

The Cycle.

VOL. I., No. 20.

BOSTON, MASS., 13 AUGUST, 1886.

FIVE CENTS.

MARLBORO CLUB TRICYCLE.

RECORD!

CHAMPIONSHIP!

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

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

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THE AMERICAN CHAMPION.

THE AMERICAN CHALLENGE.

THE AMERICAN SAFETY.

THE AMERICAN IDEAL BICYCLE.

THE AMERICAN IDEAL TRICYCLE.

All of which are thoroughly high grade and reliable machines, and have no superiors for use on American roads.

SINGER'S CYCLES.

Noblesville, Ind.
I want to say right here
that my 54-Apollo is the
finest little wheel I ever saw.
L. M. WAINWRIGHT.

APOLLO

Syracuse, N. Y., July 1, '86.
To say that I am pleased
with the Apollo is very mildly
putting it. I can find only two
words that can express my
feelings: it is a "Jim Dandy."
Yours, etc.,
FRED. BRIGHAM.

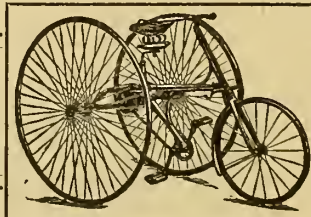
20 Miles on the Road in 1 hour, 12 min., 35 sec.

Mr. F. W. PERRY made this World's Record on July 20, 1886.

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If you want the most practical Tricycle, buy the S. S. S.

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THE CYCLE

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

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ABBOT BASSETT EDITOR

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

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

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

THE regular fall meeting of the Board of Officers will be held at Buffalo, 3 September. We must confess we should like to have had it at another time and in another place. The fall meeting will be a very important one, and not less than a full day should be given to it. At Buffalo there will be the annual meeting of the New York Division and the big tournament. The programme for the division meeting calls for a business meeting in the forenoon, and the League meeting is down for the same time. We don't know how the meetings can be held so as not to conflict. But outside of this conflict in the time, there is the fact that the attention of those who go to Buffalo for the meeting will be distracted by the other events, and we do not believe that the time will be given to League work that its importance demands. The most unsatisfactory meetings that we have had, heretofore, have been those held at Philadelphia and Springfield on tournament dates. Then, as to Buffalo, it has been claimed that it is very central; so it is, but it is four hundred or more miles from everywhere.

THE little book by B. W. Potter, on "The Road and the Roadside," recently published, has a good many points of interest to wheel-

men, and especially to those of Massachusetts, because it deals particularly with Massachusetts laws. We clip from it a few notes of general interest.

"THE difference in length between a straight and a slightly curved road is very small. Thus, if a road between two places ten miles apart was made to curve so that the eye could nowhere see farther than a quarter of a mile of it at once, its length would exceed that of a perfectly straight road between the same points, by only about one hundred and fifty yards."

"IT is an accepted maxim by road engineers that the horizontal length of a road may be advantageously increased, to avoid an ascent, at least twenty times the perpendicular height which is to be thus saved; that is, to escape a hill a hundred feet high, it would be proper for the road to make such a circuit as would increase its length to two thousand feet."

"TO drive a carriage or other vehicle on a public way at such a rate, or in such a manner as to endanger the safety of other travellers, or the inhabitants along the road, is an indictable offence at common law, and amounts to a breach of the peace."

"WHEN persons meet each other on a bridge or road, travelling with carriages or other vehicles, each person shall seasonably drive his carriage or other vehicle to the right of the middle of the travelled part of such bridge or road, so that their respective carriages or other vehicles may pass each other without interference; that one party passing another going in the same direction must do so on the left-hand side of the middle of the road. . . . By the travelled parts of the road is intended that part which is usually wrought for travelling, and not any track which may happen to be made in the road by the passing of vehicles."

"WHEN there is snow on the ground, and the movement of your sleigh is comparatively noiseless, don't drive on a public way without having at least three bells attached to some part of your harness. . . . You would be liable to pay a fine of fifty dollars for each offence." While this restriction

exists concerning sleighs, does it not have a bearing upon the lamp and whistle question? The law steps in and compels the sleigh to carry a bell, because it is noiseless. The bicycle is just as noiseless as the sleigh. We think it hardly fair to say that an iron-tired buggy with an iron-shod horse makes as little noise as a bicycle.

"ANY traveller on the road, either riding or walking peaceably, who is suddenly assailed by a dog, whether licensed or not, may legally kill him, and thus relieve his owner or keeper of a disagreeable duty."

A TANDEM ACCIDENT.

THE terrible accident to Mr. and Mrs. Rufus H. Stickney, of Somerville, which occurred Thursday night, of last week, near the Chestnut Hill reservoir, has carried sorrow into many homes in the city in which they resided, and has enlisted the sympathy of a large circle of friends in the cycling fraternity. A number of conflicting reports have been in circulation, but the following account of the accident has been furnished by Mrs. Stickney through a member of the family.

Mr. and Mrs. Stickney were making a short visit at the Woodland Park Hotel, Auburndale, and enjoying the fine riding to be found in that vicinity. Mr. Stickney went out to the hotel Thursday afternoon from business in Boston earlier than usual, and told his wife that they would have an early supper in order to enjoy a good run. Mr. Hopkins, of Wellington, was to go over and ride with Mr. Stickney later in the evening, but the threatening clouds kept him at home and also led to the speedy trip homeward, during which the accident occurred. They left the hotel on the machine at 6.30 o'clock, and had a pleasant run out to Chestnut Hill reservoir, around which they circled some time in the moonlight. About eight o'clock it began to cloud up and threaten rain, so they decided to hurry back to the hotel, and, in order to do so, took the shortest way, which carried them down the hill from the reservoir to Allston. It was very dark when they started, and the machine was not provided with a headlight. The riders coasted down the hill with considerable rapidity, Mrs. Stickney riding on the forward seat and managing the steering bar, with her husband behind her looking after the brake, which was a powerful one. While passing over the thoroughfare which leads down from the reservoir, no difficulty was experienced, but when the machine approached the junction formed by Winship street with Chestnut Hill avenue, Mrs. Stickney saw that they were crowding too near a cobble-stone gutter. She turned

the handle bar quickly, and this gave the machine such a swerve that the whole weight of the riders, two hundred and fifty pounds, at least, was thrown against one of the drivers, and it gave way, throwing them out. Mr. Stickney was lifted in the air and pitched bodily over his wife's head. His wife at the same instant was buried beneath the machine. She was struck on the head by some portion of the tandem, but managed to free herself and go to the assistance of her husband, who was lying in a heap in the cobble-stone gutter. He was unconscious for the moment, but quickly came to his senses. On coming to, he immediately inquired of his wife the extent of her injuries. She, seeing that he was probably injured the most, made a passing comment about herself, and helped him to a seat on the curbstone. This was about 8.30, and a Mr. White who was passing came to the couple's assistance. Mr. Martin, a member of the Massachusetts Club, happened along at this time, and, calling him by name, inquired as to how he met with the accident. Mr. Stickney requested his friend to get his machine into the clubhouse, and, while giving him some directions, Mrs. Stickney fainted. Mr. Stickney told his friend to go to the engine-house near by and procure assistance for his wife. A chair was brought, and Mrs. Stickney was carried into the engine-house and placed upon a cot. Mr. Stickney was then assisted to the engine house by Mr. White, who inquired about his injuries. Stickney told him that he had hurt his arm badly, and White, thinking it might be broken, got him to put it about his (White's) neck, and in this way they walked to the house. On the way Stickney vomited blood, and this was his first indication that he was seriously hurt. On arriving at the engine house, Stickney, in his anxiety about his wife's condition, seemed to forget his own, which was gradually growing worse. He bathed his wife's temples and fanned her until she regained consciousness, and then his strength left him. He first felt a nausea in the stomach, and commenced vomiting, complaining all the time about his head. The calling of a doctor was suggested, but Mr. Stickney objected. His wife gave up her place on the couch and he was placed upon it. As he appeared to grow worse, a doctor was sent for, and one finally arrived. By this time the injured man was unable to speak, and he had to be constantly aroused to prevent his falling into a stupor. Morphine was injected, and a carryall was procured, and at 9.10 Mr. Stickney was placed in the carriage with his wife. He was in a semi-conscious state during the drive to the hotel, which occupied three-quarters of an hour. On arriving, he was placed on a cot in the parlor of the hotel, and Mrs. Stickney went upstairs to prepare the bed in her room for him. She was told that her husband would be brought up immediately, and as he did not come she flew down-stairs only to find that he had breathed his last. He had burst a blood vessel on the brain, the concussion resulting in his death. The scene which followed was heartrending. A telephone message was sent to the residence of Mr. Stickney's father in Somerville, and Mr. and Mrs. H. F. Woods, intimate friends of the family, and Mr. Stickney's

sister drove out to the hotel, arriving there about one o'clock in the morning. Mrs. Stickney suffered severe scratches to her face and head, and injured her side, but it is nothing serious.

Mr. Stickney was twenty-nine years of age, and was an active representative of his father, Mr. Rufus B. Stickney, in the business at 205 State street. He had graduated at the Somerville High School, and entered the office of Stickney & Poor as a boy and had worked his way through the various grades, until of late he had been placed in a position where much of the executive management of the entire business fell to his hands. Bright, smart, and energetic in business, he was also regarded as a faithful and good friend by his associates, and many words of highest eulogy for his excellent qualities are spoken by social acquaintances. He was greatly interested in bicycle matters, and was a member of the Massachusetts Club. His wife was formerly Miss Carrie E. Conant, of Somerville. He leaves no children.

The funeral took place at the residence of his father, Mr. R. B. Stickney, corner of Broadway and Sycamore street, Winter Hill, Somerville, Sunday afternoon. The house was crowded with relatives and friends, delegations also being present from the Massachusetts and the Somerville bicycle clubs, of which the deceased was an honored member.

Mr. Stickney was a great lover of flowers, and once remarked to his wife that when he died he wanted to be buried in these emblems of purity and love. His fondest desires in this direction were fully and most elaborately carried out. There were between thirty and forty magnificent set pieces of every conceivable design arranged tastefully about the casket, and the fragrance from a thousand roses permeated the house of mourning. The Massachusetts Bicycle Club's tribute was a very large tablet, knotted at the four corners with white silk ribbons, tying roses. Through the centre ran a broken column of white carnations in bas-relief. The Somerville Bicycle Club contributed a handsome standing star.

At the conclusion of the service the relatives followed the remains to the grave at Mt. Auburn, where the burial was private, the following named intimate friends of the deceased acting as pall-bearers: Messrs. S. T. M. Pennock, Jr., Frank W. Downer, Frank P. Tucker and F. H. Tilden.

WILKESBARRE PARADE.

THE lantern parade of the bicyclists of Wilkesbarre, Penn., and neighboring places, which took place 6 August, was one of the most brilliant spectacles of the illuminational sort that ever took place in that city. There were ninety-six wheels in line, and each had two, and some three and four lanterns of bright colors, and as they moved noiselessly along the asphalt the scene was almost spectral. The clubs represented were the Scrantons, fourteen men, under Lieut. F. B. Ward; Kingstons, thirteen men, Capt. Chas. Morgan and Lieut. Harry Flannegan; Wyomings, nine men, Capt. Pierce Tracy; Pittstons, Capt. Wm. W. Berry, twenty men; Ramblers of Wilkesbarre, sixteen men, Capt. S. A. Wheeler; and Wilkesbarres, Capt. Jess. G. Carpenter, twenty-four men. The march was in every possible order.

BELLS AND WHISTLES AT ORANGE.

WE are snowed under this week. A perfect avalanche of manuscript has come to us relative to the Orange bell and lamp ordinance. If we were to print it all we should have to increase the size of our paper and exclude everything else. To print one and not all would work an injustice. We will try and give the gist of all.

Karl Kron complains that we have allowed a correspondent to use his family name in alluding to him. He says that he is and has been known to wheelmen as Karl Kron, and he wishes to be so called in the future. He claims the right to the privacy of his family name when not engaged in cycling affairs. He further claims that the harsh words he has uttered against Orange wheelmen were well deserved, since they have acted in a way to injure the cause of wheeling.

Mr. E. J. Schriver writes in reply to Mr. Porter. We extract the following:—

"As to the careless riders who make trouble, with or without cautionary paraphernalia, the established laws of the road will take care of them. Nothing would please me better than to see the best friend I have severely fined every time he indulges in riding on sidewalks, coasting hills with brake off, or reckless riding of any sort. Let the Wanderers expend their energies in seeing the general laws enforced, and they will gain just as much sympathy from the public; but they must keep their hands off the rights of wheelmen, and not get up special enactments.

"This part of it they do not seem to consider at all; and in fact the trouble is apparently that they look on the whole thing as a local matter in which a non-resident must not meddle, for, as Mr. Porter says, 'it is none of his business at all.' New Jersey, as we all know, is a foreign country, but Jersey men have been taken into the bosom of the League, and owe it to fellow-wheelmen that they should think twice before endangering our legal status. It is not only that the casual stranger who happens on Orange roads should not suffer because he may not agree with the Wanderers as to the necessity of carrying a tin kettle on his wheel, but a very dangerous precedent has been created. If, as you say, there are similar ordinances in Boston, then so much the worse for Boston [We said near Boston. — Ed.] and its wheelmen who permit it. If there are local riders anywhere who cannot get along without these nonsensical toys, let them use themselves, but not force them on others. But even if they do get up a propaganda by means of town boards to compel outsiders to follow their habits, they have no right to do so in such a way as to make a distinction between cycles and other vehicles.

"If this now famous ordinance had required all vehicles to carry lamps at night, the only possible real danger would have been met, and no bad precedent created; but as it stands, unless adjudged unconstitutional, it gives a warrant to other boards for requiring that cycles must be subjected to some other ridiculous regulation that does not apply to vehicles of all kinds,—regulations such as restricting to an impossibly slow gait, which would practically forbid wheeling altogether.

As to day riding, the argument that cycles

make less noise than carriages is the sort of nonsense that one hears now and then from some backwoods farmer, but rarely from an experienced wheelman; as well compel the driver of a sulky (which makes no more noise than a bicycle and less than most three-wheelers) to sound an alarm when he passes a beer-track or a steam roller, because his vehicle makes less noise! If an accident occurs, the party to it who has shown negligence pays the penalty, and so it should be with wheelmen. Only enforce the established laws against your own careless or new members, gentlemen, of these over-scrupulous clubs, and you will not need new laws that separate you into a different class of travellers, and put you at the mercy of any ignorant constable you may run across."

Mr. L. H. Johnson's name has been brought into the discussion and he has been claimed by both parties to the controversy as a friend of their side. He writes to us and says, *inter alia* :—

"From the importation of the first bicycle into this country to the present day, there has been a ceaseless struggle on the part of wheelmen to maintain *equal* rights with other vehicles. As a precedent for this, we have had the impartial legislation of England, where cycles in no case are restricted beyond other vehicles, and in many sections are allowed special privileges. The streets of London are open for unlimited cycling. One hour after sunset bicyclers must light their lamps; *so must the cab-drivers*. A hansom driven at a rapid rate through Piccadilly without lights is dangerous; so is a buggy on the unlit surface of Park avenue in the Oranges. All other vehicles (than cycles) do *not* make a noise which gives warning of their approach to other drivers; any horseman will admit this.

Mr. E. J. Schriver of the New York Bicycle Club, expresses in a clear and dignified manner the views of many wheelmen, both resident and non-resident, on this subject. He makes the sound point of questioning the constitutionality of such an ordinance, and generously offers assistance, in a private letter to me, should an arrest furnish a test case. The New York Club has by formal resolutions protested against the ordinance, and the action of the Orange Wanderers, and called on the League Officers to test the constitutionality of the ordinance.

PENCILLED PARAGRAPHS.

It is amusing to read the anonymous sea story now running in *Outing* and then notice the author's illustrations with his name prominently attached to each. The articles are very interesting, however.

THE Connecticut Bicycle Club Race Committee has a large and elegantly designed challenge shield which will be offered as a prize at their tournament. This is the first prize of the kind in the country.

No one had a larger circle of friends in the Massachusetts Club, nor will any member be more sincerely mourned than poor Stickney.

A SORT of vague suspicion that there is some sort of a ring in the League, and that its headquarters are in New York, is creeping upon Massachusetts Division members.

SOME of the members of the Massachusetts Club are talking of getting that club to join the A. C. U. in a body.

RALPH P. AHL tells some rare old stories of the fun a wheelman can find in the French capital.

THE Lynn track has been lowered about three inches at the upper turn by assiduous scraping with a drag, and has been taken up and raised seven inches on the lower curvet. This will enable the rider to carry his spurt clear around the turns, and will enable the racers to make better time.

THE next issue of the *Wheelman's Gazette* is the tournament number.

HARTFORD will make its main effort in the one-mile A. C. U. championship, where the American cracks will compete.

THE Massachusetts Division is the dead-end division in the country, and with its excellent roads, large membership, and past experience should do some work for itself in holding interesting meets, runs, races, and in publishing a complete road book and map of the State.

ONE member of the L. A. W. Racing Board says he had rather see one base ball match than see a dozen bicycle races, and yet he wonders why the racing men are pleased with the recent changes in the racing management.

OUR editor has neglected to state that "Daisie" is at Plymouth.

DETROIT will run its races under A. C. U. rules, and will endeavor to collect a large number of the promateurs at its tournament.

IN a stop watch there are four chances to one that the time will be caught on the fifth seconds rather than on the even minutes, and yet the Lynn timers were only able to catch fifth seconds six times out of a possible thirty.

THE Lynn board of directors became so desperately in earnest about repairing their track in season, that the president and one of the board turned to themselves and handled the sprinkler and the leveller with diligence and skill for two days.

THE question of records is a little mixed in some men's minds. The record sheet from $\frac{1}{2}$ to 20, made by Rowe last season, stands now as it did then (excepting Speechley's mile, if accepted) as the best amateur records. Rowe's and Hendee's new records stand on the promateur part of the sheet, from $\frac{1}{2}$ to 1 for Hendee, and from 2 to 10 for Rowe. Speechley's record, if accepted, will be the amateur world's record.

MCCURDY thinks there is no show for an American getting the twenty-four hour record on a fifty-mile course, unless he goes across and does it on English roads. He will try it there himself soon.

DEACON WILMOT, of the Bowdoin Square Baptist Church, who figures in the Downs affair, is the father of W. D. Wilmot, the fancy rider.

CLEVELAND makes a great talk about the pure amateur features of its tournament, and yet they tried hard to get the promateurs to attend.

THE Springfield Club rooms have now two home trainers, and races and records are all

the talk of the members, who spend half their time pegging away at the iron wheels.

THE Boston representative on the Blue Nose tour is reported as being a fine follower of Burchard during the trip, with the Romanism and Rebellion left out. See ?

THERE seems to be a general disposition among the officers to vote for the Ducker side of the Ducker-Beckwith question, with the understanding that his resignation shall follow the vindication.

CORCORAN, the old Harvard boat crew trainer, is handling Neilson and Foster of Toronto this season.

FRED. FOSTER, of Toronto, is going to be a hard nut for Rich, Valentine, Kavanaugh & Co. to crack this fall.

THE two Blue Nosiests that enjoyed the trip the best, and were freshest at the end, were Selvy and Miller, of Springfield, who rode nearly the entire distance in a canoe, with an Indian to paddle.

FRED. JENKINS has swung Newark into line alongside of Ducker, and our English friends will have a chance to try the American mettle at Roseville, in October.

WOODSIDE and Morgan arrived at Springfield on the 10th, and will train there for the fall tournaments.

THE Pope Manufacturing Company received for repairs last week an Expert Columbia which had been recently fished out of the hold of the Gate City in a somewhat rusty and demoralized condition.

PEN SYL.

DEATH OF MAJOR DURRELL.

MAJOR WILLIAM M. DURELL, widely known among the wheelmen of America, and Western agent of the Pope Manufacturing Company, died quite suddenly Wednesday morning, 4 August. Apoplexy was supposed to have been the cause. Major Durrell had been largely interested financially and otherwise in the athletic sports venture at Cheltenham Beach, and also in Duncan C. Ross. His friends were not quite satisfied with the physician's diagnosis of the cause of his death, and determined to investigate, and in this connection some startling facts have been brought to light. Apoplexy is conceded to be the cause of his death, but the apoplectic stroke is the direct result, so it is alleged by detectives who have worked up the case, of a brutal beating the major received in a sporting resort, where he had gone in company with Ross. Here he met Paddy Ryan, the pugilist, Harrison, the "Unknown," and numerous lesser lights in the sporting world. Numerous fights are said to have taken place during the evening between Ryan and Harrison, owing to a desire to settle old scores. Others were also drawn into the quarrels, and finally the fighting became so general that everybody was drawn into the *mêlée* for the love of a broil or for self-preservation. It is not known why the major was set upon, but he got away from the place at 10 o'clock and went to his home, where he complained to his wife of a severe pain in his head. A physician was at once called, and found that there was a pronounced determination of blood to the head. Fearing apoplexy, he adminis-

tered hypodermic injections. At 7 o'clock the next morning Mrs. Durrell was awakened by the heavy gasping of her husband. Before a physician could be summoned he was dead. An examination showed that the deceased had received numerous kicks and blows on the right side, extending from the shoulder to the hip; there were discolorations, the result of blows on the back, and that there was a large swelling on the neck, apparently caused by a blow or a kick. The friends of Major Durrell on hearing these facts immediately proceeded to investigate the matter, and what they have already learned has satisfied them that the deceased received the injuries which caused his death during the fight which occurred in the saloon and in the alley adjacent, and in which Paddy Ryan, the pugilist, Harrison, the "Unknown" so-called, and others of that ilk were engaged. The major was a gentleman both by birth and education; had served in the Confederate army with distinction, and honorably earned his title. He also lost an arm in the service. He was known as a generous man, a true-hearted friend, and a genial companion.

NOTES FROM THE SOUTH.

THE annual races of N. O. B. C. are fixed for the 27th and 28th of the present month. The State and club championship will be contested for, and, as all the crack racing men of the club will enter, there will no doubt be some fast riding. The programme also includes tandem, tricycle, and safety races, all of which will prove a novelty, this being the first of the kind in this city. The races will doubtless be a success, as the boys will attempt to redeem the failure of their fifty-mile race.

LAST year the majority of the races, including the State championship, were won by Mr. E. P. Baird, now of the Orange Wanderers, but who at the time was in charge of an exhibit at the World's Exhibition in this city, and also a member of the local club. When he left for his home in the North, he carried the honors with him; this year, however, they will stay where they belong, at home.

As previously prophesied, the tandem becomes more popular. Two already in the city, and two more ordered.

It is extremely probable that within the next three months another club will be organized. There are already enough riders to warrant it, and almost every day brings more converts to the wheel.

THE New Orleans Bicycle Club is steadily increasing its membership, and there is talk of finding more commodious quarters. *BI.*

NEW ORLEANS, 5 August, 1886.

FOUR first prizes were won on a Rudge racer in the Genessee tournament, held at Rochester, N. Y., on the 22d.

ON 4 July, H. O. Duncan won the championship of France, against all comers, on a 50-inch Rudge racer.

WM. H. LANGDOWN.

WILLIAM H. LANGDOWN, the Australian bicycle rider, who is making a journey of sixteen thousand miles to participate in the Springfield tournament this fall, is a resident of Christchurch, New Zealand, and captain of the Pioneer Bicycle Club, of Christchurch. He is the amateur champion of New Zealand. He is also considerable of a long-distance rider. One of the longest tours yet accomplished in Australia was that of Mr. Langdown, who, in the early part of the season, started from Wellington, proceeded through the Manawatu gorge, and through some very rough country to Napier, on the east coast, thence crossing the ranges to Wanganui on the west coast. It was his intention to continue his journey by the west coast until reaching Wellington again, but, owing to his bicycle breaking down at New Plymouth, he had to abandon his intention. The time spent up to this point was about six weeks, and the distance covered was about six hundred miles.

NEW TRICYCLE RECORDS.

TOM BATTENSBY has taken all the English professional tricycle records to ten miles. The evening of Monday, 26 July, was fixed for the attempt, and the track was in grand order, although a strong wind made riding anything but easy. Punctually to time Battensby, on his "Crescent" racing tricycle, weighing forty-two pounds and geared to sixty-four inches, came up to the scratch, accompanied by Hawker. At the word "go" he was quickly under way, and finished his first quarter in 47s., his second quarter taking 44s. only. Riding wonderfully easy and carefully coached by Hawker and Farndon, Battensby reeled off the miles as follows:—

Mile.	Min.	Sec.
First.....	3	3
Second.....	6	9
Third.....	9	12
Fourth.....	12	18
Fifth.....	15	25
Sixth.....	18	35½
Seventh.....	21	41
Eighth.....	24	48½
Ninth.....	27	59
Tenth.....	31	2½

There has been but one series of professional tricycle records, and those were made and held by Fred. Lees in May of 1884. It was an easy task to break the existing records, but Battensby wanted world's records, and got them above five miles.

A CYCLE FIRE ENGINE.

A NOVEL system of fire extinguishing has just been introduced by Mr. William Glenister, chief of the volunteer fire brigade, Hastings, and Mr. J. C. Merryweather, of London. The apparatus forms the subject of a patent. The new fire and life-saving machine consists of a tandem tricycle, with which are embodied the following: (1.) A hose wheel carrying a large quantity of specially constructed hose for winding in a small compass with all the attachment for working on to a fire from street hydrants. (2.) A light double pump fire-engine in collapsible cistern capable of throwing twenty-

five gallons per minute to be worked by two pumps. (3.) A simple fire escape with descending ropes and bag. (4.) Pumping seats formed from the riders' seats. The machine is run at full bicycle speed by two men, and if desired, the treadles can be so disposed as to work the fire pumps, but for this a special gearing is required. For country districts and suburban towns this improved machine will doubtless be appreciated. — *Engineering.*

CONTRIBUTORS' CLUB.

LEARNING TO RIDE.

Editor of the Cycle: I send you the accompanying letter, which came into my possession, and which, as describing the experiences of a beginner on the tricycle, may have some interest, at least for your lady readers, who cannot appreciate the "Amateur Question." *L. W. SEELY,*
Capital Club.

Dear Mamie: We are still in the city trying to keep cool, with only moderate success. Uncle John promised to take me to the Catskills if I would remain here until the family left, and you may imagine I consented.

Cousin Tom says I'll be sorry; that the isothermal line on which Washington is located runs directly to Galveston, Texas, and that as soon as the line is in working order, we shall receive hot weather directly from that point. Do you know what an isothermal line is?

Tom is a terrible tease, but then he is perfectly lovely about the summer opera and the tricycle, and the latter is what I wanted to tell you about. Of course Tom rides a bicycle; he calls it a "58-inch Apollo," and says it's the best hill-climber made. I asked him how he knew, and he said there was scriptural warrant for the assertion; and then he told me to look in the Bible and see what the bad little children desired the prophet Elisha to do. I looked, and all it said was, "Go up, thou bald-head." I don't see any sense in that, do you? I told Tom so, and he said the spelling was changed in the modern version.

Well, Tom took me to a funny place, that looked like a miniature railway station, where there was a tall man of noble and commanding appearance, who sat at a desk and smoked. The railway station had a large back yard with high fences, and several gentlemen were learning to ride ever so many different kinds of bicycles, and constantly falling off. Tom spoke to the tall gentleman and I understood him to ask for a "crippler trike." I asked him what a crippler trike was, and he said I'd find out if it upset with me.

Well, it seems that Mr. Owens did n't have one of that kind disengaged, so we took another called a "Victor." I took a lesson in the back yard, while all the gentlemen who were learning to ride stopped and looked on.

We took a beautiful ride afterward. The streets are perfectly lovely here, and as smooth as a floor, and we had a delightful time. I had no adventures, except that I ran into a lamp-post, and again into a policeman, who politely apologized to me for

being in the way. Tom would not let me go fast, although he says that with practice I can beat a street car on an up grade.

The ladies ride alone a great deal in Washington, so last Tuesday afternoon the idea seized me to go and get a tricycle and take a ride by myself. I said nothing to any one, and especially Tom, for I knew he would insist on going.

So I slipped out of the house and went to Mr. Owens, where I got the "Victor," and started out. I had no adventures until I reached K street, where I saw a bicyclist approaching from the opposite direction. He had a very pretty uniform and a beautiful wheel, with which, nevertheless, he did not seem to be very well acquainted, for he wobbled terribly, and oscillated from one side of the street to the other. This confused me, and in my terrified efforts to avoid him, we collided with a perfectly awful crash. For an instant the air seemed to be full of bicycles and blue uniforms, but it cleared presently, and I found myself still seated on my machine, and looking at the wheelman who was picking himself up and looking ruefully at his bicycle. "The darned thing's buckled," he said in quite a low and savage tone, as if he did n't mean me to hear. "I am very sorry," said I; "can I help you unbuckle it?" I did n't know what he meant, but it was easy to see that something had happened, for the wheel looked exactly like a figure 8.

Well, he tried to straighten out the wheel but could n't, and as an African with a push-cart happened along, he put the wheel on board and walked off, muttering something about "another bill for repairs."

Then an awful thing happened. Going down hill and finding a street railway at the bottom, I put on the brake and the tricycle stopped right on the track. The wheels settled down into the little hollows, and would n't move. I tried to push down the little button in the brake handle, but could n't, and there I sat in the hot sun and waited for something to happen. It happened pretty soon in the shape of one of those horrid little Belt Line cars, which was stopped by a desperate effort of the driver, just before running over me. I looked at the horse, and the horse looked at me. The driver looked at us both.

"Get that thing off the track," said he.

"I can't," said I.

"Well, you've got to," said he; "I can't wait here all day."

"Come and help me then," said I.

"I can't leave my cash box," said he.

Then we looked at each other some more, while the horse tried to eat the rubber tire. Finally I asked him as politely as I could, if he would mind driving around, as it must be apparent to him that I could n't move the machine, which must have weighed nearly as much as I do. He stared at me at first, and then swore softly to himself, jumped off the car, seized the tricycle, dragged it off the track, and then without a word of apology the horrid thing got on his car and drove furiously off, lashing his wretched horse into a gallop. I wanted to cry, and was just going to, when to my inexpressible joy who should come up but Tom and a party of Capital boys.

It did n't take him long to fix the machine, and then he took me to the club house and

showed me all over it, and we had a lovely time, although he teased me terribly about it, and scolded me for going alone. I will write you about my wheeling adventures as fast as they occur.

Well, dear, I must close now, as Tom has just shouted up the stairs that it is time to start for the theatre. "Brace up, Dolly," is his elegant way of putting it.

Good-by, your loving DOLLY.

WASHINGTON, D. C., 26 July, 1886.

CYCLES.

WHEELMAN'S CHORUS.

WHEN the city man has finished his employment,

His employment;

When anxiety and all its cares are o'er,

Cares are o'er;

He devotes his mind to wheeling as enjoyment,

As enjoyment;

And voteth all his business is a bore,

Is a bore.

His feelings he'll with difficulty smother,

— Culty smother;

When after all his daily toil is done,

Toil is done;

Taking one consideration with another

With another;

The wheelman's lot it is a happy one,

Happy one.

When the enterprising wheelist's not a wheeling,

Not a wheeling,

When the wheelman is n't occupied on wheels,

— Pied on wheels,

He loves to saunter in the evening early,

Evening early,

And listen to the distant village peals,

Village peals.

When the tourist's not engaged in his vocation,

His vocation,

He loves to go a touring in the sun,

In the sun,

Taking all things into due consideration,

— Sideration,

The Wheelman's lot it is a happy one,

Happy one.

ALF GIBSON.

KEEP your mouth shut while riding, and you will suffer little from thirst.

ONE of the Vanderbilt boys has purchased a tricycle and is riding it in England.

THE Coventry Machinists Company has taken up and will use Illston's self-lubricating chain for tricycles. It has marvellous strength, reduces weight and is very clean.

STENKEN, of Jersey, has been climbing Eagle Rock Hill.

PRESIDENT BECKWITH has appointed for Massachusetts the additional representatives recommended by Chief Consul Hayes: E. H. Foote, Somerville; A. W. Dyer, Lawrence; W. M. Pratt, Brockton; John Amee, Cambridge; Edward K. Hill, Worcester; J. S. Webber, Jr., Gloucester, and W. H. Emery, Roxbury.

LAST week Nelson L. Floden and E. M. Sauton broke the record from Worcester to Chestnut Hill reservoir of 3 h. 20 m., accomplishing it without a dismount, Floden in 2 h. 48 m., and Sauton in 3 h. The distance is 41 miles.

THE very latest news from England conveys the information that Howell's trainer

hopes to get his man sufficiently well to visit Springfield next month. Howell is making splendid progress.

THE League membership rolls were last week increased by the addition of eighty-five new names.

PRESIDENT BECKWITH is away on a month's vacation.

A WASHINGTON street dealer exposes in his window bark helmets for cyclists' use. Would n't they attract the dogs?

THE H. B. Smith Machine Company has issued a lithograph hanger showing Chicker-ing on a Star beating Old Father Time. The old man scythes for a victory, but the Star seems to get there.

BICYCLES must be made in pairs for every one has its fellow.

Two deep crosses filled with chalk have been cut in the grass on either side of the spot where Pausey, the English manufacturer, fell and was killed on the Ripley Road.

THE Springfield prizes which are being depreciated by the *News* are triple plate goods. We did n't suppose any one would think for a moment that they were solid silver. Any one who desires to present us with a silver service is hereby notified that we will be satisfied with triple plate.

IF the champion of Ireland will only come over we will Mecredy for him.

"THEY ran a cremation that time," said Arty. "What the deuce is a cremation?" asked Tim. "Why, a dead heat," said the manager, and then the crowd broke up.

WHEELMEN always make good book-keepers. They know how to keep a balance.

THE CYCLE loses a warm friend in the death of R. H. Stickney. His was one of the first names to go on our list, and he persuaded many another to do likewise.

DON'T be afraid of your cap lining these hot days. Put some green stuff over your head and save a sunstroke.

MR. C. H. CROSBY, of Bangor, was one of the Elwell bicycle party and one of the contestants on the road from Westfield to St. John, a distance of fourteen and one-half miles. It was wet and rainy at the time, but, notwithstanding this, some great time was made, according to the newspaper reports. Mr. Crosby led until within a short distance of the finish, when he was passed by Mr. F. A. Lindsey, of Lynn, Mass., who, at the close, won by only twenty feet. The distance was made in 1.5.

BOSTON wheelmen who find it too hot for road riding now spend their afternoons at the base ball grounds.

W. W. STALL has gone into photography. Having had no little success with the camera himself, he is now putting his friends in a way to enjoy themselves.

A POPULAR trip just now is made by taking the afternoon boat on Saturday to Gloucester, and riding home on Sunday, visiting Magnolia and Marblehead Neck *en route*.

Two lady tricyclists were seen recently

THE 24-HOUR RECORD

MADE ON THE

★ ★ ★ ★ **STAR** ★ ★ ★ ★

280 $\frac{1}{32}$ MILES.

As a practical illustration of the superior application of power, and easier style of foot and leg motion, on the STAR, we will mention that McCurdy, immediately after doing 280 miles on the STAR, ran easily up a long flight of steps; while after his attempt on the crank machine last year, and riding a much less distance, he was unable to walk up-stairs unaided for a number of days. This shows conclusively that the imaginary disadvantage of having to "lift the legs" on a STAR is practically an advantage, and easier on the rider.

**Corey Hill, 3 times. 100-Mile Road Race, Twice,
50-MILE RACE, ETC. ETC.**

The STAR is *the* practical road wheel for all kinds of riding, and we challenge the world to show its equal. Sole Makers,

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

Sole Agent for Eastern Massachusetts,

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

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

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

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

FIRST DAY.

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

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

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

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

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

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

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

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

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

SECOND DAY.

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

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

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

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

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

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

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

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

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

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

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

Address for Blanks, **GEORGE H. BURT, Box 414, HARTFORD, CONN.**

SEPTEMBER 30th,

OCTOBER 1st and 2d,

ARE THE DATES FOR THE

FIRST ANNUAL CYCLING TOURNAMENT, GIVEN BY THE New * Jersey * Cycling * and * Athletic * Association ON THEIR THREE-LAP TRACK AT ROSEVILLE STATION - - - - NEWARK, N. J.

\$2,000 IN PRIZES!

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

pedalling up Beacon Hill. One was a Boston girl, who was entertaining a young lady from Chicago. When they arrived at the top the Boston girl said, "The extraordinary exertion essential to the ascent has caused me excessive fatigue." When the Chicago girl joined her friend she exclaimed: "Great Scott, but I'm done up!"

THE Pope Manufacturing Company will have the new racing tricycle on Crippler lines completed this month. A racing Safety will also be ready. The roadster Cripplers will not come till much later.

SANDERS SELLERS, of Preston, Eng., the well-known amateur, who was the first in the

world to make the mile inside of 2.40, will participate in the American tournaments. He will find faster men this time.

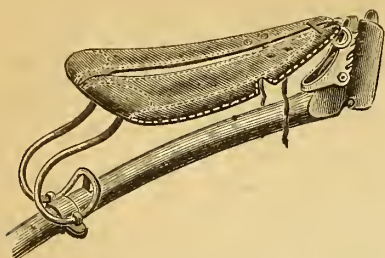
MCCURDY gave up his idea of going to Minneapolis on account of the restrictions which the recently adopted A. C. U. rules put upon the selection of a route. Hollingsworth's route would not do now.

GID HAYNES has returned from his several months' Western trip. He has seen a great deal and is ready to tell all about it.

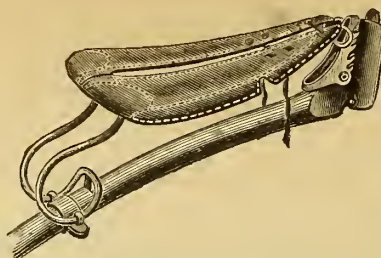
GEORGE S. HICKOX, steward of the New Haven Orphan Asylum, had one of his legs

broken by a fall from a bicycle, Friday, 30 July.

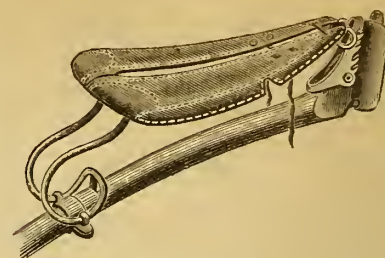
REV. GARRETT BEEKMAN and his sons, Fred and Harry, made the journey of forty-seven miles from Boston to Sterling camp ground, on bicycles, the father riding a Facile machine, and the sons on Star machines. They left Boston Wednesday at 5.30 A. M., stopping in Framingham and other places, in all about three hours, and arriving at the camp ground at 3.40 P. M. Fred Beekman made a stretch of thirty miles up hill and down without dismounting from his machine. For almost the entire distance the bicyclists had to ride in the teeth of a strong wind.



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 oiled Spring, with Straps, etc., for Old Saddles, 75 Cts.

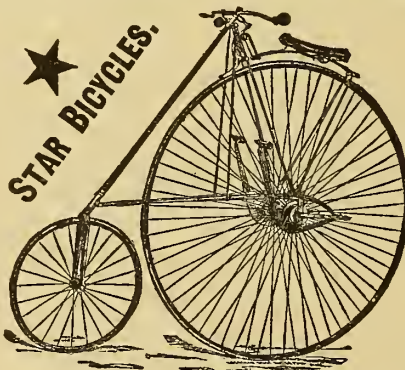
FREEMAN LILLIBRIDGE, Rockford, Ill.

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,
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SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

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

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

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

NEW CATALOGUE READY.

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

THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

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TIRE CEMENT
PUT UP IN 2 OZ. STICKS
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LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 40 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it. Old edition, 20 cents. For sale at CYCLE office.

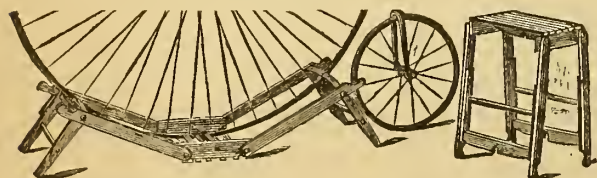
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MEDALS and BADGES,

BICYCLE CLUB PINS OF EVERY DESCRIPTION.

DESIGNS ON APPLICATION.

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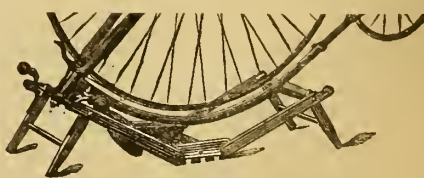


DAYTON BICYCLE STAND and CAMP STOOL.

Prepared by A. W. GUMP, Dayton, Ohio.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5½ pounds.

Price, \$2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-hand Machines.

HELLO!



RUDGE TELEPHONE MAN.

Mr. BASSETT:

I have just bought a RUDGE RACER from STODDARD, LOVERING & Co., and intend to enter at Hartford, Springfield and Lynn. Send me a copy of the latest rules at once. How much are you paying for records this week?

I'm a "dandy," and my RUDGE RACER is a "daisy."

DRUMMOND, the pace-maker of ebony hue, is ambitious to do something for himself in the record-breaking line, and will soon make an attempt to capture a few road records to twenty-five miles.

THERE is a bear at Denmark, Me., that eats dogs. Every well-regulated city and town should have a vigorous, capable bear, with just such an appetite. — *Lewiston Me. Journal*.

THE clerical wheelmen arrived at Saratoga last Saturday. On Sunday they attended church, in a body, three times. They wore the regular cycling costumes, including the knee breeches, Monday morning a pleasant excursion was made on the wheel to some of the springs and the rough Woodlawn Park, after which they attended the Ministerial Association meeting. In the afternoon there was another spin to the lake and to the Grizer and Vichy Springs. The tourists are gaining in strength, weight, and endurance.

IF by any possibility mail vote No. 1 should prevail, the League would find itself in a very funny predicament, for the men who cannot be amateurs under A. C. U. rules could be so under League rules.

Now, take a rest, for September is coming wherein you will do much work.

MRS. WELDON, an English lady, and member of the bar has taken to the tricycle, and the event is deemed to be important enough to call for long articles in the papers. She was induced to make a run against time on a race track at Coventry, and was timed a quarter of a mile for 1.52½.

THE fatal accident to the tricycle riders at Chestnut Hill is the first one we remember to have seen recorded from this style of wheel, and ten thousand riders might probably be taken over the same road without a recurrence of the casualty. The "laws of disorder" are mighty uncertain in their operation. — *Herald*.

A CORRESPONDENT wants to know what an "earth current" is. An earth current is that motion of the earth's surface which a bicyclist encounters when he dismounts over the handle of his machine. — *Burlington Free Press*.

G. B. THAYER, the Connecticut wheelman, who started to ride across the continent is reported at Sacramento, Cal. Not a little of his prairie riding was in a train.

OUR gallery of photos has been increased this week by the addition of a fine picture of L. M. Wainwright, of Noblesville, Ind.

JOSEPH PENNELL and his wife are to make a tricycle trip through Spain, to gather material for another book, doubtless.

C. T. C. sends us what he calls a touring wrinkle: "Tourists are in this uncertain climate liable to be caught in a heavy shower at any time (more especially when a gloriously fine day is prophesied). A plan adopted by an Australian friend of mine might serve as a useful hint to those who may find themselves in a similar predicament. My friend was riding up country and suddenly, when some miles from any adequate shelter, was caught in a regular down-pour; there being no one near, he immediately divested himself of all his clothes, packed them into the hollow of a tree close at hand, and enjoying a splendid *al fresco* shower-bath, calmly awaited the end of the shower, when he dried himself in the sun, and, donning his clothes, proceeded on his way rejoicing." — *Bi. News*.

THE *Herald* man, not the paper's cycling editor, is out with a suggestion. As it is rather unique in its way we will put it in without comment:—

"The fatal tricycle accident which took place at Brighton on Friday evening may be cited as proof that even this seemingly safe machine is one which may need readjustment in order to bring it into common use among the timid. There are certain degrees of danger in almost everything that we do, and one rarely passes a day without taking risks which may be attended with fatal results. But it does not on this account follow that it is not desirable to reduce these risks, by wise precautions, to their minimum. The tricycle is in process of development. It promises, both in consequence of safety and convenience, to in time supersede the bicycle; but unquestionably human ingenuity, if properly brought into play, can make it a safer machine than it now is, without lessening the merits that it already possesses. What is needed would seem to be the arrangement of the mechanism to such a way that a sudden arrest of motion will not necessarily cause the machine to make a complete somersault. Rather than have such a mishap it would seem to be desirable to have such an adjustment of parts that the arrested motion will find vent for itself in

breaking some central part of the machine, throwing the rider or riders directly forward but not in such a manner as to force them to land on their heads."

WE have been asked several times if promateur events can be run at meetings held under League rules. Certainly they can. Professional events have always been run at our race meetings, and there is no good reason why the new class of riders should not be provided for, if committees wish to have them. The League is working to keep men where they belong, and it matters not into what class racing men go, so long as they do not push themselves where they do not belong.

CHIEF CONSUL BIDWELL, of New York, was in Boston this week.

IN the lantern parade at Wilkesbarre, four washboilers had been procured and were tied to four wheels; two men followed, and lighting packs of fire-crackers in quick succession, threw them into the washboilers, where they cracked and banged in a most sonorous style. The fusillade was kept up for quite a while, and mixed with Roman candles and other pyrotechnics made a lively display.

COREY has got a telephone. Now you will hear from him.

HENDEE, Rowe, Knapp, and Burnham have got back to Lynn.

RIDE the Lillibridge saddle if you desire unalloyed comfort. If you prefer to be saddle sore, try some other kind of seat.

W. B. EVERETT & Co., made a big hit with the Straight Steering Trike. Every one sold advertises itself, and sells another.

THE PATH.

THE PATH.

WOODSTOCK, CAN. 27 July. — Races under the auspices of the Woodstock Club. *Half-Mile Amateur*. — McKay (1), 1.27; Brader (2).

One-Mile Amateur. — H. Clarke (1), 2.50½.

Five-Mile Handicap. — Phillhoy, 2½ laps (1), H. Clarke (2), 15.49.

YOUNGSTOWN, OHIO. — Races under the auspices of the Inter-State Bi. Association, *One-Mile Novice*. — Wm. Connel (1), 3.18; Frank Goodrich (2).

Half-Mile Open.—Charles Brown (1), 1.26; J. B. Hilford (2).

Half-Mile, Inter-State Championship.—W. A. Crawford (1), 1.32½; W. L. Horner (2).

One-Mile Open.—Charles Brown (1), 3.51½; J. B. Hilford (2).

One-Mile Inter-State Championship.—W. A. Crawford (1), 3.5½; Charles Brown (2).

Two-Mile Open.—J. B. Hilford (1), 7.1; Charles Brown (2).

Two-Mile Inter-State Championship.—W. Crawford (1), Frank McCoy (2).

Two Mile Open.—Charles Brown (1), 2.54.

CHICAGO, ILL., 31 July.—Races under the auspices of the Chicago Clubs.

One-Mile Novice.—M. Bowbeer (1), 3.08½; Gus. J. Kluge (2); M. D. Wilbur (3).

One-Mile Tandem.—L. W. Conkling, and N. H. Van Sicklen; walk over, 3.24.

One-Mile Open.—Van Sicklen (1), 2.59½; W. S. Webster (2).

One-Mile Boys.—J. Levy (1), A. C. Field (2).

One-Mile Handicap.—Van Sicklen (1), 2.53½; E. Mehring (2), J. P. Heywood (3).

One-Mile 3.30 Class.—M. D. Wilbur (1), 3.05; F. E. Spooner (2).

Five-Mile Handicap.—Van Sicklen, scratch (1), 16.33½; W. S. Webster, 20 seconds (2), W. G. E. Pierce, 25 seconds (2); J. P. Heywood, 20 seconds (3).

THE Queen's County Agl. Society will hold its annual fair at Mineola, L. I., in September. The following bicycle events will be run: 21 September, two-mile race for residents of Queen's county; 22 September, mile heats, best two in three, open; 23 September, two-mile race open to all. Three prizes in each contest. Medals valued at \$10, \$7.00, \$5.00. Entrance fee, \$1.00, in addition to member's ticket of \$1.00.

AT the fair of the Kansas Central Agricultural Society to be held at Junction City, Kan., 22 and 23 September, there will be races for wheelmen and a general meeting of the wheelmen of the State, when a League division will be formed.

THE Albany wheelmen, on 2 August, perfected arrangements for their annual tournament, which will occur at the grounds of the Ridgefield Athletic association on Saturday, 28 August. Committees were appointed with the following chairman: Entertainment and reception, Captain Hawley; track, Henry Gallien; printing and advertising, Frank Munsell; treasurer, Richard Robe; secretary, Thomas H. Clemishire.

THE EVENTS IN DETAIL.

The following interesting programme was arranged for the tournament:

1. Half mile dash, open, two prizes.
2. One mile novice race, open, medal and prize.
3. First heat of two mile team race between the Albany and Troy Bicycle Clubs and the Trojan and Albany Wheelmen.
4. Five mile open race, two prizes.
5. One mile club championship for a medal.
6. Three mile championship New York State division L. A. W.

7. Second heat of team race.

8. One mile time race, to beat 3.40, open, medal and prize.

9. Five mile handicap club race, medal and prize.

10. Consolation race, one-third of a mile for League pin and prize.

The cinder track which is in charge of Manager Charles Weaver, of the Grounds is one-third of a mile, and very fast. A new covered grand stand has been erected, and every arrangement made for the comfort of visitors. Entrance fees to each open race have been placed at one dollar, and may be sent to Captain H. E. Hawley. Every effort will be made to make the tournament a grand success, and a very large attendance is expected.

THE Boston Bicycle Club's annual 100-mile bicycle road race will be run 27 September, at 11 A. M., over a course of fifty miles. There will be two classes, amateurs and promateurs, and the race will be run under A. C. U. rules. First and second prizes will be given. Entries should be sent with \$1 to R. J. Tombs, captain, 36 St. James avenue, on or before 25 September at noon.

AN attractive programme has been prepared for the annual Meet of the New Jersey State Division, L. A. W., under the auspices of the Millville Bicycle Club, at Millville, 28 Aug. The events are: One mile, novice; one mile, State championship; one mile, boys under 16; one mile, 3.00 class; quarter mile; one mile, 2.55 class; three-mile lap; five mile, State championship; one mile, open; one mile, consolation. An entrance-fee of \$1, returnable to starters, will be charged each race.

THE climbing contest up Eagle Rock Hill, under the auspices of the Orange Wanderers, has been postponed to 14 Aug. The race will start promptly at 4 P. M., and will be open to all L. A. W. members. The competitor making the fastest time will be awarded first prize, while a suitable trophy will be given to every rider who succeeds in reaching the top without a dismount.

RACING entry blanks for September races recently sent out by the Connecticut Bicycle Club omitted the price for promateurs. Fees for promateurs and amateurs are the same, \$1 for each event.

JOHN S. PRINCE is in Minneapolis, Minn., and from that place he issues a challenge to race Fred Merrill, the Pacific coast champion, ten miles, allowing the Californian one quarter of a mile start, the race to be for \$250 a side, and to take place at Minneapolis.

THE Dorchester Bicycle Club will hold a fifteen-mile club race and a fifty-mile road race about 1 Oct., over fast courses, and it is expected that all the crack riders will be there.

THERE will be five races for promateurs at the Pittsfield tournament.

THE A. C. U. ten-mile bicycle and the one-mile tandem championship will be run at Springfield this fall.

THE race meeting of the Connecticut Club, of Hartford, comes first on the docket of the large fall tournaments. The club is already receiving entries for the events, and they bid fair to have an array of racing men greater than ever before. They will actually spend \$2000 in prizes.

FRED WOOD won the twenty-mile championship at Leicester, 24 July, in 1.5.17. J. Bird second and A. Hawker third. There were nine starters. Howell had twice won the belt, valued at £40, and his accident prevented his competition and the probable victory.

ALLARD rode a mile on a trike, 24 July, in 2.55½, making the first quarter in 43s., against a strong wind.

THE Detroit Bicycle Club will give a race meeting Saturday, 21 Aug., for amateurs and promateurs. Races will be run at "Bicycle Park" the track being in excellent condition.

THE CLUB.

CLINTON, Mass., Bicycle Club.—At semi-annual meeting held 2 August, following officers were elected: President, Geo. B. Jackson; captain, I. M. Cunningham; sub-captain, C. F. Martin; secretary-treasurer, E. A. Evans; color bearer, H. E. Giles; bugler, H. F. Lord; club committee, W. H. Jackson, F. B. Evans, with first three above named officers. Thirty active members, majority belongs to L. A. W.

THE Hyde Park Ramblers have elected these officers: President, Theodore Walters; captain, H. S. Peare; lieutenant, Archie Samson; color bearer, J. Wallers; secretary and treasurer, C. B. Bird.

COMING EVENTS.

AUGUST.

- 14 Saturday.—Race meeting by Iowa division, at Spirit Lake.
- Hill-climbing contest of Orange Wanderers, at Eagle Rock Hill.
- 19 Thursday.—Annual meet and races of the Pennsylvania Division as guests of the Williamsport (Pa.) B. Club.
- Weedsport (N. Y.) Club races. Entries close 17 August. Address H. E. Rheubottom.
- 21 Saturday.—Races at Detroit, Mich.
- 24 Tuesday.—Fifth annual tournament of the Scranton (Penn.) Club. F. C. Hand, Scranton, Penn.
- 27, 28, Friday, Saturday.—Annual races of the New Orleans (La.) Club.
- 26, 27, and 28 Thursday-Saturday.—Race meeting of the Cleveland Bicycle Club.
- 28 Saturday.—Annual meet and races of the New Jersey division, at Millville, N. J.
- Races of the Albany Wheelmen, at Albany, N. Y.

SEPTEMBER.

- 1 Wednesday.—Race meeting of the Troy (N. Y.) Club, nine open races. R. S. Coon, Troy, N. Y.
- 3, 4 Friday, Saturday.—New York division meet and races, at Buffalo, N. Y. Five-mile L. A. W. championship.
- 6 Monday.—Grand tour of the L. A. W. from Niagara Falls and Buffalo, through Central and Southern New York, Virginia, and the Shenandoah Valley, winding up at Harper's Ferry, 18 September. Entries now open with the Marshals.
- Annual meet Ohio division, at Massillon, Ohio, on invitation of Massillon, Canton, and Alliance Clubs. Apply to Jos. S. Meyer, Jr., 37 N. Market street, Canton, Ohio.
- 8, 9 Wednesday, Thursday.—Annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn. Entries to Geo. H. Burt, Box 414, Hartford, Conn. Close 1 September.
- 11 Saturday.—Races of Harlem Wheelmen, at Manhattan Grounds, New York. Entries close 4 September, to F. L. Bingham, 49 Rose street, New York.
- 10, 11 Friday, Saturday.—Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass.

- 14 to 17 Tuesday to Friday.—Springfield Bi. Club's annual tournament, at Hampden Park, Springfield, Mass.
- 18 Saturday.—Races of Associated Clubs at Allegheny City, Penn.
- Races of Passaic County Wheelmen, at Clifton, N. J.
- 21, 22, 23 Tuesday-Thursday.—Bicycle races at Junction City, Kansas. Apply to Charles S. Davis, Junction City, Kansas.
- Races at Queen's County Fair, Mineola, L. I.
- 23, 24, 25 Thursday-Saturday.—Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.
- 27 Monday.—Annual 100-mile race of Boston Bicycle Club. Entries to R. J. Tombs, 36 St. James street.
- 30 Thursday.—First day of tournament of New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederic Jenkins, manager, Oraton Hall, Newark, N. J.

OCTOBER.

- 1 and 2 Friday, Saturday.—Second and third days of tournament at Newark. Apply to Fred Jenkins.
- 1 Friday.—Illuminated parade of wheelmen at St. Louis, Mo. J. S. Rogers, care of *American Wheelman* St. Louis.
- 1, 2 Friday, Saturday.—Inter-State mee at St. Louis, Mo. Apply to J. S. Rogers.

MISCELLANEOUS

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

S. S. S.—We want you to know that our straight steerer is the best machine on the market. We are now filling large orders. Our Apollo still holds the road record for twenty and twenty-five miles. W. B. EVERETT & CO., Berkeley square, Boston.

AMERICAN.—This is our name, and the machines we make are worthy of it. GORMULLY & JEFFERY, Chicago, Ill.

WANTED.—To sell a few more Marlboro Club machines. We have been driven to supply the demand, but we are now catching up. COVENTRY MACHINISTS COMPANY, 239 Columbus avenue, Boston.

WANTED.—Fifteen wheelmen or more to get their machines repaired at my repair shop. Especially the more. W. W. STALL, 509 Tremont street.

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.

FOR SALE.—One 54-inch, '86 pattern, Rudge Light Roadster, run ten miles, \$120; guaranteed in perfect condition. Address Box 2571, Boston.

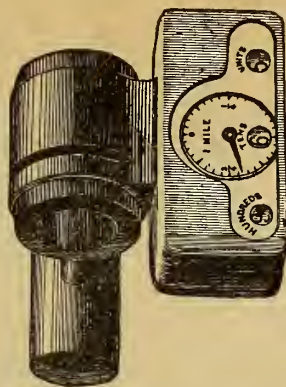
BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

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.



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.



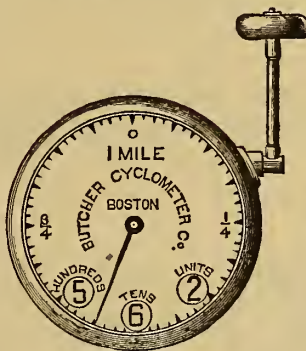
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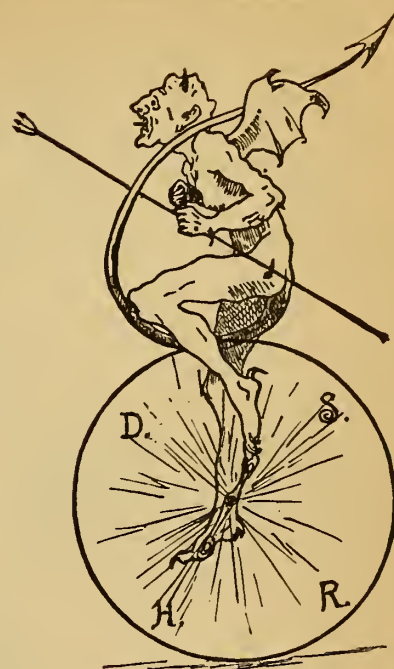
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We select because it is THE BEST, not the Lowest Priced. Sent by Mail on receipt of Price,

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THE INVINCIBLE

Has not a very long list of records to show; but as it is the BEST TRICYCLE MADE, it does not need them. Quarter-mile WORLD'S RECORD, 41 2-5s., was made on an Invincible. Send for Catalogue to GIDEON & BROWN - - - Philadelphia, Pa.

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The favorite run from Boston through Brighton, Newton, Newtonville and West Newton, to the Woodland Park Hotel is TEN miles.

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Everything necessary provided for 15 cents.

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N. B.—Private entrance to pond midway between West Newton and the Hotel, off Washington Street, opposite Greenough.

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CONTAINS all important routes around Boston, details of road surface and turnings, copious and interesting notes, many new points reached.

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After an experience of
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they give very general satisfaction;
and for the prompt collection and
delivery of telegrams, and messages
of various kinds, are indispensable.
Our messengers seem to take to them
naturally and become expert-riders
in a few days

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