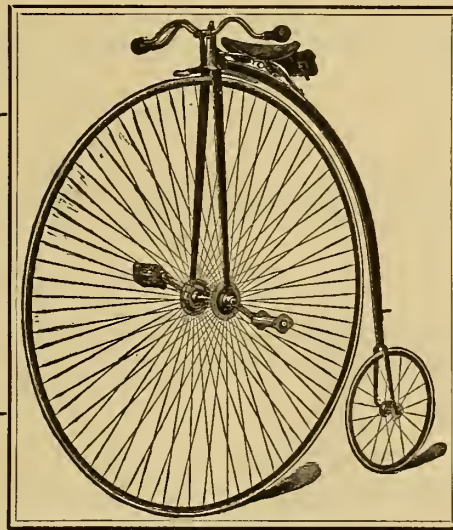
FINE weather and a great crowd of riders promenading the boulevards and avenues, have been the rule the past week. There is a great boom in bicycling in this, the greatest city of the world, at the present time, and the dealers and manufacturers are very busy keeping pace with their orders. In fact they are behind, as statements from the following will prove. Ed Oliver, representing Gormully & Jeffery, our Champion manufacturers, said in response to my query, "How is business?" "Well, you can say it is great, and we are away behind on orders, notwithstanding the fact that our large force of men work early and late." Major Durell clasped his hands to his head, and said, "The fact is, I'm pretty tired, and had to leave my correspondence a dozen times to-day, in order to assist my salesmen. Our business is the Columbia wheels, boats and engines is very large — the wheel business predominating." J. P. Maynard, the Star man, showed me a large assortment of the gay and festive Stars, and remarked that Smithfield was rather slow in sending on March orders. The Star has a formidable rider here, in the person of S. A. Rabolla, an athlete of exceptional brilliancy, and who would, if properly trained, make a hummer. J. O. Blake, with elegant silk tile and League costume, smoking a fragrant Havana, was leaning in his chair perusing the last *Bulletin*, when I dropped in on him. "Just back from the East," says J. O., "and was indeed glad to return. I think the West (barring the League Meet) will have a greater boom than the East, this year, by the present outlook.

THE

AMERICAN RUDGE,

THE WHEEL FOR 1886.

IT HAS NO EQUAL AT THE PRICE.



SEND FOR
1886
CATALOGUE.

SEND FOR
1886
CATALOGUE.

AMERICAN RUDGE. PRICE, 50-INCH, \$107.50.

READ WHAT THEY SAY OF IT.

"The American Rudge is a dandy; staunch and easy running."—H. C. OGDEN, Middletown, N. Y.

"For business purposes and general road riding it has no superior."—J. H. BROWN, Rochester, N. Y.

"Have ridden my 56 American Rudge 1,500 miles, and cheerfully recommend it."

C. W. SEAMAN, Lewisburg, Pa.

"It takes at sight. Those who intend getting a Bicycle should get an American Rudge."

E. E. CUMNER, Lewiston, Me.

A few Shopworn and Second-hand Machines in Stock at Low Prices. Send for list.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

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

THE * STAR * OPENS * THE * BALL !

Weber and Kluge lead the Grand March at St. Louis,
in the 50-mile road race.

50 Miles in 3 Hours, 7 Minutes, 42½ Seconds !!

BEST RECORD BY 7 MINUTES, 56½ SECONDS FOR THE DISTANCE.

NOT BAD FOR THE BLAWSTED **STAR** DONCHERNO, ME BOY.

"But the Crank Riders took Headers," we hear remarked.

We beg to suggest, why in thunder didn't they ride a safe machine as well as a fast one? Who ever heard of a STAR rider getting knocked off his machine in a road race, and who ever heard of a road race wherein more or less of the crank riders were not knocked silly by headers?

There is no doubt of the superiority of the STAR Wheel on practical work. At St. Louis a stiff wind prevailed and a number of heavy grades were to be surmounted, and the STAR proved its great abilities by coming in a handsome winner, taking both first and second places.

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

—SOLE MAKERS OF THE—

STAR BICYCLE.

SEND STAMPS FOR CATALOGUE.

W. W. STALL, 509 TREMONT ST.

Sole Agent Boston and vicinity.

I just received a telegram from the Overman Company, stating that our first instalment of Victors has been shipped, and we are getting them none too soon." Burley B. Ayers tackled me or my remarks in last letter, about "wire pulling." "Ponmy soul, Burley, I don't understand what you mean."

Van Sicklen is greatly exercised over the makers' amateurs, and thinks they are bold, bad, wicked men; so don't I.

The Chicago Bicycle Track Association have squared their track indebtedness (so Mr. Maynard informs me to-day), and the prospects are now, will have some good races on the ball ground track this season. The Cheltenham Beach athletic scheme hangs fire, so we are not to expect much for a track in that direction. The six days' race is an assured fact; the dealers are taking hold, and we are booming it.

SPOKES.

A MODEL ROAD-BOOK.

WE have received a copy of the new road-book issued by the Penn., N. J., and Md. Divisions L. A. W., and compiled by H. S. Wood, assisted by E. M. Aaron, Dr. G. C. Brown, and W. S. Bayley. The book contains the principal through routes of New York, Connecticut, Massachusetts, Rhode Island, Delaware, and Virginia, and covers all the riding districts in the States of Pennsylvania, New Jersey, and Maryland. It has road maps of the riding districts of Philadelphia, Orange, New York City, New Jersey, Staten Island, Pennsylvania, and Maryland. It is a most complete work, and has been gotten out at the expense of months of patient labor and research. It describes 12,000 unrepeatable miles, and has a total of 20,000 miles. There are two hundred pages in the book. When we add that this work is given away to members of the Divisions under whose auspices it is printed and sold for \$1 to League members in other States, it will be seen what the workers in the League have done for that body. Until every State in the Union has such a road-book as this, there is a large scope for ambitious workers.

AUSTRALIAN RECORD.

MELBOURNE, 3 March. — Con Dwyer, the one-mile tricycle champion, of Victoria, made a run to beat the one-mile tricycle record, under the auspices of the Victorian Cyclists Union. We give his time, and also the English and American records.

	ENG.	AM.
$\frac{1}{4}$ — 45 $\frac{3}{4}$	46	42
$\frac{1}{2}$ — 1.27 $\frac{3}{4}$	1.29 $\frac{1}{2}$	1.21 $\frac{1}{2}$
$\frac{3}{4}$ — 2.13 $\frac{1}{2}$	2.14 $\frac{3}{4}$	2.10 $\frac{3}{4}$
1 — 3.00	2.58 $\frac{3}{4}$	2.53 $\frac{1}{2}$

THE SPRINGFIELD CLUB'S PROTEST.

THE following is the substance of a formal letter of protest, sent by the Springfield Bicycle Club to President Beckwith, in relation to the L. A. W. Racing Board's suspension of the alleged "makers' amateurs": —

20 APRIL, 1886.

DR. N. M. BECKWITH, President L. A. W.

Dear Sir, — As Messrs. McGarrett, Hendee, and Westervelt have been expelled from the L. A. W. for failure to reply to certain charges against their amateur standing made to the Racing Board, we have this day suspended these men from active membership, pending investigation of

the charges preferred by the Racing Board. It is our firm belief that our respected members have had no specific charges made against their amateur standing, and we deem the action of the Racing Board was unjust, inasmuch as the failure to answer certain questions does not carry with it the verdict of guilty.

We desire to endorse the L. A. W. and its policy as long as it appears to be wise and just, but we beg the privilege of protesting against any such method of proceeding as the Racing Board has adopted, — that of accusing a man of violation of certain rules, then requesting him to prove his innocence. We feel that a more just position to assume would be to prefer specific charges, with proof of same, and request the innocence then be proven.

We, therefore, Mr. President, respectfully request that we be furnished with a copy of such charges or protests as may have been lodged against Messrs. McGarrett, Hendee, and Westervelt, that we may act understandingly in the matter, and not expel, without good and sufficient reason for so doing, men whose membership we value.

SPRINGFIELD BICYCLE CLUB.

SANFORD LAWTON, Secretary.

FROM A FEMININE POINT OF VIEW.

"TELL us of your experiences on the road" is the request that comes to me from several quarters. I wish that I might be able to find more to talk about in this direction, but, truth to tell, striking incidents are like angels' visits; and although I take no ride that does not bring a rich experience, I fear me that there is little developed that can be placed on paper.

I WONDER if my readers would not be interested in a little episode that has just culminated in a sad conclusion, but which has had more or less connection with my cycling life? I will venture to jot it down.

IN a very quiet country village, not far removed from the city where I live, stands an old mansion-house, upon which the hand of Time has been writing characters for many decades. It is far removed from the village centre, and I first came upon it by accident, and stopped at the door to inquire my way and beg a glass of milk. A sweet-faced old lady answered my knock, and gave me a kindly welcome to the hospitalities of the homestead. The clock marked an hour upon the dial before I departed, and during that time I revelled in the delights of a by-gone day, sitting at the feet of one who might have stepped forth from some old family portrait.

THAT was my first visit to the place, and it was in the early days of my riding. Since that time I cannot tell how many times my wheel has stood before that door, — not always alone, for we girls found it an exceedingly attractive point of destination. Many an hour we have spent in sweet converse with the grand old lady, and our lives have been brightened by the attrition of communion. Here is her story as I have gathered it from time to time.

THE portrait which hangs upon the parlor wall tells a story of remarkable beauty. Hers was as fine a face as I have ever seen. The eyes were as black as sloes, and the cheeks like spice pinks. The family was "upper crust," and were paid homage by their neighbors which was without servility, and with great sincerity.

HER mother took Elizabeth to the sewing-bees and tea-assemblies of the countryside, but only the young men of certain families presumed to ask her hand in a dance. The family was not rich. It required a good deal of saving to buy and lay by the two dozen

silver spoons of each kind which were to be a part of her wedding outfit, for, as was customary, as soon as the girl was born this outfit took its place in the family plans.

THE good mother put aside her lace cuffs and emeralds set in guinea gold, and as soon as Elizabeth was fifteen, being then a most expert needlewoman, webs of fine homespun linen were given her, which she embroidered and made up into underclothing for the time when she should be a bride. There were no balls, no lectures, no morning paper then, with its record of news and crime, to furnish her with thought; and when we remember how much of her life was spent in quiet sewing, and in pure, sweet, maidenly fancies of her life to come, it is not surprising that when marriage came at last she was a most true wife and tender mother.

SHE was just eighteen when Nathaniel — asked her in marriage. The young people saw each other only in the presence of others. Their letters were studied and formal. The engagement was kept secret, as was the custom; but love was as strong and fiery then as now, and burned all the clearer because hidden under modest reserve. One can but envy them the delicious thrill of their sacred secret when their hands touched in the stately quadrille, or their eyes told the sweet, unspoken story. Nathaniel and Elizabeth were married in May of 1836.

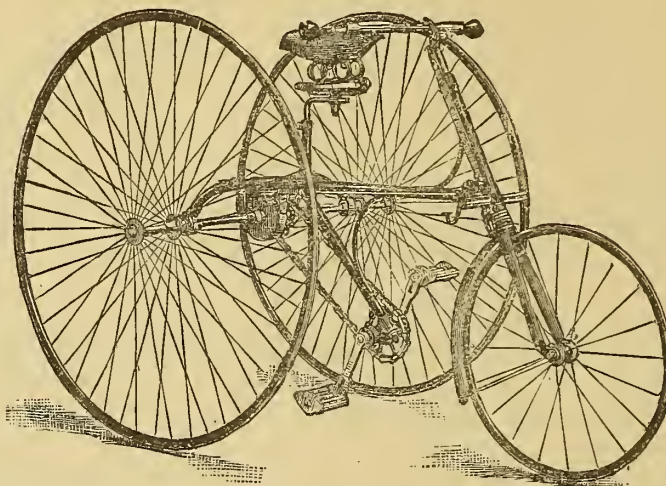
NATHANIEL took his young bride home to the paternal roof, and there they spent their quiet and uneventful lives. Nathaniel lived long enough to grow cynical with a time which rewarded cheating and impudence rather than integrity and honor. His wife concerned herself very little with the times. She had a family of eleven children, and controlled a household of many servants. In it was carried on the business of a farm, weaving, dairy work, the making of clothes for the whole family. She personally superintended not only all these works, and the storing away of provisions, fruits, meats, herbs, but the teaching of her boys and girls came largely under her care.

MODERN instruction, she complained, was too wide and shallow. There was no thorough knowledge given of history, and accurate English was seldom heard. Nothing could be simpler or purer than her own use of language, in her letters or conversation. It strengthened the effect which her delicate face and always rich, dainty dress had, even upon strangers who did not know her. A curious part of that effect was that this woman did not belong to society nor to the world, but to her husband and friends and children. Her life was so filled with them, her great household controlled with such wisdom and order, her influence of strength and sweet humanity diffused subtly through so many hearts and lives, that they did not complain that there was no chance for her to become a public character.

HER sons have grown up honorable men; her daughters are faithful and happy wives. Her husband died the past winter, just as the sons and daughters began to lay plans for the celebration of the golden wedding in May. After his death she made no loud

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.

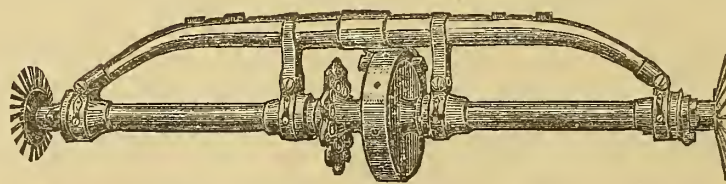


40-inch Drivers, 22-inch Steerer, easy running, light and rigid.

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 $\frac{1}{5}$ 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.

outcry. The love of husband and wife had been sacred and wordless always; but the pink blush left the aged cheek, and she sat quiet and silent. Her friends knew that she felt that her work was done. When her sons, who loved her very dearly, found that the end was near, they hurried to the old homestead from their several homes, and like children, with their heads upon her knees, cried out that she must not leave them. "Your father wants me, boys," she said gently. "Nobody can take my place to him." And so it was that last week she left us and went back to the husband of her youth, and their golden wedding will be held in another land than ours. DAISIE.

A FEW RECORDS.

"THE Historian" of the *Record* has been turning his attention to wheelmen, and thus he discourseth:—

They had just been introduced. She was a pretty country girl, and he a wheelman who was very vain of his personal appearance when clad in cycling costume.

He: I assure you there is scarcely a man who does not find the wheel suit most becoming.

She (doubtfully): Indeed!

He: As for myself, everybody insists that I look one hundred per cent better in bicycle costume than in an ordinary business suit.

She (innocently): Dear me! How awfully you must look in an ordinary business suit!

THIS also from the country, and he, too, a wheelman. He had called at a farmhouse for a glass of water, but the pretty farmer's daughter had offered him a glass of milk instead.

"Won't you have another glass?" she asked, as he drained the tumbler with a sigh, and appeared to be taking in emptiness with both eyes.

"You are very good," he replied, "but I am afraid I shall rob you."

"Oh, no," with emphasis. "We have so much more than the family can use that we're feeding it to the calves all the time!"

"BOSTON wheelmen must have friends in the city government," said a Western cyclist, on his first visit to the Hub.

"How so?" was asked.

"Because I notice that all the narrow, unridable streets, or those with ugly grades, and all the alleys that are strewn with old tin cans, or alive with goats and dogs, have signs up, 'Dangerous Passing.'"

AN EPISODE OF THE NORTH SHORE.—*Bicycler to rural individual*: "How far is it to Blankville?"

"Wall! For a hoss'n kerridge it's a good three mile, but for one of them blamed things I guess it ain't much more'n a couple o' hundred rod. Fust road to th' left, mister; then keep straight ahead t'l' ye get there."

THE quick-wittedness of the Irishman was capably illustrated the other day on the road between Lynn and Salem, where a gang of laborers were constructing a sidewalk.

"How soon will that be ready to ride on?" asked a passing wheelman from Boston, pleasantly.

"Before you're ready to pay the Lynn authorities for the privilege, begorra!"

And this on the heels of a big arrest in Malden for sidewalk riding.

NEW JERSEY NOTES.

THEY say down in Jersey:—

THAT they have about as good a League division as exists.

THAT they are going to make it the most efficient one, if work, growth, and enthusiasm will do it.

THAT last year they ranked fifth in point of membership.

THAT this year they rank fourth, having passed Ohio, and now lead her by seventy-five members.

THAT every member of the division will have a free copy, this spring, of the best road book ever issued.

THAT they have some of the best roads in the country, and lots of respectable road riders.

THAT they are going to have a half-mile track this spring, which, it is intended, shall be equal to the Springfield track.

THAT they have now hardly a road racer or a path racer, but don't feel very bad over it.

THAT cycling is growing there in a thoroughly healthy manner, having never been urged to an unhealthy development by any exciting cause.

THAT when they get the new race track, they expect to develop a few racers, and fairly start a boom in a new direction.

THAT stock in the race track association commands a premium.

THAT lots of wheelmen who refused to subscribe, now wish that they had.

THAT Jerseymen are not self-complacent, only confident.

THAT when Jersey is reviled, the hard things which are said are due to ignorance or envy, and we mind them not, for long experience has enabled us to rise superior to our detractors. N. J.

CONNECTICUT WHEEL NOTES.

MORE or less desperate hand-to-hand-le-bar encounters are again in order with the wheelmen who have been out of practice all winter, and who seem to care little for that good advice we lately read in some wheel paper anent "regular exercise," upon which too much stress cannot be laid. They are those upon whom the sun of the early spring days beats most severely, and they require frequent bracing up.

A CLUB officer, who is here nameless on account of modesty, says that he not only has wheeling on Good Fridays, but on nearly every other day of the year, good or bad. He is a little timid about giving the name, also of the wheel that makes possible such a maximum share of cycling joys in this our latitude of ice and snow, and is thankful that from present indications his King of year-round roadsters is to be several times duplicated in this vicinity.

WE have discovered one reason why it is

difficult to get members of a club promptly on the spot for a start on a club run in early spring. Where they ride the ordinary, with the usual stiff-as-a-board spring, and hard-as-a-rock saddle, we pity more than blame them for being tardy, and only wonder that they ride at all; for with them comfort is surely out of the question on any but sand-papered roads.

ONE of our most entrancing short runs is along a fair road, that is closely skirted by a brook, that is in places noisily brawling as it breaks over the hard heads, foaming along in its impetuosity, only to cool off into tranquil, silent beauty farther on, reflecting in its dark depths the old wall, whose water-lined base it constantly laves, and repeating so perfectly the green of the grasses and willow branches that are daily growing stronger. Foam bubbles dance merrily along on the ripples, and play hide-and-seek in and out of hidden places; and we prolong our ride on this stretch, drinking in these good things as we never did so fully and delightedly in our pre-bicycle days, when our pedestrian strolls gave, as we then thought, such satisfaction. Then, the walking gave with the pleasure a certain amount of weariness; now, on the machine, spring, and saddle, we ride, we experience joy unbounded.

STAMFORD.

THOMAS STEVENS IN CENTRAL ASIA.

THOMAS STEVENS the special correspondent of *Outing*, on a bicycle trip around the globe, writes as follows to a friend:

TEHERAN, March 9, 1886.—I start eastward to-morrow morning on the continuation of my journey around the world. General Melnikoff, the Russian minister at the Shah's court, promised me yesterday that he would telegraph to General Komaroff, at Asterabad, to remove all official obstacles from my route through Central Asia and Siberia. The Russian correspondent of the St. Petersburg *Nova Vremya*, who some time ago announced his intention of accompanying me on horseback, has either given it up or never seriously intended to carry out his proposition. I shall therefore again pull out alone, trusting to get through the Central Asian Khanates without a guard, as safely as I did through Koordistan and other places. My route then will be through Meshed, Merv, Bokhara, Samarkand, and Tashkend, and on into southern Siberia. In Siberia I shall probably touch at Tansk and Irkutsk. From Irkutsk I shall, if I find it even remotely practicable, strike south through Mongolia and endeavor to reach Peking; if that course is found to be impossible, I shall reach the Pacific coast by way of the Amoor Valley. The distance from here to the north of the Amoor is not far from 6,000 miles,—a pretty long pull for a bicycle over the camel paths and desert wastes of Asia, and by a route where no extra tires or anything can reach me. But the distance is merely a question of time, health, and perseverance; and if my tire gets worn out, I can no doubt improvise makeshift tires from rawhide.

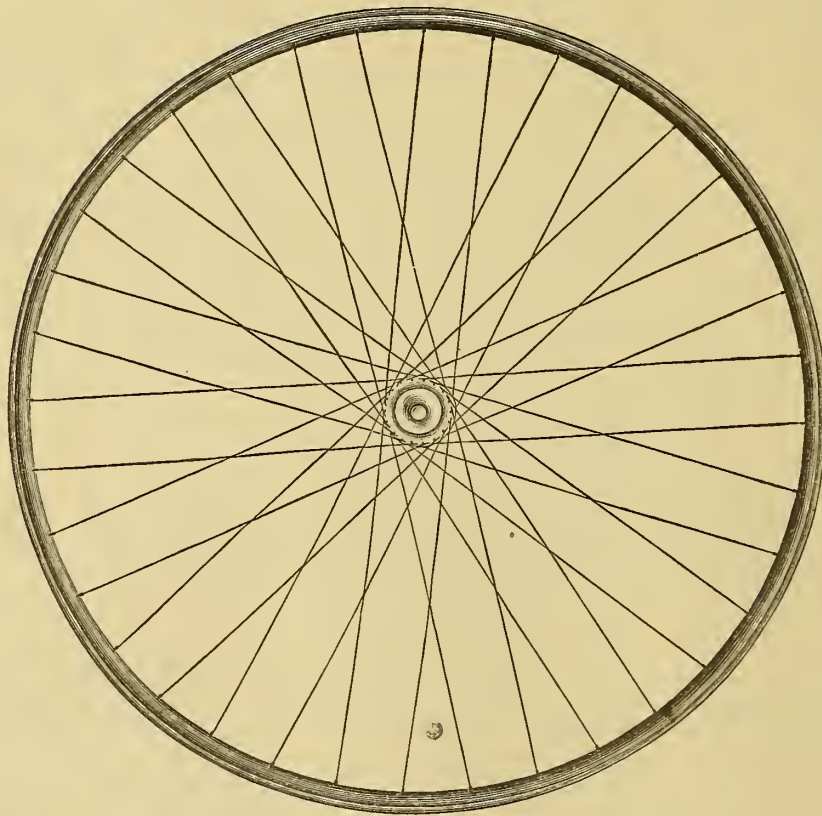
By the time this reaches you I shall probably have reached Merv or Bokhara. My bicycle is in excellent condition, my own health is splendid, and everything seems to

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.

augur well for a successful termination of the journey around the world.

I beg leave to express my thanks for many letters and newspapers from wheelmen and others in various parts of the United States; they have been highly appreciated, and, whenever possible, replied to. Some will doubtless arrive here after my departure. They will be forwarded to Yokohama, Japan.

With the best of luck it will take me six months to reach that place by the route I intend taking.

THOMAS STEVENS.

CYCLETES.

'T WAS A FUNNY THING.

'T was a funny thing that struck this town
Last night, just after the sun went down.
'T was made of silver and steel and wire,
And came on top of a ball of fire!

Dad was just coaxing the brindle cow,
When the terrible thing — don't know just how —
Came tearing along with a hop and a skip,
And took all the hair off the poor critter's hip.

It scared her outer a four months' growth,
And away she flew, while dad, with an oath,
Brought up the rear in hot pursuit,
And 't was lucky the pistol he had in his boot

Had n't been loaded since year before last,
Or that man on the "thing," or the cow, or me, —
One, or us all would have had to passed
In their final checks, do yer see?

This morning I went to the old Red Inn,
And there in the yard, as sure as sin,
Was the fiery nightmare; Gollypywhop!
With a real live man a'sitting on top!

He called it a gentle dismount that he took,
(He did n't take nothing at all!)
And he eyed the concern with a threatening look
And gave his short pants a long haul.

'T was a band of red rubber stretched over a wheel,
And the spokes was constructed of delikitt steel, —
Just like our old rat cage, — the same size of wire,
An' inside of that was the "lantern" or fire.

We had just got our hands on the critter's backbone
And was wondering "where was its skin,"
And "why under heavens it won't stand alone,"
And what does he carry it in?"

When the man with a jerk, "took the saddle," so called,
(And I think in mid-air his breeches he hauled,)
Gave a kick with his foot, waved his hand to the crowd,
(Oh, why should the spirit of mortal be proud!)

When the animal quick, like our brindled cow, Beck,
Gave a twist of its tail and crawled up on his neck!

They took up a collection with a hay-cart, and after Dr. Brown had glued him together, they covered him with a postage stamp, and sent him home as third class matter.

CLIF. S. WADY.

MAY Day impends.

DECORATE your wheels with roses and be off to the woods.

RIDERS have had to be in-dust-rious the past week.

AFTER a brush on the road has come a brush in the back porch.

THE ladies about Boston are all taking to tandems. It may be that in the future one who rides a single will be set down as one of the superfluous women.

THE Nemo Club seems to be in a minority so far as its opinion regarding doubles is

concerned. And yet there is a deal of fun to be had on a sociable.

WE looked in at Murray's the other day, and saw some dozen Meteor sociables in parts and ready to be assembled. Here is a chance for the Nemos.

WE took a ride on a Quadrant tandem the other day, with "Jim" Underwood on the back seat. We did n't scorch much, but we had a delightful ride over River street to Mattapan and back. The machine carried the four hundred pounds of solid flesh speedily and safely, and there was an almost entire absence of vibration. Mr. Underwood has made several trips on the machine with his wife on the rear seat, and they have been able to climb some of the steepest hills.

THE *Clipper* is rather hard on the makers' amateurs. It says: "This is making a rather clean sweep of prominent propellers, some of whose names appear repeatedly on the record-slate, but as the avowed object — the purification of the amateur body — is most commendable, they can be very well dispensed with outside the ranks of the flat-footed professionals, to whom they should prove a strong acquisition, even though their presence may not tend to elevate the tone of that body."

NAPIER LOTHIAN, musical director of the Boston Theatre, is going to take a Quadrant tricycle to Saratoga with him this summer.

THE Boston Club has generally led the way into new paths which have been opened in the development of bicycling. They are all riding tricycles now. Can it be that this is what we are coming to?

HUMBER & Co. have been trying to restrain Humber, Marriott and Cooper from using the word "genuine" in describing their machines. The courts have decided that under the agreement made by the partners when the firm was dissolved, the Coventry firm has a perfect right to call their machines the genuine article.

ARDILL & Co. suggest that a dry day is better than a damp one to apply their enamel.

WHY is an eloping bank cashier's trotter like a bicycle? Because it's a steed of steal.

In a leading editorial in the "*Medical Record*" occurs these words by Mr. Holmes, in his address to students: "I do not want you to waste your time as students; you have, in fact, not an hour to spare. But healthy recreation wastes no time. No one can study profitably without a large allowance of total rest, and in those happy hours it is well to mount your tricycle and drive it fearlessly along, forgetting that there is such a thing as anatomy or surgery. You will be none the worse anatomists and surgeons in the long run."

HENRY STURMEY has been trying the Fox "grip" rim on his tricycle. He says: "We have ridden it pretty frequently in town riding, and have taken it for several spins in the country, some fifty or one hundred miles in all, and the tires appear, if anything, more firmly seated than ever, and have shown no signs of loosening in riding, despite the fact that our last experiment with them was to run our steering wheel in the tram grooves and repeatedly twist it out again suddenly, a proof which satisfies us that, fairly used, the invention is a success."

WE have received the League colors from the Tour-master. They constituted a part of the uniform of the touring department. Royal purple is the common color, and this is blended with other colors to denote the divisions. They are constituted of a narrow ribbon tied through the buttonhole of the jacket or attached to the badge. Each division will have a distinguishing color, to be worn with the purple, and consist of a similar ribbon, as follows: Eastern, red; Middle, white; Western, blue; Southern, old gold. These colors touring members of the L. A. W. are recommended to wear on all appropriate occasions, whether on the annual tour or throughout the year.

AND now the New York Club wants a clubhouse. They now have forty-two members who have pledged \$30,000, and when they get fifty members they will put their plans in operation.

P. HARVARD REILLY, of New York, has issued circulars relating to his proposed European tour.

FRED COOPER and W. Nicholson have made a tandem record on the Ripley road of 34.17 for ten miles. The American record is 39m.

GEO. M. HENDEE, A. O. McGarrett, and W. N. Winans have been suspended by the Springfield Club, pending the action of the League on the amateur question.

THE Springfield Club will hold its annual dinner 6 May at the Warwick. A large number of representative cyclers will be present.

THE Springfield Club will hold a minstrel entertainment 10 May, at the Opera House.

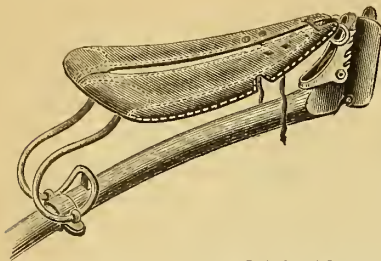
HAVE you seen Wood's road book? Oh that Massachusetts had a Wood! Perhaps Arbor Day will give us one.

KARL KRON now announces his book for the end of June. We can all stay at home on the 4th of July and read it.

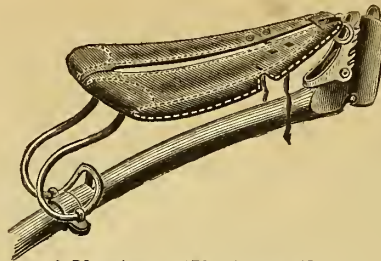
AN English writer says of Furnivall: "Apparently, Furnivall will be as formidable as ever. He rides in the same ungainly style, leaning right over the handles, but retains his spurring powers. Asked as to his intentions, he means to ride hard this year, and will also make an effort with Gatehouse to get the tandem championships. His career has been a wonderful one. Last Whitmonday at Stortford he was almost unknown, except locally, and those who saw him never thought that in less than fourteen days he would be a celebrity at record breaking. Still less were his successes in America expected, and it was with no small interest his visit was looked forward to. During the winter he has been reading hard for his medical examination." He won his first race of the season 13 April, winning a two-mile handicap from Harvey (290 yards) and Talmage (410 yards).

W. W. STALL has issued his spring catalogue, which gives a list and full description, not only of the Star, but of the Columbia machines, the Sparkbrook tandem, and a number of others for which he is the agent.

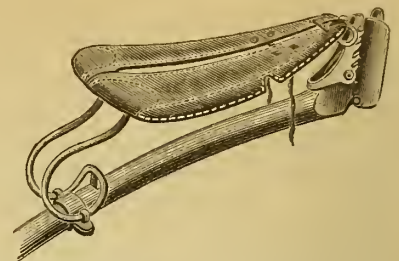
WILBUR F. KNAPP, the fast man from Ohio, is in Boston, and will go into active training at once. He is one of the three flyers that will send the Columbia to the front this season, the others being Rowe and Hendee.



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.

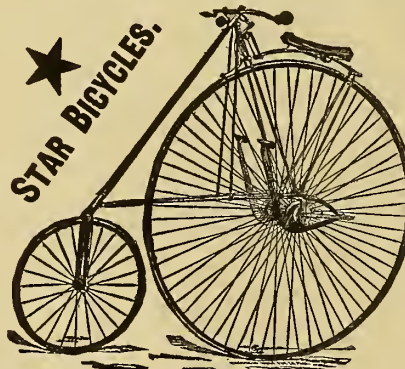
FREEMAN LILLIBRIDGE, Rockford, Ill.

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.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.

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

NEW CATALOGUE READY.

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

THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

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

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

BARGAINS THIS WEEK:



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.

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

YOU do not often catch the Colonel asleep, though he has taken a Knapp when looking for racing men.

DURING the month of March 1415 bicycles entered Fairmount Park, Philadelphia.

MR. DUCKER says the money is coming in, and we shall have enough to give the boys a good time.

IT is proposed to have a reunion of the "Big Four" tourists during the League Meet in Boston.

THE Pope Manufacturing Company has received an order for three Experts, for use in Germany.

BOSTON is going to give the visitors a chance to try a climb up Corey Hill. Now let us see if the men from the mountain districts can get up the hills any faster than we of the flat country.

A SPRINGFIELD young lady is the latest aspirant for Corey Hill honors. She thinks she can climb it.

THE Maverick Wheel Club, of East Boston, will give an entertainment at the Paris skating rink on the evening of 21 May.

WORKMEN will begin this week to put the Hampden Park track at Springfield in trim for cycling, and in a short time the racing men will put in an appearance and begin their spring training. It having been voted that "the League Racing Board will hereafter enter no record on its books that is not made in competition between men at an open race meeting, of which at least one week's notice has been given," all racing against time has thereby been prohibited. Should enough men go to Springfield, however, a series of Saturday afternoon races will be inaugurated and held regularly. It is thought probable that in a month or two enough flyers will be in town to warrant the venture, and if so, some lively sport may be expected.

THREE wheelmen started from New Orleans Sunday, with the intention of riding on their bicycles to Boston, for the purpose of attending the League Meet. Their names are Captain Charles Fairchild, H. W. Fairfax, and A. M. Hill. Each man will carry about ten pounds of baggage with him, and it is expected that they will arrive here about 25 May.

THE Pope Manufacturing Company has issued a neat little pamphlet, which carries out an original idea in a very ingenious way. It has the appearance of a manila scrap-book, in which are pasted a number of testimonials to the merits of the bicycle in general, and the Columbia in particular. A great many of these are reproduced from their block calendar. The outsides of the covers contain a reproduction of the first pages of thirty-seven newspapers and magazines.

BEACON PARK has been closed, and is in the market for a purchaser.

THE lease which the Boston Club had on its clubhouse expired 1 January, and the landlord immediately added \$1,000 to the rent. The club is seeking other quarters where they will locate, pending action regarding the scheme for a large athletic club.

PHILADELPHIA wheelmen have taken a step worthy of imitation by the wheelmen

of all other cities. Last week they held a meeting of cyclists and others in favor of improving the highways about the city. Eugene M. Aaron explained the object of the meeting, which is to bring every effort to bear upon the city government that may tend towards accomplishing the desired object. A constitution and by-laws were adopted. The title of the organization is "An Association for the Advancement of Cycling." The membership includes several classes, known as active, associate, and contributing members. The latter will consist of persons not wheelmen, but who are desirous of using their influence for the improvement of highways. The following officers were elected for the ensuing year: President, Eugene M. Aaron; vice-president, Frank Read; secretary, Charles M. Miller; treasurer, H. B. Werrell.

It is claimed that there are upwards of two hundred and fifty physicians in the United States who enjoy the delights of cycling.

A HANSOM cab driver in London was recently fined thirty shillings for driving into a cyclist while on the wrong side of the road.

A PARTY of Canadian wheelmen left Ottawa, Ont., 14 April, for England, where they propose to do some riding amid the green lanes.

DAN CANARY has been attracting crowded houses in Liverpool. He has excited no end of astonishment from those Englishmen who thought themselves clever riders.

RUDGE AND COMPANY have recently invented a combination tandem tricycle, or quadricycle for four riders. Roughly speaking, the machine consists of two tandems joined, a Humber pattern, and an automatic.

CHIEF CONSUL DUCKER has, in the name of the Massachusetts Division of the League, instituted proceedings tending towards the conviction of certain roughs of Waltham, who, on the evening of 15 April, assaulted with stones a party of wheelmen. J. S. Dean has been retained as counsel.

MR. P. HARVARD RIELY, manager of the American Bicyclists' and Tourists' Association, with headquarters at the Grand Union Hotel, New York City, having made some very successful bicycle tours in this country and in Europe, will conduct a party to Europe, leaving New York about 1 July. The party will be absent about two months, and will visit parts of France, England, Ireland, and possibly Wales.

THE Boston Club is preparing for an all-night moonlight run to Gloucester.

NONE but words of praise are heard for Boston's new wheel paper, THE CYCLE. — *Herald*.

WE have it on good authority that some of the men who have been declared professionals are turning their prizes into cash. If they again become amateurs, they will have a deal of cash instead of the prizes, and no one can question their right in selling them.

WESTFIELD, MASS., has an ordinance against sidewalk riding. In a town where there are such bad roads, the measure is so sweeping that it is practically inoperative save against one bicycle rider, who is a popular minister. He of course would not

violate a rule adopted by the voters even if its legal enforcement is a question, and as a consequence his parochial calls are now made on foot instead of on his silent steed. But other riders use the sidewalks as freely as ever, and go so far in some instances as to intrude upon sidewalks they never presumed to use out of courtesy to the public until the prohibitory by-law was enacted.

"JENKINS" tells this yarn in *Sporting Life*: "The other evening, while a patrolman was pursuing his weary way along the sandy beaches of Long Island, near Moritus, he espied a nude figure astride of a Cripple tricycle, apparently enjoying a moonlight spin. He rubbed his eyes to make sure that he was not mistaken, and then started in pursuit. Just as he was about to overtake the venturesome being, it made a sharp turn and disappeared beneath the rolling surf with a happy chuckle. It seems that the inhabitants of the briny deep have ret covered some of the consignment that was on the Oregon; but the fun is likely to be stopped, as Anthony Comstock has decided that they must wear a League uniform and a nicked badge."

THE patent war continues. On Saturday last the Ames Manufacturing Company furnished the bond required to dissolve the attachment on their works. This was between 11 and 12 in the forenoon. Immediate steps were taken to get the Victor machines out, and 192 of them were removed, when down comes the sheriff with another attachment, this time on behalf of John Harrington, of England, who sues for an infringement of the cradle-spring patent. Mr. Harrington claims that the tricycle spring made in two parts by the Overman Wheel Company infringes his patent, and also that the Victor spring saddle infringes.

W. B. EVERETT & Co. took in a few Springfield tandems last week, but they were sold and taken away inside of two days. Mr. Charles Hopkins, of Wellington, took the only one that was built for two ladies, and he has been riding it with great satisfaction. He can hardly find words to express his satisfaction with a tandem that is light, easy running, and safe.

THE Massachusetts State Racing Board has established one and five mile State championships. The one-mile event will be run on the occasion of the League Meet, and the five-mile event will be located later in the season, at the discretion of the Board.

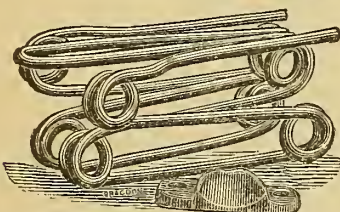
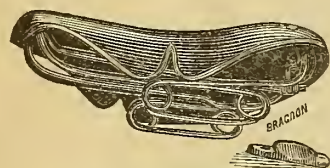
COL. POPE is getting into condition. He may be seen any morning at 5 o'clock scorching on the mill-dam with his son. They are about an even match. The hour chosen for practice precludes the idea that the Colonel rides to advertise his machine.

MR. JOHN R. HEARD, formerly captain of the Roxbury Club, has charge of the news stand at the Tremont House. All the papers, including the CYCLE, will be on sale at this place.

EDGAR L. DAVENPORT, brother of Miss Fanny Davenport, and a member of her company, has been playing at the Park Theatre the past week, and has taken the opportunity to look up his old wheeling acquaintances. Mr. Davenport has written not a little for the wheel press, and has won some distinction in the past as a racing man.

Cut Prices on all Bicycle Sundries.

Cow Horn Handle Bars, brake, lever, and bracket complete to fit any machine, any drop desired, heavily nickelled, handsomest and best in the market, C. O. D. \$4.00. O. W. Co.'s Duplex Whistle with chains, other dealers 75 cents, our price 25 cents. One-inch Rubber Tire (black or red) for 50-in. wheel, only \$6.40; 54-in., \$6.80; 7-8 in. Tire for 52-in., \$4.90; 3-4 in. 18-in. wheel, \$1.38. All sizes 15 per cent less than other dealers. Quality guaranteed. Rubber Bicycle Handles, Nash's \$2.00 handle only \$1.35 pair; \$6.00 Spade Handles, nickelled, \$3.75; \$1.25 Yale Bicycle Lock with chain only 89 cents; "Perfection" brass lock, two keys, 59 cents; Bicycle and Lawn Tennis Shoe Rubber sole, 80 cents pair; \$3.50 Shoes for \$2.80; Stockings, \$1.00 to \$1.40; Belts, 40 cents; 25 cents Nickel Paste, by mail, only 16 cents. Repairing, Nickel Plating, and Painting, lowest prices, skilful mechanics. Machines bought, exchanged for new Wheels, and sold on commission for only 7 1-2 per cent. Write what you want to buy or sell. Send stamp for price lists. Rubber-handled Revolvers only \$1.10. Guns and Rifles and Revolvers 20 per cent off list. THE CYCLISTS' SUPPLY CO., 241, 243 and 245 Main Street, Fitchburg, Mass.



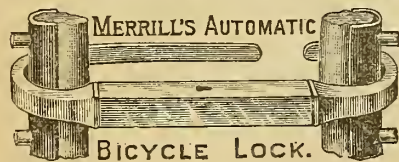
R. E. Humphrey's Patents,

Oct. and Dec. 1885. Address,

Humphrey's Spring Co.

IRWIN, PA.

THE "MISSING LINK" FOUND.



PATENTED MARCH 20th 1886.

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

ANSON P. MERRILL & CO.,

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

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.

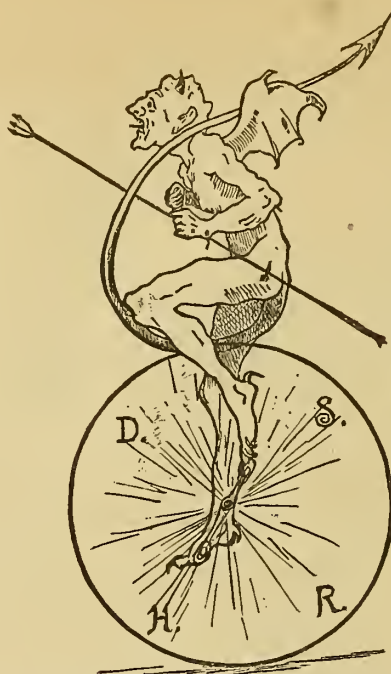
Orders Filled Promptly. Satisfaction Guaranteed.

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

All Bicycle Sundries Cheap.

SPINNEY & FRANCIS,

FITCHBURG, MASS.



DO YOU WANT THE EARTH?

If you do, get it sent by express, crated, and when it arrives you will see an

INVINCIBLE

Bicycle or Tricycle, with big rubbers, tangent spokes and hollow rims. Send for Catalogue describing the Bicycle, Safety, Two-Track Tricycle, Ladies' 60 lb. Machine, Automatic Steerer, and Three Distinct Tandems.

GEO. D. CIDEON,

IMPORTER,

PHILADELPHIA, PA.

HOLDFAST[®]
TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
= H.B. HART, 811 ARCH ST. PHILA. =

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.

THIS SPACE RESERVED

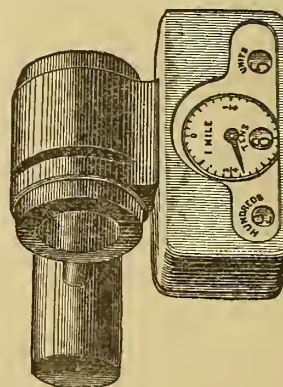
FOR

JENS F. PEDERSEN,

MANUFACTURER OF

MEDALS,

11-2 Maiden Lane - - - NEW YORK.



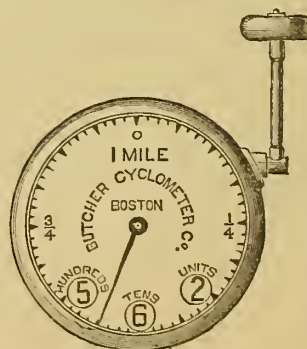
Our 1886 Pattern

Sent free by mail on receipt of price.

Ten Dollars

BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

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

FIVE DOLLARS.

L. A. W. MEET.

We have an elegant line of machines on hire. Secure one for the Meet, and avoid trouble and expense of transportation.

W. W. STALL, 509 Tremont Street, Boston.

48-page Catalogue sent on receipt of 5-cent stamp.

SINCE the amalgamation of the Pennsylvania and Penn City clubs, this city can lay claim to possessing the largest and one of the most active clubs in the State. A contract has just been given out for the supplying of one hundred and fifty new uniforms for the members, and the gray suit, with key-stone badge, will be a more prominent feature than ever on the riding road this season. Capt. Roberts is hard at work arranging a schedule of trips for the summer months, and it is expected that he will find himself at the head of a troop of about thirty wheelmen every time the bugle sounds for a start to Paoli or elsewhere. The new club house is being pushed forward, and will be a credit to the club when completed. — *Sporting Life*.

THE New Jersey Cycling and Athletic Association have secured a good plot of land for their new race track not very far from the Roseville station, just between Newark and East Orange. Two assessments of ten per cent on the stock (\$10,000) have been made, and the track will be pushed through promptly.

PROF. J. W. VAN DE VENTER, of Sharon, Pa., sails for Europe 27 April, on a five months' Star bicycle tour.

EAST HARTFORD wheelmen talk of going to the League Meet in Boston, 27-29 May, by rail, and riding home on their cycles. A number of Hartford wheelmen would like to do the same thing, and there may be a large party on wheels going that way after the Meet.

ONE hundred and fifty new uniforms have been ordered for the Pennsylvania Bicycle Club, and a summer trip schedule is being arranged.

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.]

BAY CITY, MICH. — Bay City Club. President, D. C. Williamson; secretary, Will Walters; captain, Ed. Babcock.

BALTIMORE, MD. — Junior Wheelmen. President, W. Hills; secretary and treasurer, W. C. Crawford; captain, J. Hannay.

BROCKTON, MASS. — Brockton Club. President, W. M. Pratt; treasurer, H. A. Howland; secretary, O. P. Lovejoy; captain, D. C. Pierce.

BRATTLEBORO', VT. — Vermont Wheel Club. President, H. L. Emerson; secretary and treasurer, J. W. Drown; captain, F. T. Reed.

BROOKLYN, N. Y. — Long Island Wheelmen. President, W. W. Share; treasurer, S. W. Baldwin; secretary, J. D. Huggins; captain, Charles H. Luscomb.

CAMBRIDGE, MASS. — Cambridge Club. President, H. W. Hayes; secretary, E. B. Coleman; treasurer, A. L. Bowker; captain, C. L. Smith.

DETROIT, MICH. — Detroit Club. President, B. J. Holcombe; secretary and treasurer, A. F. Peck; captain, H. M. Snow.

DALLAS, TEX. — Dallas Club. President, C. J. Grant; secretary and treasurer, J. W. Cochran; captain, A. L. Knox.

EVERETT, MASS. — Everett Club. President and captain, W. C. Dillingham; secretary-treasurer, J. H. Larkin.

FLORENCE, MASS. — Florence Club. President, A. G. Hill; secretary and treasurer, W. H. Wyman; captain, A. E. Friedrich.

GREENFIELD, MASS. — Berkshire County Wheelmen. President, E. H. Kennedy; secretary, W. S. Kells; treasurer, H. G. West; captain, C. C. Kennedy.

HUMBOLDT, IA. — Humboldt Club. President, N. H. Knowles; secretary, O. A. Ward; treasurer, H. H. Perkins; captain, S. A. Taft.

HOOSICK FALLS. — Hoosac Wheelmen. President, Danforth Geer; secretary and treasurer, Charles C. Gibson; captain, C. Jerome Stevens.

HUDSON, N. Y. — Hudson Club. President, H. J. Baringer, Jr.; secretary-treasurer, C. A. Van Deusen, Jr.; captain, H. R. Bryan.

JAMESTOWN, N. Y. — Jamestown Club. President, Robert Hazard; secretary, Ed. R. Dempsey; treasurer, Frank Reed; captain, Charles E. Gates.

LOUISVILLE, KY. — Louisville Club. President, J. D. Macaulay; secretary and treasurer, Harry Esterle; captain, C. F. Johnson.

MOBILE, ILL. — Mobile Wheelmen. President, W. E. McCiro; secretary and treasurer, E. H. Sleight; captain, G. D. Dunn.

MANCHESTER-BY-THE-SEA, MASS. — The Conomo Bicycle Club. President, C. A. Collins; secretary-treasurer, A. L. Churchill; captain, Louis Latons.

MANSFIELD, O. — Richland Ramblers. President, F. L. Casselberry; secretary, L. S. Hannan; treasurer, W. E. Sawin; captain, A. P. Seiler.

MINNEAPOLIS, MINN. — M. I. P. Club. Captain, Colie Bell; secretary and treasurer, Charles Miller.

NORTH ATTLEBORO', MASS. — Columbia Bicycle Club. President, O. W. Clifford; secretary, George L. Shepardson; treasurer, C. F. Kurtz; captain, F. I. Gordan.

PEORIA, ILL. — Peoria Club. President, Charles W. Freeman; secretary, Fred. Wolcott; treasurer, George Bush, Jr.; captain, Charles F. Vail.

PITTSBURG, PA. — Keystone Club. President, C. M. Clarke; secretary and treasurer, F. C. Bidwell; captain, H. E. Bidwell.

POUGHKEEPSIE, N. Y. — Ariel Wheel Club. President, I. Reynolds Adriance;

secretary and treasurer, Charles F. Cossum; captain, Ed. A. King.

PHILADELPHIA, PA. — Philadelphia Club. President, Geo. E. Bartol; secretary-treasurer, H. A. Blakiston; captain, Ewing L. Miller.

PHILADELPHIA, PA. — Pennsylvania Club. President, Isaac Elwell; secretary, Samuel Chesney; treasurer, Fred A. Brown.

PEEKSKILL, N. Y. — Cortland Wheelmen. Captain, E. A. Hodgkins; secretary-treasurer, A. D. Dunbar.

PAWTUCKET, R. I. — Pawtucket Club. President, Dr. J. A. Chase; secretary-treasurer, Geo. C. Newell; captain, A. H. Littlefield, Jr.

READING, PA. — Reading Bicycle Club. President, W. I. Wilhelm; secretary and treasurer, J. L. Henritzy; captain, G. I. Betchel.

SYRACUSE, N. Y. — Empire Club. President, Fred. Brigham; secretary and treasurer, L. S. Wilson; captain, Edward Rice.

SAN FRANCISCO, CAL. — San Francisco Club. President, C. Waterhouse; secretary and treasurer, Geo. J. Hobe; captain, Harry L. Miller.

ST. LOUIS, MO. — Missouri Club. President, Louis Chauvenet; secretary, Edward A. Sells; treasurer, Geo. F. Baker; captain, W. M. Brewster.

SCRANTON, PA. — Scranton Club. President, George A. Jessup; secretary, John J. Van Nort; treasurer, Frank D. Watts; captain, A. J. Kolp.

WASHINGTON, D. C. — Capital Club. President, John M. Killitts; secretary, Thomas A. Berryhill; treasurer, Joseph E. Leaming; captain, Fred F. Church.

THE Suffolk Wheel Club rides to Downer Landing, Sunday, 2 May. The monthly meeting will be held Monday evening, 3 May, when ten new members will be balloted upon.

THE Brooklyn Bicycle Club offers medals to members of the club for the best road record made during the calendar year; the second best road record made during the calendar year; for the best twenty-four hour road record; for each century run; for each one thousand miles ridden, with an extra bar to attach for each additional thousand miles; to the member attending the most club runs. Members attempting twenty-four records, or century runs, must choose a course covering at least twenty-five unrepated miles, and give previous notice to the captain that arrangements may be made for checking.

THE PATH.

THE ROAD RACE.

CLARKSVILLE, MO., 26 April. — The fifty-mile bicycle race was started promptly at ten o'clock this morning. A cool southwest wind, blowing briskly, made the climbing of the hills a fatiguing piece of work. The entire course around the belt road was lined with spectators. Weber and Whitaker were the favorites for the first and

second places respectively. The following men started: George E. Weber, Smithville, N. J.; C. E. Kluge, Smithville, N. J.; R. T. Vanhorne, Denver, Col.; S. G. Whitaker, Percy Stone, R. C. C. Gordon, D. R. Davies, A. A. Hart, Henry Oellien, and H. H. Morris, St. Louis. As the distance around the belt road is but twenty and three fourth miles, the course had to be gone over twice. Before two miles, Whitaker had taken a good lead, but at that point he took a header, cutting open his hand. He remounted, and had nearly closed the gap when he fell again, badly bruising his shoulder, arm, and knees. He was compelled to give up. A short time after, R. C. Lee, who was passing Davies, took a terrific header, cutting open his face in several places.

Weber passed through Clarksville with a big lead, which he steadily increased to the finish. Percy Stone rode second till about ten miles from the finish, when Kluge, who had been fighting for second, passed Stone, and the two finished some distance apart. The rest of the racers straggled in. The time for the fifty miles was as follows: Weber, 3.7.42½; Kluge, 3.22.34; Stone, 3.25.32½. Munger's time at New Orleans was 3.2.34, and Traver's English record was 3.15.39.

MINNEAPOLIS, MINN., 25 April, 1886. — John S. Prince and William M. Woodside contested a fifty-mile bicycle race at the Washington Rink last night. The race grew out of the result of the one a week ago, in which Prince was thrown by what appeared to be an intentional foul on the forty-seventh mile, a boy running across the track, thereby giving him a "header." The decision then was a draw. To-night Prince had an apparently easy victory, and at the last six laps attempted to pass, calling "pole." Woodside refused to grant the request keeping in the centre of the track, which was not wide enough to allow Prince to pass on either side. A claim of foul was made by Prince, which the referee refused to notice, giving the race to Woodside. The time was 2.44.37. Yesterday Prince covered Albert Schock's forfeit of \$200 for a six-day, twelve hours per day, bicycle race, for \$500 a side, with the privilege of increasing the stakes to \$1,000 a side.

ON 5 July, the Binghamton (N. Y.) Club will hold their fourth annual race meet.

JUDGING from the improvements now going on at the Common, we shall see no race meeting there on the 5th of July. The old track is completely obliterated.

THE Ixions of New York will hold a road race on Decoration Day. It is proposed to run it over a sixteen-mile circuit in the Orange district where the roads are as good as many race tracks.

THE Hudson County wheelmen, of New Jersey, will hold a race 8 May, over the Inter-Club twenty-five mile course. The purpose of the race will be the selection of a team to represent the club in the coming team race, in which each club will have four men. Kluge has been selected on his merits, and the first three in this race will make up the club's quota.

A BICYCLE race will be held at the Madison Square Garden, New York, on 1, 8, and

15 May, on the occasion of the contests between W. C. George and L. E. Myers.

THE intercollegiate meeting is set down for 29 May. J. S. Kulp will represent Yale in the bicycle race, and D. H. Renton will represent Columbia.

THE New Castle (Pa.) will hold a race meeting 20 May on a four-lap track.

THE Alexandra Park track has been certified to be within three eighths of an inch of one third of a mile.

ALBERT SCHOCK and J. W. Snyder rode a twenty-mile race, at Fairbault, Minn., Saturday night, 17 April. The track was seventeen laps to the mile. There were over 300 people present, and the racing was very interesting, but on the last mile Snyder went to the front and beat Schock over half a lap. Time, 1.25.

C. W. RYDER, who refereed the fifty-mile race between Prince and Woodside, in his decision, stated that there was no positive evidence that the boy had been used as a tool to throw Prince, still as the men were so close together and near the finish, the circumstance of Woodside having escaped while Prince did not, together with the fact that Prince had at that time an equal chance to win the race, and that the boy had immediately after the foul escaped by running out doors, was at least suspicious, and in all fairness he should declare the race a draw and all bets off. This decision was hailed by an almost unanimous applause.

A SIX-DAY race, eight hours a day, will take place in Minneapolis next month. All the fliers will be there.

AN effort is being made by the Pottstown, Pa., Bicycle Club, to arrange a twenty-five mile bicycle race on the track of the Montgomery, Berks, and Chester Agricultural and Horticultural Society of Pottstown. It is proposed to match Prof. High, of that club, against W. I. Wilhelm, of the Reading Bicycle Club, if the latter will agree to enter into the contest.

MISS ELSA VON BLUMEN was considerably injured by a collision with a contestant in a bicycle race at St. Catharine, Ont., 17 April, and is now at her home in Rochester. The plucky woman won the fifty-one hours' race by one mile and thirteen laps.

PRINCE, Woodside, and Eck will compete at Woodstock, Canada, 24 May.

THE TRADE.

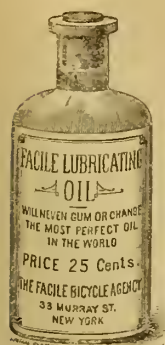
W. W. STALL expects to let about a hundred machines for the League Meet. He is getting orders from those who prefer to hire a machine to bringing their own. He lets new wheels, not old traps.

THE Rudge Safety is greatly improved for 1886. A pair of double ball-bearings are now attached to the lower fork extension which entirely obviates any cross strain.

GEO. D. GIDEON, of Philadelphia, is sending an Invincible tricycle to Boston for inspection. It is a very popular machine in Philadelphia, for it is both light and strong.

MR. HENRY W. WILLIAMS, ex-president, and one of the oldest and hardest road riders of the Massachusetts Bicycle Club, will be seen on the road this year, mounted on a 54-inch Rudge Light Roadster.

BURLEY B. AYERS, the energetic commander and originator of the "Big 4" tours, has pinned his faith to a 54-inch Rudge Light Roadster.



* **OIL** *

IF YOU WANT
THE BEST

ENAMEL



— THAT IS —

† **THE FACILE** †

And if your local dealer does not keep it, and will not get it, send direct to headquarters for it. It cannot be mailed; but six or more bottles of OIL, or four or more of ENAMEL, will be sent, carriage paid, to any place east of the Rockies and having an express office, on receipt of the price.



If you want the Best

**DUPLICATING APPARATUS,
FOUNTAIN PEN,
TYPE-WRITER,
AUTOMATIC POSTAL SCALE,**

I SELL THEM.

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 Street,
NEW YORK.

AGENTS WANTED.

MR. H. W. FAIRFAX and Mr. C. M. Fairchild, who are touring from New Orleans to Boston to attend the League Meet, both ride Rudge Light Roadsters.

WM. READ & SON have cabled to England, and doubled their order for wheels. This tells the story of what they are doing.

S. T. CLARK & Co. report a good demand for the Rapid bicycles with the true tangent wheels. They will make an exhibit of wheels at the Boston show.

For several years subsequent to the manufacture of bicycles, paint, on account of its cheapness, and enamel, for its durability, were preferable finishes for bicycles. The beauty of the nickel plate was acknowledged; but experience then showed it could not be depended upon for durability. There was a flaw somewhere in the method of applying it, and although every manufacturer strove to remedy it, none were wholly successful. A few years ago the Pope Manufacturing Company, of Boston, perfected a method of nickel-plating the Columbias, which has borne the test of four years without any complaint from riders save where the machines had been used near the salt water, against the influence of which no finish can wholly withstand. The fact that during one year, seventeen per cent of all Experts sold were full nickelled, all of which were highly satisfactory to the riders, and that Thomas Stevens, now circumbicycling the globe, rides a full-nickelled Expert, thoroughly proves that nickel plate is the best finish for a machine away from the salt water. Its beauty and attractiveness, especially when the sun is glistening among the polished spokes, more than compensates for the little extra work in the care of the machine over the dull finish of paint or enamel.

W. B. EVERRETT & Co. are having a great run on the "S. S. S." and the Traveller tandem.

THE Coventry Machinists' Company has in the Ranelagh Club one of the lightest and easiest running wheels on the market, and it avoids the vibration incident to many bar steerers.

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.

WANTED.—Bicycle repairer; one who understands truing wheels, brazing and repairing. Address, A. W. GUMP, Dayton, Ohio.

OVERMAN WHISTLES with Chain, 35 cents. To advertise. 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.

Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines. • DIFFICULT REPAIRING A SPECIALTY.

A CARD.

We wish to thank our friends and customers for their patience in waiting for our Humber Tandems, and we are pleased to say that we have received a full supply, and can now ship orders promptly. Regretting the delay, which has been unavoidable, we remain,

Yours very truly,

Stoddard, Lovering & Co.

LEAGUE RACES.

The following races will be held under the auspices of the L. A. W. at

Boston, 29 May, 1886,

AT 3 P. M., ON THE

Union Grounds, Dartmouth Street.
EVENTS.

- 1 Mile Amateur Bicycle.—League National Championship.
- 1 Mile Amateur Tricycle.—League National Championship.
- 1 Mile Amateur Bicycle.—Mass. State Championship. (Entries limited to Massachusetts Riders.)
- 1 Mile Amateur Bicycle.—Novice.
- 1 Mile Amateur Bicycle.—Handicap.
- 1 Mile Bicycle.—Invitation Race.
- 3 Mile Bicycle.—Invitation Race.

Entries made to Abbot Bassett, 22 School Street, Boston. Entrance fee, \$1.00. No fee for invitation races. Entries close 17 May.

Admission to the Races, 50 cents.

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.

BRANCH HOUSES: 12 Warren Street, NEW YORK; 115 Wabash Avenue, CHICAGO.