

The Cycle.

VOL. I., No. 7.

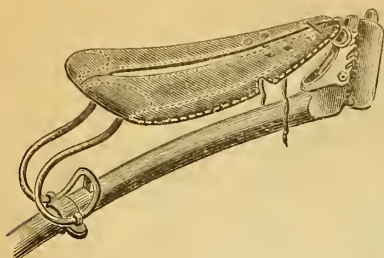
BOSTON, MASS., 14 MAY, 1886.

FIVE CENTS.

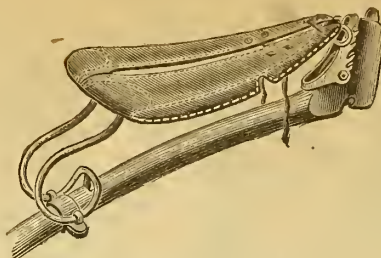
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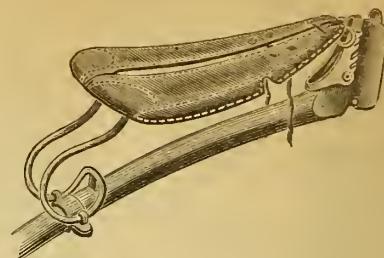
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ADMIRABLY ADAPTED FOR LADIES.
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Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles.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

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

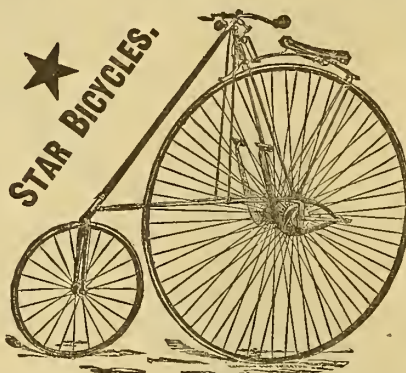
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The Perfect Shoe for Cycling.

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

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SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

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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.

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For Fastening Tires until it is Convenient to have them Regularly Cemented.

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

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

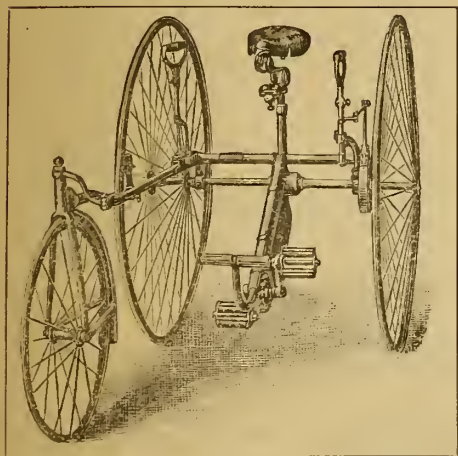
BARGAINS THIS WEEK:

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

ROYAL MAIL

SECOND ANNOUNCEMENT.

We first announced, at the beginning of the year, the important improvements added to this Favorite Wheel for 1886, from which time the demand has been EXTRAORDINARY and INCREASING. From all parts of the country orders have poured in upon us, far exceeding our expectations, and taxing our ability to fill. We have been obliged to cable for a large increase of the year's complement. Such shows the appreciation of these Common Sense Improvements and the Great Popularity of the Wheel. Wheelmen can understand the increased strength of the New Rim, which having thick double edge (which in other rims is the weak point), cannot buckle and cannot become dented or put out of true. Especially adapted to rough American roads. The Bull Head has universal praise. No other Bicycle has the Grip Fast Rim or Triggwell Ball Head. A Perfect Roadster. We have got THE Wheel.



DON'T
PURCHASE A MOUNT
Till after Examining a
ROYAL MAIL.



Just received from steamer, a lot of the Royal Mail Celebrated Two-Track Tricycles, small drivers and large front wheel, and convertible Tandems. Superb Machines. See them. In the Royal Mail Tandem, the lady sits behind allowing the gentleman to command the machine. Also appears better. The Handsomest Tandem in the Market.

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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.

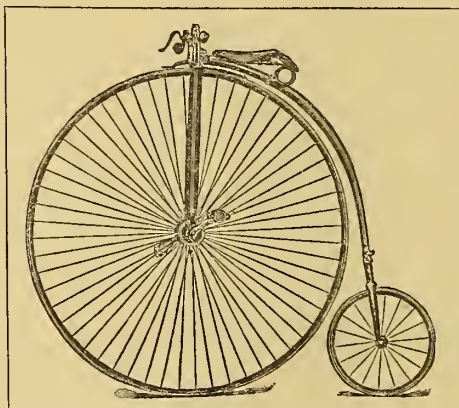
BE SURE AND SEE IT BEFORE YOU DECIDE UPON YOUR MOUNT FOR 1886.

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.

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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., 14 MAY, 1886.

No. 7.

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Six Months.....	.90
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ABBOT BASSETT EDITOR
W. I. HARRIS EDITORIAL CONTRIBUTOR

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

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THE N. C. U. of England has always been very free to say what it could do and what it would do, but it has seldom made good its boasts. It has played fast and loose with the makers' amateurs for several years, and has always been beaten in its attempts to check the evil. In the one case where America asked it to show its power, it proved itself singularly inefficient and powerless. It has talked about vigilance committees, has made rules to prevent men riding the machines of their employers, and in other ways it has tried to do something and done nothing. Its last venture is calculated to make the Union the jest and by-word of the makers' amateurs. It announced that certain men were under suspicion. It gave no names, and the only correspondence that leaked out showed that the suspects defied it. It tells us that it suspended certain racing men; but it does not appear that the suspension was regarded by the men, nor is it known who they are. After a long and very secret discussion of the subject, the executive now comes forward and removes the suspensions. All of this looks like child's play. If America can do no better than this in the enforcement of law, let us sweep the laws from the books. Better no law at all

than one that is held in contempt and cannot be enforced. We have said that this step will have no effect on the action of the League, and we thoroughly believe this. The action of the Racing Board was taken before and independent of that of the N. C. U. The Board came out openly, told what it was going to do, and has done it. We believe America will settle the vexed question; but England is as deep in the mire as ever it was, and the governing body has taken a course not likely to win the respect of the offending class.

OUR contemporary, the *Wheel*, says of the racing rules: "They are torturous, long-winded, meaningless"; and again: "They have been surrounded by an impenetrable halo of absurd sub-clauses, and these have been amended and tinkered with so often, that prominent League men will tell you they know no more about them than the babe unborn." We do not believe in generalities. If the editor will only point out some of the "absurd sub-clauses," and tell us just the things he fails to comprehend, we will try to enlighten him, difficult as the task will be. We don't know just who he means by "prominent League men," but we will give him the opinion of one man, who is not quite so thick-headed as our friend's friends seem to be. Dr. Beckwith said this in his annual address to the League last year at Buffalo: "In alluding to the events of the past year, I should be very remiss should I fail to mention in most commendatory terms the splendid work of the Racing Board. The complete remodelling of the racing rules has furnished the L. A. W. with what may safely be termed the *most complete and faultless set of rules* for the government of race meetings in the possession of any organization." It is now in order for the *Wheel* to bring forward its "prominent League man" with an opinion to offset that of our respected president.

THE Boston Club show of bicycles, tricycles, and accessories is to be held during the League Meet. Every large dealer has engaged space, and will make a good showing. We regard this exhibition as one of the best things for cycling that has been proposed, and the makers do right in supporting it. When the public see gathered together hundreds of wheels of different makes and patterns, and see many large and

wealthy firms and corporations represented, it will realize how great and diversified are the interests represented by cycling. The trade should do all it can to make this show a complete success, and should, in their general advertisements, invite the public to visit the Mechanics' Building and inspect their wares. For wheelmen generally the show will be extremely interesting. The wheelman who doesn't go to the show, will regret it, and the man who has anything to sell, and neglects to exhibit it, will be sorry.

CONTRIBUTORS' CLUB

SOCIABLE OR TANDEM?

Editor of the Cycle: Of the arguments of "Jack Easy" in the last two numbers of the *Bicycling World*, only one is of such a nature as to call for any reply. The public will hardly be misled by such singular claims as he makes for the superiority of the sociable. They "are simply rushing for tandems," and leaving the poor, old, heavy, slow, awkward, broad-gauge sociable in the seclusion, to which the merits of its rival have consigned it.

It is not worth while to consider in detail what Mr. "Easy" says. The man who comes out in cold type, and tries to show that less weight, less width, less wind resistance, and greater speed are not advantages in a tandem *where ladies are concerned* (though he seems to admit that they are for gentlemen alone), takes a stand obviously opposed to common sense, and directly contrary to the experience of tandem riders.

His reason for such a statement is his claim that these four great advantages produce "positive defects" instead of good results. This comes, he asserts, because the machine is light, and causes "greatly increased jar and vibration," and he adds "the vehicle in which violent jar and vibration are produced at comparatively low rates of speed, is, I urge, a very good and sufficient reason why, for healthful considerations alone, ladies should endeavor to resist its fascinations." He also prescribes for ladies the use of the tandem but twice a week, a speed of but six miles an hour, and only a five-mile ride at a time.

All this is arrant nonsense. There is neither rhyme nor reason in it. It is born of prejudice or ignorance. "Jack Easy" may be the oldest rider in the country, an expert with other wheels, a courteous and affable gentleman; but he knows absolutely nothing of tandem riding with a lady.

I have ridden two thousand miles on tandems with my wife. We have ridden almost daily. Our rides have been from five to twenty-five miles; our speed from seven to ten miles an hour. From a sick bed, she has grown vigorous and almost robust. She

never was so well before. A dozen lady friends with like experience tell the same tale. All this would be impossible if the evils which "Jack Easy" fears were possible.

The great vibration he talks of does not exist. The front seat of a Humber tandem is the most comfortable and easy seat on any sort of cycle. Lightness does not make the tandem "erratic in its steering and to lack stability." Under careful hands the tandem is safe. It is easy and exhilarating; compared with it, the sociable is dead and dull.

In spite of "Jack Easy's" claim to have the welfare of the ladies at heart, his specious arguments belie him. On his theory, they would be forced to depend upon 160-pound sociables or 100-pound singles. The day for such folly is past. **TANDEM.**

FEAR.

Editor of the Cycle: A certain manufacturer announces that a rival in business saw his machine in process of manufacture and put an attachment on the factory, because he was afraid the wheel would be so good that he could not compete with it. By the same process of reasoning, are we to infer that the American ball bearings are so good that the English makers fear their competition, and so bring suit to prevent more being made? **GANDER SAUCE.**

ROAD BOOKS.

Editor of the Cycle: We have all of us made more or less fun of Karl and his road book, and yet the fact is he is going to give us a very good book for a dollar. But he does wrong to call it a road book. Of what possible use to a rider is a book which tells about a road three or four years ago. When we want a road book we should go to such works as the Penn. Book; but when we want entertainment let us read Karl Kron. **KRONIC.**

THAT BICYCLE PROBLEM.

Editor of the Cycle: We beg to differ with "By" and "S. M. F." in regard to the B'cycle problem. It seems to us that they allowed the bicycle to depreciate \$5.00 in value, and still solved the problem as if it was worth \$50. When A buys the bicycle back for \$45, he has either \$5.00 and a bicycle worth \$45, in which case he has made nothing, or he has \$5.00 and a bicycle still worth \$50, in which case he has made \$5.00. Now, when he sells out for \$55, he has gained in either case \$20.

First case, $\$65 - \$45 \times c = \$20$.

Second " $\$65 - \$50 \times \$5 = \20 .

TWO TECHS.

AMATEUR PROFESSIONALS.

Editor of the Cycle: The greatest good of the greatest number is the principle which should govern League members in their treatment of the amateur question. If it is best to have races in which none but pure amateurs may compete, let us vote for that plan. If it is best to have men masquerading as amateurs, when everybody knows that they are not, let us go in for that. If it is best to sweep the amateur law away, let it go. Personal feeling should not enter the discussions. Let us have the best thing, no matter who gets hurt. **H.**

TWO SIDES.

Editor of the Cycle: Your bicycle problem reminds me of a little scene I witnessed at the last Mechanics' Fair in Boston. A man in charge of a bicycle exhibit had a wheel erected on a stand so that it would turn freely. A countryman would come along and get interested in the spinning of the wheel, and the exhibitor would proceed to tell him that the top of the wheel moved faster than the lower part. This fact he would demonstrate so clearly that the man would be convinced. Then the exhibitor would turn about and convince the man that all parts of the wheel moved at the same speed. This he would also prove, and the man would go away with his mental apparatus tied up in a knot. All of which was highly enjoyed by the exhibitor. If you asked the exhibitor which statement he really believed, he would say, "I believe the thing that you don't; do you want to argue the case?" **B. X. Y.**

CLEAN HANDS.

Editor of the Cycle: One who undertakes to teach hand-washing may seem to be entering upon a work for which there is no call, but I believe that not everybody knows how to do this thing in the best way. A writer in an English paper, speaking of the wearing of gloves when on the wheel, complains that they make the hands too warm, but without them the hands get soiled. He prefers the soiled hands, and says that if the hands are first rubbed with glycerine, and afterwards washed in hot water with soap and "plenty of washing sand, well rubbed in with a nail-brush," there is no difficulty in removing every trace of dirt, etc. However serviceable this method may be, it is not, in my opinion, to be recommended. Mechanical cleaning will not compare with chemical cleaning, by which I mean dissolving the medium by which dirt is secured in crevices of the skin. By mechanical cleaning, dirt, skin surface and all is rubbed away, and a rough surface is left, to which dirt will more persistently adhere another time. The plan which I adopt—one well known to all chemists—is, first, to rub oil into the hands, a little vaseline or a teaspoonful of any oil will do, then to wash the hands in soft water containing a few drops of ammonia, using common soap. If the water is warm so much the better. The ammonia decomposes the grease, forming with it soap and glycerine in the crevices in the skin, while the skin itself is unaffected; so dirt of all kinds, having nothing to hold it, comes out, and the hands are left soft, clean and smooth. Washing in this way is a real luxury; I should recommend ladies to try it. Any one who has done so will cease to be duly horrified by the answer of the dirty boy who, when asked by a lady whether he ever washed his hands, is stated by *Punch* to have said, "No; I waits till they gets 'ard, and then I iles 'em." **S. C. D.**

TEAM ROAD RACING AGAIN.

Editor of the Cycle: Just as your last issue arrived with my letter, noticing the contradictory statements that have been made concerning the first race of the N. Y. and N. J. Team Road Racing Association, I was

shown a notice sent out by the secretary of that association, dated 6 May.

This notice states that the race will be started at three o'clock, Saturday, 12 June.

It also states that the course will be "from a short distance beyond Irvington, via Springfield Ave., to intersection of Valley Road, thence on Valley Road to or near Llewellyn Park Hotel, making 12½ miles from starting point, returning over same course."

The above description of a course is correct, but the distance is only about 8 miles instead of 12½ miles.

The WHEEL must be correct in stating that they are to ride to the hotel, back to Irvington, and then back to finish at the hotel. That would give the required 25 miles.

I am sorry to hear that *forty-four* men are to be in the race, for two reasons. I think it very bad policy for wheelmen to put such a number of racing men together on the road, where they will be sure from their numbers to interfere with vehicles and with one another. Second, the course is not adapted to any such crowd. I will describe it in detail:—

Three miles on Springfield avenue, good macadam, three or four moderate hills, and a long steep down grade, dangerous at full speed.

Quarter-mile on Valley road, slight up grade, no side path, decent only in dry weather.

One mile of *narrow* side path, with dips and twists, must be ridden with care.

Three quarter-mile macadam ending at a double curve on a short but very sharp decline.

Three and one third miles mostly poor macadam with ups and downs, to just beyond Llewellyn Park Hotel, where turn must be made at small triangle.

It is hardly to be supposed that this course was chosen without the advice of the New Jersey members of the executive committee, and if they recommended it, it looks very much as if they were not as familiar with it as they ought to be.

I believe in road racing, and want to see the new association successful; but as a New Jersey man, I protest against their putting *forty-four* racers (or half that number) on any of our roads, and I urge them to change that scheme before it is too late.

To overdo the matter in this extravagant fashion may quite possibly do wheelmen more harm in a day than they can ever gain good by road racing. **N. J.**

TIRES.

I SEE "Daisie" has started the hat question. Will she listen for a space to a humble brother wheelman, and allow an ignorant but well-meaning individual to offer a suggestion. Some summers back a friend sat under a tree, trimming a summer hat. It was before the latter days of the Puritan church steeple variety, and she had a dark gray felt, what a man would call a wide-awake, or a slouch, according to the way he stuck it on; anyway it was *felt* and soft and "maltese gray." Well, she jammed it here and poked it there, and sighed over it with no distinguished success; finally I picked it up and pulled it into a low, broad slouch, with a gray ostrich feather running backward

along the side, after a fashion I recalled seeing in *Harper's Monthly* as a ladies' riding hat, many years ago. She oh-h'd! and tried it on, and lo! she was as pretty as a picture; and adopted it? Not at all. It was n't the fashion. And with a sigh she disregarded the fact that "the fashion" is just what any one chooses to make it, and thumped the felt hat into a something which might have been modelled from the coal scuttle of Father Noah, and in which style I never saw but one lady look other than a fright.

Now, I know from experience that for genuine comfort a stiff hat does n't begin to compare with a felt; and I know from experience also that "fashion," as a rule, is simply the mandate of one or two hat manufacturers, who strive after the new, not the beautiful.

In masculine dress we have gone back to our grandfathers' days, and have chosen perhaps the most graceful, certainly the most fitting costumes of past centuries. Now, "Daisie" won't you kindly consider the above and weigh it's merits; if you cannot see it in your mind's eye from the above description—and it was long before your eyes saw light that it was dropped—just turn to a file of Harper's, and hunt backward a score of years.

This is a serious matter, really. It is one of the moments, few and far between, when in one little pair of hands a new style rests its fate. When by a wise decision the hideous, masculine survivor of the war,yclept a helmet, can be banished, and the eyes of all wheelmen be gladdened by the graceful lines of a hat which is in itself beautiful, and which does not murder the beauty of the face below it; which neither makes the wearer "bold" in look, nor "fast," but heightens the feminine grace, which all true men love to look upon, and which in its adaptation to the shape of the head, is, when ventilated, next to a straw in hygienic perfection.

All of which, Madame "Daisie," is respectfully submitted with a full knowledge as to my rashness in even venturing to *have* an opinion on such an occult subject; and it wrongly done, "deal gently with the erring!"

J. PARKE STREET.

P. S. Another point! *Gray* is dust color; just remember that.

MASSACHUSETTS CLUB RUNS.

THE following runs have been called by Capt. Peck of the Massachusetts Club:

Thursday morning, May 13.—A breakfast run to Hotel Faneuil, Brighton, leaving club house at 6.30 a. m. and reaching the club house again about 8.15.

Saturday evening, May 15.—A moonlight run through Walnut Avenue, Jamaica Plain, Brookline, Longwood, etc., leaving club house at 7.30.

Monday evening, May 17.—A moonlight run to Chestnut Hill reservoir, and to Echo bridge, one of the wheelman's most favorite rides. Leave club house at 7.30, returning through Newton and Brighton.

Tuesday evening, May 18.—There is to be a special meeting of the club at the club house on matters pertaining to the League Meet, and as soon as the meeting is over there will be a run to Chestnut Hill reservoir and return.

Monday, May 31.—An all day run to Lynn

to attend the races to be given on the new track, taking dinner at the Boscobel Hotel. Leave club house at 9.45 sharp. All the visiting wheelmen are invited to join.

There are several runs called at the time of the League Meet, and the club members are earnestly requested to turn out then with the visiting wheelmen. The tricycle division, under the care of its captain, John Williams, will go on the above club runs, starting at the same time from the club house.

RACING BOARD DECLARATIONS.

THE Racing Board has declared the following wheelmen to be professionals, and they are expelled from the League: Reuben A. Punnett, Rochester, N. Y.; Fred Russ Cook, San Francisco; S. G. Whittaker, St. Louis; L. J. Martel, Chicopee, Mass.; C. P. Adams and F. R. Brown, Springfield; and W. F. Knapp, now of Lynn.

H. E. Bidwell, of Hartford, and C. F. Haven, of Boston, are suspended until 30 May. All charges against C. F. Cope, of Philadelphia, and L. A. Miller, of Meriden, are withdrawn.

IN FRUITFUL LANDS.

MISS MINNA CAROLINE SMITH has published a volume of poems, to which she gives the title, "In Fruitful Lands," taken from the first poem of the collection. Miss Smith is well known to wheelmen as a rider and as the author of a number of stories and poems published in *Outing*, over the signature of "Minimum," and they will accord a generous welcome to this new venture. We have read the poems with no small degree of pleasure. They have a fresh-air flavor, and breathe the spirit of pure poetry. They are twenty-five in number, and nearly all appear for the first time. The volume is bound in parchment, and dates from the Harvard Annex. Published by William B. Howland, and sold by Cupples, Upham & Co., Boston. Price, 60 cents.

ST. LOUIS IDEAS.

A ST. LOUIS wheelman writes to the chairman of the Racing Board: "I am coming to Boston loaded with proxies for Dr. Beckwith, who will positively accept the presidency once more. I should have voted for Kirkpatrick, in spite of his amateur proclivities, but he is out. I gather from Ducker's various articles that he proposes to make a lively attack on the Racing Board at the Meet. If he does, you can certainly count on the support of St. Louis as far as the endorsement of your action is concerned, but Rule H must go. My idea is to leave out the amateur rule as a qualification to League membership, and only retain it as a qualification for entering certain races; offer merely insignificant prizes for amateur races, relegating them to the duffers, and instead of offering merely money prizes to the professionals, offer valuable trophies in most of the races, as at present, in the prominent amateur events. This, in a short time, will drive the prominent amateurs into the professional ranks, while they will still retain their League membership. This will also actually result in the establishing of an unnamed third class, as the present professionals will race

only for gold. The Membership Committee will be able to prevent the admittance of disreputable professionals into the League, and they cannot use the League to bolster up their rink hippodromes. Thus the amateur idea which, as it now stands, is entirely foreign to the spirit of the age, will gradually be eliminated."

LEAGUELETS.

WE are cutting notches in the broom handle to mark off the days before the Meet. We have very little more to do in the way of knife work.

THE New Hampshire Division of the L. A. W. has a membership of one hundred and one. They will have the right of the line in the League parade, and ought to send fifty men, at least, to Boston.

THE League programme will have a good map of Boston, showing the hotels, club houses, stations, points of interest, etc.

THE committee in charge of the hill-climbing contest on Corey Hill consists of Dr. W. G. Kendall, chairman, Charles S. Howard, and H. W. Hayes. The committee will act as judges, and the following will serve as timers: N. Ethier, J. E. Savelle, D. N. C. Hyams, C. N. Reed, R. E. Bel-lows, Eugene Sanger.

THE New York clubs are going to turn out in force at the Boston League Meet. George R. Bidwell has charge of all arrangements, and it is probable that a large party will leave by the Fall River line on Wednesday evening, 26 May.

THE Boston Club will do its part in contributing for the entertainment of our guests at the Meet, by furnishing a large hall for the business meeting and a room for storage with attendants. It can be relied upon that these two items will be made satisfactory.

THE Racing Board reserves the right to reject any and all entries to the championships, and none but the purest of amateurs will go in unless the League upsets their action.

THE Citizens' Club, of New York, will have the freedom of the Massachusetts club house during the League meet.

JOHN T. WILLIAMS, of Boston, and C. H. Potter, of Cleveland, say they are going in for the tricycle championship. If Potter wins he will have to *urn* the medal.

THOSE who apply for admission to the League after this date cannot get their tickets for use at the Boston Meet, but secretary Aaron will furnish them with certificates of membership for use on that occasion.

GREAT inquiry has been made about hotel accommodations at the Meet. Boston can take care of all who come. It may be well to say to those who are coming, that Boston citizens retire between nine and ten, and they expect their guests to do the same. Our experience tells us that the wicked New York men have little use for beds.

How's this? Kirkpatrick not coming to the met! Who will preside at the overflow meeting? It will be tough meat without the Kirk juice.

DR. W. G. KENDALL has accepted the marshalship of the Eastern Division of the League Touring Board, and has already begun his arrangements for tours of the future. He proposes to have one on the Sunday following the League Meet. As now arranged the run will be to Nantasket Beach, starting at 7 A. M., and taking breakfast at Hingham. From there they will ride to Hotel Pemberton, on the beach. Dinner will be served at the Black Rock House, after a ride over the famed Jerusalem road.

A SERIES of home-trainer races will be run at the cycle show of the Boston Club, which is to be held in the Mechanics' building during the League Meet. It is probable that Herring and Harris, winners of the prizes in the late contest, will then meet, in which case the contest will be an interesting one.

THE League banquet will be held at the Vendome on the 29th instant. The guests will sit down at 7 P. M. A male quartette will furnish vocal music for the occasion, and the Salem cadet orchestra will attend to the instrumental music. The tickets will be limited to 300, and will cost \$2.50. Applications for tickets should be made to H. W. Hayes, 91 State street, Boston.

MACHINES will be stored at the Meet on the check system. Men will not be allowed to take machines at their pleasure.

THE West is talking up Dr. Beckwith for president of the League.

WE suppose it is the proper thing to do, to invite the ladies to occupy the galleries at the Music Hall concert; but we do not know that the sight of the gentlemen on the floor below, drinking beer, smoking cigarettes and eating sandwiches, will be particularly agreeable to them. Smoke rises, you know. Moreover, we don't know that every man cares to have his wife looking down upon him when there are pretty waiter girls on duty.

PARTIES of fifteen and upward, from points fifty miles or more from Boston, will be entitled to reduced rates, provided they notify the general passenger agent of road they use, at least a week in advance, what train will be taken. Rates, two cents per mile for each person. Wheels carried free. Roads will not give this reduction, and many refuse carriage of wheels unless proper time and notice is given them to provide a special car for wheels.

Parties intending coming to Boston should unite and choose one of their number, preferably their local consul, to notify their passenger agent how many men will come and by what train.

These rates have been tendered by *all* the roads approaching Boston, and parties are advised to take the most direct route in every case.

HOW THEY GOT DOWN TO WEIGHT.

COLLEGE students enter into their athletic contests with an enthusiasm that is refreshing and "Featherweight," in the Boston *Globe*, tells an interesting story about the preparation of the technology students. At their games the juniors won the tug-of-war, and thereby hangs a tale. When the four men who were to represent the class of '87 began to pull together, it was found that they weighed

twenty-four pounds over the limit—600 pounds. This, too, was when they were all supposed to be in the pink of condition; but they must take off those twenty-four pounds of extra weight, and every expedient known by the athlete to reduce weight was resorted to. In fact, they went through a course of training that would put to the blush a prize-fighter preparing for a battle in the ring. Finally, on the night before the eventful day, they were again weighed, and, to their consternation, they were still too heavy by one and a half pounds. They were not going to give it up then, so they decided to refrain from any more food until they had been accepted by the officials on the following day. The time for the official weighing found each one fearfully hungry, but when they stepped on the scales and found that they weighed but 599 75-100 pounds and were eligible to pull, they thought no more of eating, but went to work on the cleats just a quarter of a pound under weight. When they had won their first heat they suddenly disappeared, but showed up in time for the last pull. The "sophs" were to be their opponents, and they demanded that the juniors be weighed over again, but the referee said no. The '87 men had been weighed and accepted once, and as they had pulled one heat they were eligible to pull again. Now, the juniors had precisely this view of the matter, and as they were decidedly hungry after winning once, they slipped out and broke their fasting. The sophomores discovered the clever trick of their elders, but the only satisfaction they could get out of it was that perhaps they could be as smart another year.

CYCLETS

THE header I took in the spring, tra la,
Was an act of marvellous grace.
I went thro' a highland fling, tra la,
And I cut quite a "pigeon wing," tra la,
Ere I measured the dust on my face.
And that's what I mean when I say or I sing,
Oh, bother the header I took in the spring.
Tra la, etc. DÆDALUS.

GASKELL is a disappointed man. Speechly has won the Surrey Cup three times, and it becomes his property. Gaskell had won it twice and wanted one more try for it, but it was not to be.

JAMES P. BRUCE, of Vicksburg, Miss., proposes to get up a grand cycling tournament in that city next September, especially in the interest of Louisville, New Orleans, Cincinnati, St. Louis, and Memphis wheelmen. A daily paper will be issued during the meet.

THE lantern parade at St. Louis has now been fixed for 29 September. It promises to be the grandest affair of the kind ever given in this country.

KAUFMAN and McAnney, the American fancy riders, now in England, have been engaged for the Edinburgh exhibition. Kaufman could n't McAnney kind of a show without his partner. Canary one see that?

THE restaurant of the Boston Club House has been closed for the summer season, but it is understood that it will be reopened for the three days of the League Meet. During the warm months the club members prefer to dine at their out-of-town headquarters.

At the last meeting of the Massachusetts Club, Col. Pope gave notice that he would, at the next meeting, move that the rules of the club be amended, limiting the membership to two hundred and fifty. The house is too small to accommodate a larger number.

A SECOND edition of the Pennsylvania Road Book is in press. The first edition of 2,000 would not go around. We like to call it the Penn. Road Book, for the title under which it is issued is altogether too long. Why not the "P. N. M. Book," Mr. Wood? Karl Kron has cut his title down to the smallest limits.

THE friends of Miss Minna Caroline Smith will be glad to know of her volume of poems, noticed elsewhere, and we believe she will find a good demand for it. Miss Smith will be at the Meet to assist in the entertainment of the ladies who come to Boston.

KLUGE's machine met with an accident in the Clarksville race, and he had to change his mount, thereby losing nine minutes. A friend of Weber's writes us: "When Whittaker took his first header, the riders were all close together, and Weber had to swerve from his course to pass him. In reference to the hill-climbing contest, it occurred a few hours after the fifty-mile race, and of course the boys were not fresh nor in condition to climb hills, nor does Weber claim to be a hill-climber, especially on high speed racing machines. Either of them could walk up almost any hill on a Pony Star. Young road a 46-inch vertical fork machine."

CHICAGO wheelmen will visit St. Louis in a body, 15 May, and the wheelmen of that city will entertain them. There will be some hard riding when the two parties get together.

BURLEY AYERS is so afraid of being called a maker's amateur, and of having it said that he advertises some particular manufacturer, that he has ordered a machine which will be a mixture of all known makes. — *Mirror*.

THE New York Club is not going to build a club house, and the \$30,000 was never subscribed. New quarters have been taken at 302 West 58th street.

PRELIMINARY steps are being taken to form a bicycle club in the northern section of Philadelphia. The intention is to fit up a club house in the vicinity of Broad and Diamond streets, from which point easy access may be had to the Park over Diamond street with its asphalt pavement. Permanent organization will be effected this week, and at the same time a name will be chosen and a location decided upon.

A ROXBURY rider gives us a tip. He tells us to take ball-bearings to pieces and lubricate them with vaseline. Once treated in this way they will last a whole season without further need for lubrication.

THE advocates for plumbago as a lubricant seem to have abandoned their ideas.

BECAUSE wheelmen wear knee breeches they are called "dudes." If good fitting garments and a neat appearance make a man a dude, the wheelmen who gather at the reservoir on Sundays are not all entitled to this appellation. A wheelman in shirt sleeves, and long trousers, tied at the bottom with a

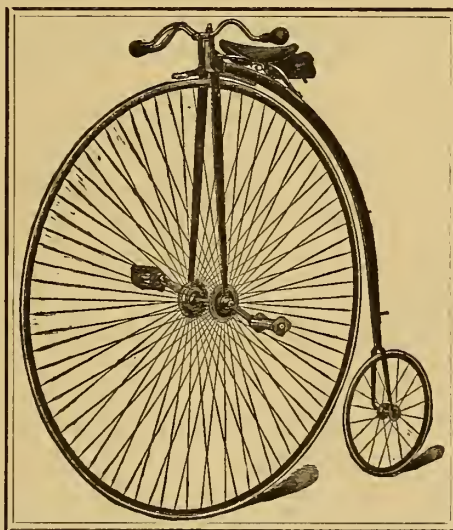
THE

AMERICAN RUDGE,

THE WHEEL FOR 1886.

IT HAS NO EQUAL AT THE PRICE.

SEND FOR
1886
CATALOGUE.



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1886
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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.

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 ILLUSTRATED CATALOGUE FREE.
 A Few Last Year Machines
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SECURE
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 BY PURCHASING
SINGER'S CYCLES
 VERD CAR

APOLLO.

Singer's
 Challenge,

Singer's
 Straight
 Steerer,

Springfield
 AND
 Traveller

Tandems.

SEE THE BEST.

rope, is hardly the personification of dudgeon.

IF our friend Stall doesn't send a check to the Massachusetts Club for their advertisement of his "Screamer," we shall have to say he is working the clubs.

THIS happened one evening, recently, not a thousand miles from Cambridge; Two tricyclers chanced to halt by the roadside for a brief rest, just as a group of Irish laborers were passing on their way home from work. Attracted by the bright new machines, two of the men paused a moment to look at them.

"If you only had a tricycle, Pat," said one of the cyclers to the nearer of the men, "you could ride to and from your employment."

"Ride to the devil!" said Pat, with a contemptuous look at the combination of man and wheels. "Do ye think I cam from the aould counthry to drive a donkey-caart, be-dad, and be me own horse?" — *Record*.

WM. READ & SON report a remarkable boom in bicycles the present year. The ball-bearing head of the Royal Mail and the grip-rim are giving great satisfaction.

CYCLING develops the lungs, improves the temper, and gives volume and sweetness to the voice. In proof of this I mention the fact that a well-known wheelman, who is connected with an evening paper, sat down one night to a piano, and accompanied himself to one of the popular songs of the day. This was at the club house, no one present. Meanwhile a brother member, intent on a game of euchre, softly entered. The music took possession of his soul, and gradually influenced by the purity of the tones and the pathos of the song, all evil inclinations left him, and he quietly retired. Oh, that we had more such warblers! — *Spectator*.

THE *American Wheelman* publishes a long account of its road race, with cuts of the start and finish, the winners and the prizes.

THE Rhode Island Division L. A. W., will hold a road race from Providence to Warren in June, a clam-bake in July, and an excursion in August.

THE clerical tour of 1886 will start from Central Park, New York, 3 August, and proceed northerly along the Hudson river to Albany, to Troy, to the Round Lake camp ground, to Sharon Springs, to Cobleskill and Howe's Cave. Rev. Sylvanus Stall will have charge of the party as before.

IN the home-trainer record race, the prizes were awarded as follows: First prize, W. C. Herring, Ixion Club, New York City, 52½ seconds; second prize, P. M. Harris, of same club, 57½ seconds.

ONE who called himself Lieut.-Col. Paul Methuen, has victimized Burley B. Ayers, of Chicago, to the tune of \$100. He presented a letter of introduction from a friend of Mr. Ayers' in Hamilton, Ont., and on the strength of this he was shown no little attention, and a draft for \$100 was endorsed. The draft proved worthless.

GEORGE B. THAYER, who is wheeling across the continent, was last heard from in Buffalo. He expects to arrive in San Francisco in July.

THE wheelmen of Chicago were inexpressibly shocked and grieved by the death of one of their number, Mr. Felix Ribolla,

as the result of a sad tragedy growing out of an altercation in which his only part was that of peacemaker. Mr. Ribolla, the father of Felix, a man of considerable wealth, was afflicted with a violent temper, and on Sunday morning, 2 May, he became involved in a dispute with a neighbor's coachman about a trivial matter, and becoming enraged beyond control, procured a revolver and began firing at the coachman. Felix and Stephen Ribolla hastened to the scene of the quarrel, and in the endeavor to quiet their father and induce him to give up the pistol, the weapon in the old man's hands was accidentally discharged, and Felix fell to the ground mortally wounded. His father, still further crazed by the awful result of his rage, rushed into the house near by and blew out his own brains. Felix lingered for two days, and expired Tuesday afternoon, 4 May. Mr. Ribolla was a member of the Chicago Club and of the Track Association. The clubs of Chicago have taken action, expressing their regrets at the loss of their fellow-member. — *Mirror*.

SANDERS SELLERS tore up his letter from the N. C. U., and returned the pieces to them.

WILLIS FARRINGTON, of the Boston club, has returned from his Bermuda trip.

THE Lynn Cycle Club promises to turn out a fine new crop of flyers this season.

THE Chicago strikes interfere considerably with the delivery of machines consigned to Western customers, and have delayed shipment of Gormully & Jefferey's goods to Eastern houses.

AN incident of the recent St. Louis road race, was the sudden bath taken by one of the contestants who rode too near the bank of a creek.

SOME genius out in Wisconsin has got up a four-wheeled affair, which he claims can clean out any tricycle ever invented. To prove the worth of his machine, he proposes a ride across the plains.

ROWE and Hendee are sleeping in the same bed, and sometimes Knapp crawls in. All of them are very fast riders when awake, and they are often fast asleep.

NEILSON is riding a Rudge machine that weighs but 304 ounces. This is one of the wheels that an English rider sent to the front at Springfield last year. We shall now see whether the pace is in the rider or the wheel.

THE initiation fee of the League has been raised to \$1.00. The new rule will go into effect 15 May, and those who get their applications in before that date need send but \$1.25, or fifty cents for initiation fee and seventy-five cents for dues.

SECRETARY AARON has been obliged to leave his post and seek health in the South. No one will begrudge him his leave of absence, and many good wishes will follow him. He has overworked himself.

WM. READ & SON have received the new pattern Royal Mail two-track, with small drivers and large steering wheel. It is a beautiful machine and sells very low.

MOSES SHERIFF, of Manchester, N. H., has ridden his 54-inch Rudge Light Roadster 5,000 miles from 1 March, 1884, to 1 May, 1886. He expects to roll up a greater record than ever this year.

V. C. PLACE, one of the fast men of 1881, will appear on the track this season mounted on Howell's 59-inch Rudge Racer, on which the latter rode the mile in 2.31 2-5.

WE have a supply of "Lyra Bicyclica: Sixty Poets on the Wheel," in flexible covers, at a very low price, for our L. A. W. period. This is the enlarged second edition, and is the most peculiar and thoroughbred of all cycling verse. The frenzied and rolling eye of the "Poemster," beholds cycling throughout the universe, from the Almighty on his starry orbits to the rotifer, or wheel-animalcule, under the microscope. Popular idols are undone and outdone by the flighty and superjuvinated bard, and true poetry and piety embodied in parodic guise.

THE tricycle division of the Boston Club will have an all-night moonlight run to Lynn, next Saturday. The course taken will be circuitous, through Newton and neighboring towns, and the pace an easy jog. The Boscobel will be the objective point for the night run, and the trip will be continued to Marblehead the next day.

DR. W. G. KENDALL, marshal of the Eastern Division of the touring department, will soon institute among other things a series of short Sunday runs to such points as Brockton, Scituate, Hough's Neck, and other of the many places where the doctor is well acquainted, and is sure of a good reception. Those who have been with him on trips in other seasons say, that there is no town within thirty miles of Boston in which he has not friends happy to entertain any party conducted by him.

H. O. DUNCAN left Montpellier, France, at 6.15 A. M., on Sunday, 4 April, and arrived in Paris, Friday, 9 April, at 7 P. M., a distance of about five hundred miles. Duncan missed the road several times, and was troubled with rain, head winds and hail, as well as mountainous roads made miserable by newly laid stones.

AT the annual meeting of the Iowa Division L. A. W. Rev. A. C. Stilson, an invited guest to their banquet, made a telling speech in marked terms of approval of the benefits and pleasures in the use of the wheel, which remarks took deep root in the minds of all present on that occasion. For the appreciation of the sentiments there expressed, the members of the Ottumwa Bicycle Club with stealth and kindly malice aforethought, secured by donation from the members of the club and friends, a sufficient amount of money to purchase an elegant Expert Columbia, 54-inch nickel plated and enamelled, 1886 finish, with all the modern improvements. This was presented to the reverend gentleman, the captain of the club making the presentation speech, to which an appropriate response was made.

SCENE, a wayside North Shore hotel; *dramatis personæ*, a party of wheelmen, several of whom had put up at this hostelry for the night a few weeks previous; time, morning, when about to settle bills.

Spokesman for party. — Why, how 's this? You have gone up thirty per cent on the prices you gave us when we stopped here before.

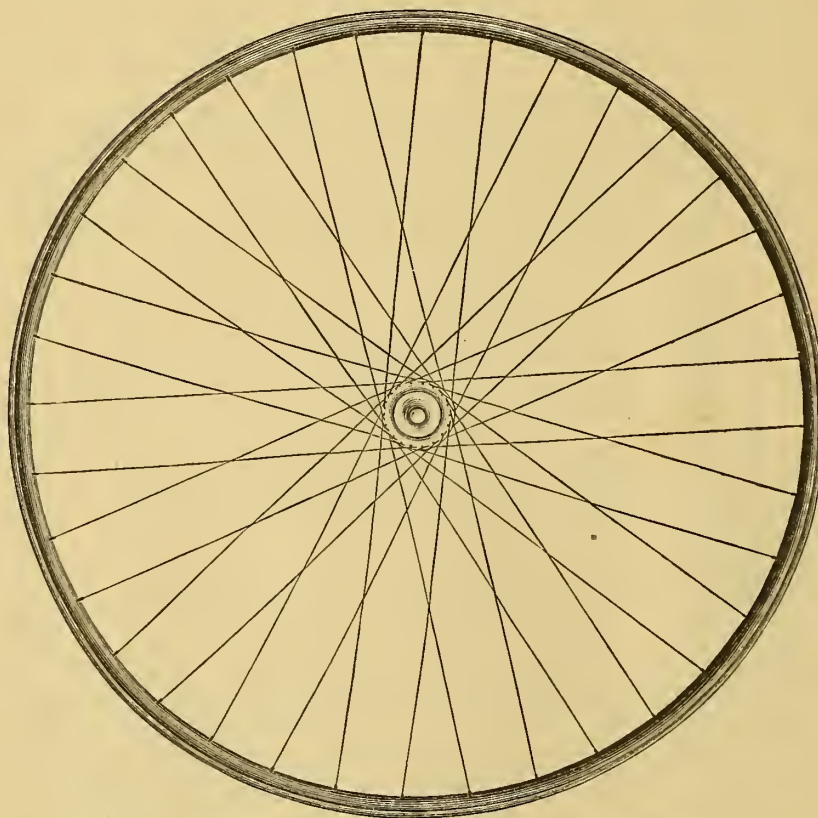
Hotel proprietor. — Yes, I know it. I hadn't seen you feed then. — *Record*.

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.

FIRST GRAND OPENING TOURNAMENT

— OF THE —

Lynn Cycle Club Track Assoc'n,

Lynn, Mass., Memorial Day, May 31, 1886.

Although the centre of bicycling, Eastern Massachusetts has not heretofore possessed a complete and modern racing track. The necessity for such led to the formation of the Lynn Cycle Club Track Association, which, with commendable energy and dispatch, has evolved within the "City of Shoes" the finest bicycle racing track to be found in the world, being a dead level, three-lap track, of perfect design. The opening tournament will include the fastest men in America, and extraordinary time is expected. Visitors to the League Meet will regret much if they do not stop over and attend this grand event.

PROSPECTUS OF RACES.

FIRST RACE WILL BE CALLED PROMPTLY AT 2 P. M.

1. One-Mile Amateur Bicycle. — First prize, a fine gent's gold watch; second prize, pair elegant opera glasses.
2. Three-Mile Amateur Bicycle (9.45 class). — For League of Essex County wheelmen only. First prize, gold medal; second prize, silver medal.
3. Two-Mile Amateur Tricycle. — First prize, elegant hanging lamp; second prize, Smith & Wesson nickel-plated revolver.
4. One-Mile Amateur Bicycle (3.20 class). — First prize, gold-headed cane; second prize, base parlor lamp.

5. Three-Mile Amateur Bicycle Lap Race. — First prize, silver tilting water pitcher; second prize, elegant berry set.
6. First of a series for the professional championship of America. Five-Mile Professional Bicycle Race, between Robert A. Neilson and John S. Prince. — These two celebrated riders will meet to contest for a purse of \$300 a side, and an additional purse of \$500 offered by the Association, and the professional championship of America.
7. Twenty-Mile Amateur Bicycle Race, for the Columbia prize cup, valued at \$1,500. — This cup shall become the personal property of the competitor who is first for three times winner in said races for it, or who, in winning one of said races, covers the twenty miles within one hour.

✍ Entries for all races to be made to E. M. BAILEY, secretary of Lynn Cycle Club Track Association, Lynn, Mass., accompanied by an entrance fee of \$1.00 for each event, except the twenty-mile, entry which is \$5.00, returnable to all who complete the distance.

✍ Entries close May 26. All entries will be received subject to the decision of the L. A. W.

✍ The Club reserves the right to reject any or all entries to the races.

ALBERT SCHOCK has replied to Phil Hammell's challenge, and refused to run except in a seventy-two hour race. Short distances he claims to have no claim upon.

It is proposed to have a bicycle race on the Chicago track each day before the ball games.

THE *Cyclist* says Schock's record is not so good as Waller's. The track on which Schock ran was full length. Waller's track was about two feet short.

THE Maverick Wheel Club has called runs as follows: 16 May, Waltham; 23 May, Norwood; 30 May, South Natick; 31 May, Lynn.

To E. W. B. Daisie says she can hardly decide for you. "Our favorite runs are from six to fifteen miles over good roads, and a lady on a single would not be overtaxed. For the longer runs, which we hope to have the following week, a tandem would be better, for the riders will have to cover about thirty to forty miles a day. There is a good prospect that four out of five of the ladies in attendance at the Meet will ride tandems."

THE *Cyclist* does not believe in the International championship as proposed by the Springfield Club. Mr. Sturmev believes the associations of the two countries should run the championships if any are established.

MR. EVANS, of Cincinnati, who, by-the-by, had some strange champagne experiences with Madame Emma, at the Eden Theatre, Paris, left this country last month to return to his native land, with the inten-

tion, *inter alia*, of coming back and importing into England a young American lady, who, as a bicycle trick rider, can make Canary, Kaufman and McAnney "sit up." — *Cyclist*.

YOU, who have aching joints after long rides in this the early part of the season, anoint them with arnicated oil, and obtain relief.

THE Massachusetts Club photograph, by Notman, is now being mounted, and will be on exhibition soon. It is considered the best of the kind ever taken.

THE tricycle division officers of the Massachusetts Club has adopted the same badge on the sleeve as used by the regular officers, with a small gold tricycle in addition.

LAST week Bob Neilson, timed by three watches and paced by Harry Getchel, made a good record for "around the reservoir," doing it in 3.18. Burnham claims to have done it in 3.16.

THE Springfield Club has a committee to ascertain the desirability of keeping a record of the riding done by each member during the year.

PRESIDENT E. C. HODGES has been appointed a member of the Boston Club's Cycle Show Committee. Freelon Morris has resigned from that committee.

A NEW club is to be formed at Randolph this week. Mr. T. J. Strickland is prime mover in the affair. The club will probably start with twenty members.

THE dates of the next Springfield tournament will probably be 14, 15, 16 and 17 September.

ROWE and Hendee were weighed last week, and there was only an ounce of difference in their weight, both tipping the scales at about one hundred and seventy-five and a half pounds. That's where we are ahead of the champions.

THE PATH.

MINNEAPOLIS, MINN., 10 May. — The first day of the six-day, twelve-hour bicycle race, for \$1,000 a side and the championship of America, between Albert Schock and John S. Prince, was started to-day by referee C. W. Ryder, sporting editor of the *Minneapolis Tribune*. In many cases Prince would pass Schock and gain one lap in five, the track being eight laps to the mile. Prince now holds all board-track records from 50 to 185 miles, having broken those made by Woodside in the other race. The score at the finish to-day was, Prince 185 miles one lap, and Schock 179 miles five laps. Woodside's record for the first day was 181 miles one lap. The betting is in favor of Prince.

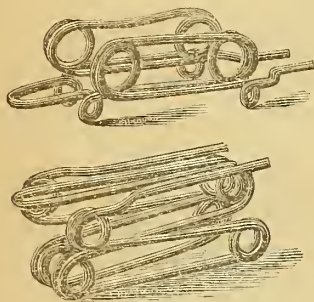
NEW YORK, 29 April. — Sports of the college of the city of New York. *One mile bicycle race*. P. Slade (1), 3.43½; J. A. Constant (2).

MINNEAPOLIS. — Races were held at Minneapolis Fair Grounds, 4 May. After a scrub trotting race, T. W. Eck rode a quarter-mile heat race against an unknown 2:40 trotter. The horse won the first heat in 57½s., and

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 Whistles with chains, other dealers 75 cents, our price 25 cents. One-in-h Rubber Tire (black or red) for 50-in. wheel, only \$6.40; 54-in., \$6.80; 7-8 in. Tire for 52-in., \$4.00; 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 Vale Bicycle Lock with chain only 80 cents; "Perfection" brassed lock, two keys, 50 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.

Our Bars are warranted the best of steel, — cheapest yet the best.

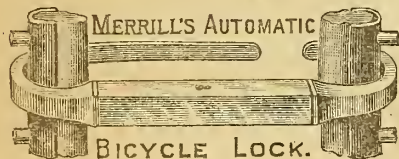


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Oct. and Dec. 1885. Address,

Humphrey's Spring Co.
IRWIN, PA.

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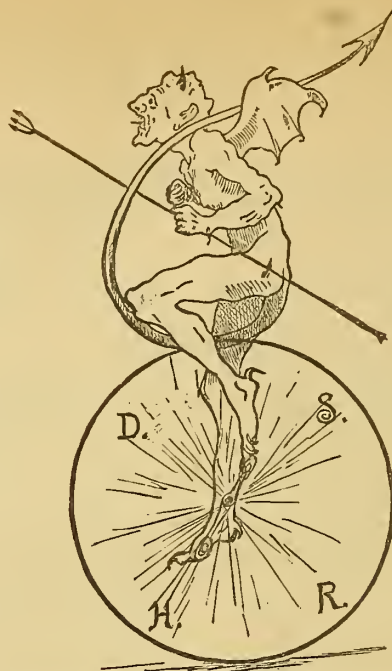
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We have on hand a small job lot of L. A. W. Stockings, which we will close out to League members only, at \$1.25 by mail, postpaid.

Sizes, 9½, 10, and 10½.

CASH MUST ACCOMPANY ORDER.

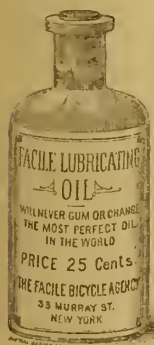
GOODS GUARANTEED.



Parties sending crated machines to be used at the League Meet, may consign to our care, when we will uncrate, set up, and adjust properly, ready for use. Will store crates, and after the Meet recrate and ship at reasonable charges and without trouble to the owners.

Please notify us and send B. L. when shipping.

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If you want the best Duplicating Apparatus, Fountain Pen, Type-Writer, or 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.

Eck the second in 56½s. The third heat was not run, the track being too bad for the latter. The third race was for ten miles, between John S. Prince, America's champion cyclist, and Hank Seeley's gray horse "Crazy." The horse won in 38m. 37s. Prince stopped at nine and a half miles.

The Lynn track will divide honors with Springfield.

The annual tricycle race of the Boston Club will be held 28 May, and will be from Bailey's, at South Natick, to Boston, about twenty miles. Open to all. Two prizes. Entrance fee, \$1.00, to R. J. Tombs, 87 Boylston street.

The opening tournament of the Lynn Cycle Club Track Association will be held on Memorial day. The entries for the opening tournament will include the fastest racers in America, and quick time is expected. Many of the visitors to the L. A. W. Meet in Boston will attend the great event. On the same day the Essex County wheelmen will hold a business meeting; at one o'clock in the afternoon the Essex County parade will

take place, terminating at the track. Maitland's band, of Brockton, will furnish music during the races, and will probably take part in the parade. The official programme of the races, which will commence at 2 P. M., will be found in the advertisement elsewhere.

The officers of the Meet will be as follows: Referee, Abbot Bassett; judges, H. D. Corey, Frank S. Winship, John Wood, Jr.; scorers, William H. Pevear, George Chinn, A. D. Peck, Jr.; timers, George Butler, Eugene E. Merrill, O. S. Roberts; starter, Charles S. Howard; clerk, of course, W. W. Stall.

At the international bicycle championship of the world recently held in England on Easter, the winners of the one, ten, twenty, and fifty-mile championships rode the Rudge Racer.

The second annual fifteen-mile handicap road race of the Colorado Wheel Club will be held on the Littleton road, Sunday, 16 May, at ten A. M. The road over which the race will be run is a seven and a half mile course from the Exposition Building on

Broadway to Littleton and return. The best time ever made over the road is 1h. 4m., made by F. E. Kimball, of Denver, in the race last year. The handicaps will be sealed; all entries starting from scratch; handicaps being deducted from time made.

The fifty-mile bicycle championship of England was contested at the Aylstone Park Grounds, Leicester, Eng., on the 25th ult. There was a large field of starters, including DeCivry of France and other fast riders. H. O. Duncan, an Anglo-French rider, was the winner, F. J. Lee was second and M. Dupois of France third. Duncan's was the third successive victory for the fifty-mile cup which has now become his property. The fifty-mile championship was first run in 1883, since which time the winners have been as follows: 1883, 24 March F. DeCivry, Paris, 3.13.14.; 3 August, F. Wood, Leicester, 2.48.10.; 1884, 17 April, T. Battersby, Newcastle, 3.3.26½.; 5 July, F. Wood, Leicester, 2.47.20.; 1885, H. O. Duncan, Montpelier, 3.17.14½.; 1 August, H. O. Duncan, 3.5.42½.

BOSTON BICYCLE CLUB SHOW.

THE FIRST EXHIBITION OF BICYCLES, TRICYCLES and ACCESSORIES,

Under the auspices of the Boston Bicycle Club, will be held in Mechanics Hall, Huntington Ave., Boston, Mass.

MAY 27, 28, 29 and 31.

All dealers should apply for space immediately to J. S. Dean, 28 State Street, Boston. Special Wheelman's Season Ticket, admitting bearer at all times, when in uniform, can be obtained only of Theo. Rothe, 625 Washington Street, Boston. Price, Twenty-five Cents.



LEAGUE RACES.

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

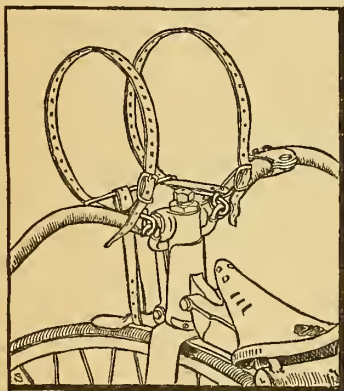
Boston, 29 May, 1886,
AT 3 P. M., ON THE
Union Grounds, Dartmouth Street.
EVENTS.

- 1 Mile Amateur Bicycle.—League National Championship.
- 1 Mile Amateur Tricycle.—League National Championship.
- (The Racing Board L. A. W. reserves the right to reject any or all entries to the above races.)
- 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.
Grand Stand, 75 cents.

Lamson's Luggage Carrier.



The most useful of all attachments for bicycles. Manufactured and for sale by O. H. LAMSON, Portland, Me. For sale by all dealers. Latest Detachable Form, price, \$1.00.

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Used by Thomas Stevens in Cycling the Earth.

LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

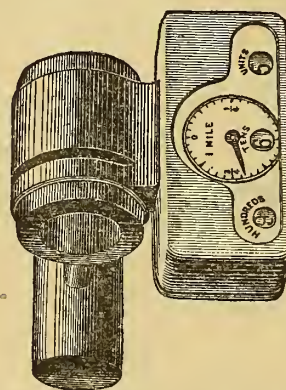
Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 50 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it. Old edition, 20 cents. For sale at CYCLE office.

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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.

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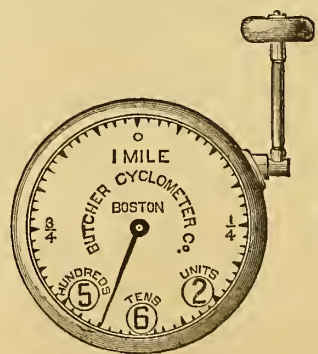
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THIS SPACE RESERVED

FOR

JENS F. PEDERSEN,

MANUFACTURER OF

MEDALS,

11-2 Maiden Lane - - - NEW YORK.

THE CLUB.

MASSACHUSETTS CLUB.—At the last monthly meeting of the Massachusetts Bicycle Club, three new members were admitted, Messrs. E. S. Beck, Edward Harrington and E. P. Faxon, making the total membership about two hundred and fifty, all active members. The club voted to contribute \$200 toward the L. A. W. Meet, and will exert itself to the utmost to do its share of the work of entertaining the many wheelmen who will come to inspect our sandpapered roads. The second lieutenant of the club, Mr. R. P. Ahl, having resigned on account of absence in Europe, Mr. James M. Burr was chosen his successor. Mr. Burr is a popular member and will, without doubt, prove an efficient officer. The new "Year Book" of the Massachusetts Bicycle Club is nearly ready for the press, and Secretary Pratt, who has spent some time in its preparation, hopes that it will suit the members much better than last year's book. The following resolution was passed and the secretary was instructed to publish the same in *THE CYCLE*: *Resolved*, That the Massachusetts Bicycle club hereby expresses its disapproval of the article known and advertised as "Screamer," and that the captain is hereby requested not to allow the use of said article on any club run.

At the April meeting of the club, Mr. Daniel W. Colbath was chosen to fill the office of "librarian." Mr. Colbath has entered upon the duties with a spirit and enterprise that will soon place the library of that club on a firm basis, and give the club a collection of literature worthy of any organization of its standing and size. Mr. Colbath has issued a circular in which he says of the library, it is earnestly hoped to make it a retreat where members and friends can pass pleasantly a rainy afternoon, and use for reference at all times in making up runs and tours; in other words, a library of value to all wheelmen, and a credit to the Massachusetts Bicycle Club. We have little doubt but that there are in the homes of the members many books, pamphlets, etc., on cycling and kindred sports, which they would gladly donate to the club library. Several such gifts have already been received. Will you kindly look up what you may have and are willing to part with, and send the names, volumes, and condition of the same, with full address of giver, at your earliest convenience? This is in order to avoid possible duplicates. Subscriptions to the various periodicals, and donations of the "money of the realm" to be used for purchasing books, will also be in order, and we shall be pleased to hear from such members as can afford to respond. Such books and papers as are received and found worthy of it will be handsomely bound, and the donor's name suitably inscribed therein.

OMAHA, NEB.—Omaha Club: President, W. U. Rogers; secretary, C. M. Woodman; treasurer, Perry Badollett.

WHEELING, W. V.—Wheeling Wheelmen: President, Dr. Chas. E. Mason; secretary and treasurer, A. Allen Wheat; captain, Wilbur L. Wright.

CANTON, OHIO.—Canton Club: President, M. P. Fry; secretary and treasurer, Will G. Saxton; captain, Frank Jay.

MIDDLETOWN, CONN.—Middletown Club: President, E. G. Carr; secretary, E. L. Brockway; treasurer, D. D. Butler; captain, A. H. Rully.

WILKESBARRE, PA.—Wilkesbarre Club: President, Robert L. Ayres; secretary, W. E. Shupp; treasurer, H. C. Robertson; captain, J. G. Carpenter.

ROCKINGHAM, N. H.—Rockingham Club: President, C. A. Hazlett; secretary and treasurer, W. C. Walton; captain, G. E. Philbrick.

HAVERILL, MASS.—Pentucket Club: President, C. P. Summer; secretary-treasurer, A. E. Leach; captain, C. E. Dale, 21 members.

PERTH AMBOY, N. Y.—Perth Amboy Cyclers: President, E. W. Barnes; secretary, F. W. Kitchell; treasurer, R. H. Barnes; captain, E. E. Hartshone.

BIDDEFORD, ME.—York County Wheelmen: President, R. A. Fairfield; secretary and treasurer, J. E. Etchells; captain, W. T. Bowers.

KANSAS CITY, MO.—Kansas City Wheelmen: President, T. Ellis, Jr.; secretary-treasurer, S. I. Platt; captain, Dr. G. L. Henderson.

EAST HARTFORD, CONN.—East Hartford Club: President, L. S. Forbes; secretary, W. L. Prior; treasurer, S. A. Pratt; captain, Geo. L. Forbes.

COMING EVENTS.

MAY.

- 8 Saturday.—Road race, Hudson County Wheelmen, New Jersey.
Bicycle race, Madison Square Garden, New York.
- 15 Saturday.—Bicycle race, Madison Square Garden, New York.
- 16 Sunday.—Road race of Colorado Wheel Club, Denver, Col.
- 20 Thursday.—Races at New Castle, Penn.
- 22 Saturday.—Races at Hartford, Conn., by Hartford Wheel Club.
Two-mile road race of Brooklyn (N. Y.) Club.
- 24 Monday.—First day of race meeting at Woodstock, Can.
- 25 Tuesday.—Second day of race meeting at Woodstock, Can.
- 27 Thursday.—First day of League Meet. Opening of Boston Club show. Ladies' run. Runs under auspices of tours and runs committee. Hill climbing contest at Corey Hill, at 10 A. M. Entertainment at Music Hall in the evening. Officer's meeting in the evening for election of president.
- 28 Friday.—Second day of League Meet. Annual business meeting. Entertainment at Music Hall in the evening. Afternoon run. Tricycle road race of Boston Club.
- 29 Saturday.—Scorcher's run in the morning. League parade in forenoon. Races in the afternoon at 3. Banquet in the evening.
Intercollegiate games at New York.
- 30 Sunday.—Informal runs under auspices of committee on tours and runs.
- 31 Monday.—Races at Lynn in the afternoon. Prince and Neilson championship race. Last day of Boston Cycle Show.
Two-mile race of the Brooklyn (N. Y.) Athletic Association games.
Essex County Wheelmen, annual meet at Lynn.
Fifty-mile road race of Ixion Bi. Club, of New York, at Orange, N. J.
Races at San Francisco, Cal., by Bay City Wheelmen.

JUNE.

- 5 Saturday.—Games of the Staten Island Athletic Club. Spring games of Montreal A. A. A., three-mile bicycle race.

- 11 Friday.—First day of race meeting at New Haven by Yale College Club.
- 12 Saturday.—Second day of race meeting at New Haven, by Yale College Club.
N. Y. and N. J. Road Race Association team race at Orange, N. J.
- 16 Wednesday.—Races of the Capital Club, at Washington, D. C.
- 19 Saturday.—Annual Championships of N. A. A. A. A. at New York.
Annual race meeting of K. C. W. at Brooklyn, N. Y.

JULY.

- 1 Thursday.—First day of annual meeting of C. W. A. at Montreal.
- 2 Friday.—Second day of annual meeting of C. W. A. at Montreal.
- 3 Saturday.—Third day of annual meeting of C. W. A. at Montreal.
Suffolk Wheel Club's three day's tour begins.
- 5 Monday.—Race meeting at Binghampton, N. Y.

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.

FOR SALE.—56-inch American Rudge, in first-class condition; Columbia ball-pedals, '86 pattern; six-inch cranks; long-distance saddle; enamelled and nickelled; for sale cheap. Address, J. M. TRYON, Toledo, Ohio.

FOR SALE.—56-inch Rudge Light Roadster, in first-class condition. Address, Box 1593, 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.

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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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A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for $\frac{1}{4}$ and $\frac{1}{2}$ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for $\frac{3}{4}$ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20 $\frac{1}{2}$ miles, 396 feet).

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HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen
at Every League Meet, and are almost invariably chosen by the
Long-Distance Wheelmen.

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This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47 $\frac{1}{2}$ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

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