

# The Cycle.

---

VOL. I., No. 21.

BOSTON, MASS., 20 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.

---

## COVENTRY MACHINISTS CO.

239 Columbus Avenue, Boston.

No purchaser can afford to miss applying for the last edition of our 50-page Catalog (printed in July), which contains many recent testimonials regarding the Cycles manufactured by

# GORMULLY & JEFFERY,

CHICAGO, ILL.

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.

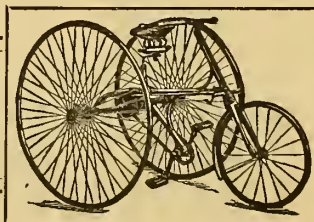
## 20 Miles on the Road in 1 hour, 12 min., 35 sec.

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

*If you want the lightest Bicycle in the market, buy an Apollo. Rigidity not sacrificed to weight.*

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

Singer's Straight Steerer



The Great Hit of the Season.

SEND FOR CATALOGUE

W. B. EVERETT & CO. - - - 6 & 8 Berkeley St., Boston.



# THE CYCLE

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

VOL. I.

BOSTON, MASS., 20 AUGUST, 1886.

No. 21.

## TERMS OF SUBSCRIPTION.

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

Specimen Copies free.

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

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

*New York*, ELLIOTT MASON, 12 Warren Street.

*Philadelphia*, H. B. HART, 811 Arch Street. GEORGE D. GIBSON, 6 South Broad Street.

*Baltimore*, S. T. CLARK & Co., 4 Hanover Street.

*Chicago*, W. M. DURELL, 115 Wabash Avenue. JOHN WILKINSON & Co., 77 State Street.

*Washington*, H. S. OWEN, Capital Cycle Co.

*St. Louis*, ST. LOUIS WHEEL CO., 1121 Olive Street.

ABBOT BASSETT . . . . . EDITOR

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

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

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

BELIEVING that those who read the papers wish first of all to be entertained; and believing that variety, the spice of life, is essential to the best entertainment; and believing that discussions of the amateur question and League politics have ceased for the nonce to afford entertainment, we are going to give our readers a little change. It is warm weather, and light reading is in demand. We are going to give you a story or two. In this issue we have drawn upon a contemporary for a story, but next week we shall give you something new. A well-known writer for the wheel press has furnished us a story which is exceedingly interesting, and it will appear next week. Look out for it. It will be called "THE CYCLER'S STORY."

IN the last issue of the *Bulletin*, Mr. Miller, of the Racing Board, rebukes the editor for allowing such articles as he has lately seen fit to publish, to appear in its columns. He concludes what he has to say as follows:

"As a member of the Racing Board, I can assure you that the first word has yet to be mentioned in that Board toward the relinquishment of its powers over the race path to the A. C. U. or any other organization, and that any suggestion toward that end by

the press are worthy only of being cast into your 'official' waste-paper basket, instead of encumbering the columns of our valued journal with such worthless chaff!"

The A. C. U. does not ask to have the League abandon racing, in the first place; and in the second, the Racing Board could not so commit the League if it wanted to.

SOME one, who signs himself "Charter Oak," writes to the *American Wheelman* and gives what he calls a true account of the meeting of Messrs. Bassett and Ducker at Springfield. We were going to lift it and italicize the true statements in it, but on looking it through we found just about ten words in the whole article that were true. The writer gave a column and a quarter of chaff, only ten words of which were true.

MANY amateur wheelmen are laying plans for racing with and against professionals. They claim that their amateur standing will not be affected, because the League disclaims jurisdiction over road events. They forget that the A. C. U. has jurisdiction over road racing, and that the officers of that organization will not let the amateur rule be broken on the road. Any rider who is declared to be a promateur or professional by the A. C. U. will be so regarded by the L. A. W. The League has no jurisdiction over running and jumping, but if the N. A. A. A., which has, should declare a man to be a professional runner or jumper, the League could not accept him as an amateur wheelman.

## FROM A FEMININE POINT OF VIEW.

THE terrible accident that occurred in Allston recently has carried grief to many hearts outside the immediate circle of friends and acquaintances in which the afflicted parties move. Our hearts go out in kindly sympathy to the noble woman who has been bereft of her chosen life companion, and I know that I speak for a large number of wheelwomen when I say that her grief has been shared by them, and that they have sorrowed with and for her in the days of agony.

NOTHING that we can say will restore to her the one that has gone, nor will it compensate in any manner for what she has lost, but it is gratifying at such times to be assured that we are held in grateful remembrance, and our burden becomes the lighter. And so let me speak for my lady readers and assure our friend that our sympathy is with

her, and more deeply felt than words can express.

I WANT to suggest a little trip a-wheel for those venturesome spirits who like to seek out new fields of exploration. I have been enjoying the cool breezes and delightful air of that quaint little town on the South Shore where the Pilgrim Fathers found a home. I did not take my wheel with me, and regretted it every minute of the time that I was there.

I WOULD not advise the ladies to go to Plymouth awheel unless it be on a tandem with a gentleman, for there is no little sand along the South Shore and with a single tri-cycle there would have to be a good deal of pushing. Bicyclers have visited the ancient town on many occasions, I was told, but the natives have yet to see a lady riding in the place.

A PLEASANT trip could be made by taking a wheel on board the steamer which arrives at Plymouth at noon and remaining over a day, using the time in riding about. Or a good deal could be done in a single day, for the steamer stops over for two hours, and in that time many of the attractions could be viewed.

I DON'T think I need tell what there is at Plymouth; for the Rock, the great statue of Faith, and the famous collection of curious and ancient relics, are known the wide world over. The roads are good, though there are several hills to climb.

I AM in receipt of a letter from a lady rider who has had an unpleasant experience in a storm. She was caught in a smart shower, and was miles away from any habitation. In consequence, she arrived at her destination in a very damp and bedraggled condition. And now she suggests a cycling cape of gossamer to be used on such occasions. I do not believe in rubber garments for riding. Had our friend been clad in rubber she would have been as moist from perspiration as she was in this case from the rain, and she would have suffered more inconvenience, I do not doubt, for rubber prevents the escape of all that should go forth from the body when one is unusually active, as she is in riding. If we get caught in the rain it is much better to get a drenching than to wear waterproof clothing, but we must be careful to make a change of clothing as soon as we get to shelter. DAISIE.

THE Committee on Rules and Regulations of the L. A. W. will submit a new rule at the Buffalo meeting, which shall provide that the officers shall be elected by the membership at large in general meeting. This is as it should be. There must be something to awaken an interest in that meeting.

# \* SPRINGFIELD! \*

## FIFTH GRAND INTERNATIONAL \* TOURNAMENT

OF THE

SPRINGFIELD BICYCLE CLUB

ON THE FAMOUS

Hampden Park, Springfield, Mass., U.S.A., September 14, 15, 16, <sup>and</sup> 17, 1886.

### GRAND RACE FOR THE WORLD'S CHAMPIONSHIP!

#### LIST OF RACES.

First Day—Tuesday, September 14.			
EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile	Amateur Promateur Professional	Bicycle	World's Championship—1st heat.
1-mile		Bicycle	Novice.
10-mile		Bicycle	A. C. U. Championship.
5-mile		Bicycle	Handicap.
1-mile	Amateur Promateur Professional	Bicycle	World's Championship—2d heat.
5-mile		Bicycle	16.30 Class.
1-mile		Tricycle	Open.
3-mile		Bicycle	Open.
1-mile	Amateur	Bicycle	World's Championship—3d heat.
1-mile		Tandem	A. C. U. Championship.

Second Day—Wednesday, September 15.			
EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile	Amateur Promateur Professional	Bicycle	World's Championship—4th heat.
5-mile		Bicycle	Lap.
5-mile		Bicycle	Handicap.
3-mile		Tricycle	Open.
1-mile	Professional Promateur Professional	Bicycle	World's Championship—5th heat.
3-mile		Bicycle	Lap.
5-mile		Bicycle	Lap.
3-mile		Bicycle	Handicap.
1-mile	Amateur	Bicycle	World's Championship—6th heat.
3-mile		Tricycle	Open.

Third Day—Thursday, September 16.			
EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile	Amateur Promateur Professional	Bicycle	World's Championship—7th heat.
3-mile		Bicycle	Open.
10-mile		Bicycle	Lap.
1-mile		Bicycle	Open.
1-mile	Amateur Promateur Professional	Bicycle	World's Championship—8th heat.
5-mile		Bicycle	Open.
3-mile		Tricycle	Open.
1-mile		Bicycle	Handicap.
1-mile	Professional	Bicycle	World's Championship—9th heat.
3-mile		Tricycle	Handicap.

Fourth Day—Friday, September 17.			
EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile	Amateur Promateur Professional	Bicycle	World's Championship—10th heat.
3-mile		Bicycle	9.45 Class.
3-mile		Bicycle	Open.
10-mile		Bicycle	Lap.
1-mile	Amateur Promateur Professional	Bicycle	World's Championship—11th heat.
3-mile		Bicycle	Handicap.
1-mile		Bicycle	2.40 Class.
5-mile		Bicycle	Open.
1-mile	Amateur	Bicycle	World's Championship—final heat.
1-mile		Bicycle	Consolation.

ENTRIES CLOSE SEPTEMBER 7, 1886. All Events have three Prizes, where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., will be furnished upon application to SANFORD LAWTON, Secretary, Springfield, Mass., U.S.A.

# \* SPRINGFIELD! \*



## BIKE AGAINST STRIKE.

ON the 15th August, 187' the quiet little town of N—— was aroused by the news that the workers of the Regent Iron Works were on strike. For some time past there had been great discontent amongst them, but none had dared to rebel openly. The head of the neighboring iron works had slightly raised the wages of his men, and those at the Regent Works wanted a corresponding rise in theirs. This they had been promised they should have at the end of November. But this did not suit them, and one of them, named Bill Barker, had gone so far as to send a threatening letter to Mr. Cross, the head of the works, for which he was imprisoned. On coming out of prison, he at once began to stir his comrades to action, and the strike was the result. As he was known to be a most desperate fellow, it was greatly feared that he and his workers would not stop at words. On the night of the 14th they had held a meeting at a brick kiln, not far from the town, and the next morning two men who were known to be against the movement were found dead, one in the kiln, and the other in a ditch close by. The town was all in a ferment, the shops were shut, and most people were afraid to go out of doors. At that time there was staying at the Bull Inn a gentleman who was making a tour in that part of the country, on a bicycle, named George Dundas. He had only arrived the night before this strike was known, and as he had sometimes stopped there before, he was not a stranger to the majority of the inhabitants. After breakfast, on the morning of the 15th, having nothing to do for an hour or two, he went out to have a stroll round the town, to see anything there was to see, and to buy a few things he needed. He had bought all he wanted, and seen everything worth seeing, and was returning home to the inn by an out-of-the-way lane, when a little ragged lad stepped out of the hedge, and after looking suspiciously around, came up to the cyclist, and said, in a low frightened voice, —

"Please are you Mr. Dundas, sir?"

"Yes, my lad; what can I do for you?"

For a second or two the boy did not speak, but glanced at the hedges and trees as if he feared a lurking enemy; then he said —

"You know about the strike, sir?"

"Yes, I do; why?"

"Cos they be going over ter Cross — Mr. Cross, I mean — this morning."

"Going over to Mr. Cross, my boy; well, what of that?"

"Why, they're going ter fire the house, sir."

"What!"

"They're going ter fire the house. I heard Bill Barker say that he 'oped ter be able ter break the old un's 'ed — that's Mr. Cross."

"When did they start?"

"'Bout 'arf-past ten o'clock, sir."

George glanced at his watch — it was then 11.35 — and putting it back in his watch-pocket, said, —

"How far is it to Mr. Cross's?"

"'Bout ten miles, sir. Oh! sir, don't you think you could ride to him on your bisocle, sir?"

"On my machine? — well, so I could. What time do you say they started?"

"'Arf-past ten, sir."

"Half-past ten — ten miles. Well, I can but try. I'll go at once; good-bye, my boy. You will see me again before long. Good-bye!"

"Good-bye, sir, don't breathe a word ter any one; Bill 'ud break my 'ed."

"I won't you may be sure. Good-bye!"

George hurried off to the Bull; took off his waistcoat and hat, brought out his machine — a 58. "Interchangeable" — got on, and was off. The roads were dry and hard, and the day was a splendid one. A very slight wind was blowing from the right, but only just enough to keep the day fresh. He soon got away from the town and into a hard sandy road, with hedges each side, as most of the roads in those parts have. As it was not a market-day there were very few people on the road, and only two vehicles were passed the whole way. So intent was he upon his ride that he did not notice the rate at which he was travelling; and it seemed only a minute or so when he passed the "Wheat Sheaf," which he knew was just five miles from N——. A group of rustics outside, thinking he was on a race, cheered lustily. It was a race; but what for? No paltry prize. On him and his machine depended the lives of a whole household of harmless people. Directly in front was the long and steep Redstowe Hill. He put on the speed, rushed at it, and for a time went up pretty fast, but soon relapsed into one steady grind. The monotonous rise and fall of the pedals, the sight of the wheel under him slowly travelling round, the hedges and stones passing gradually away behind him, all tended to make the pace unbearable to one whom twenty miles an hour was the pace he wished for. At last the top was reached. The road the other side was first a very steep hill, then a slightly down course for about one mile, and finally a straight level run to Mr. Cross's house. Dundas could see the country for miles every way, and looking about on all sides, could perceive no traces of the strikers. At first the hill was so steep he thought he should be obliged to dismount, but by the aid of back pedalling and a strong brake, he was enabled to descend at a moderate pace. When about half way down he glanced to a field on his left, and — oh, how his heart jumped! — there were the enemy. They were still a good way off, and were not walking in a straight line, but in a slanting direction, so that they must strike the road about a mile in front. If he could pass that point before they reached it, he was safe; if not who could tell what would happen? The hedge each side was pretty high, so that by leaning over the handles he was concealed from their view, but further on it was barely four feet. He rode slowly till the low hedge was reached, and then put on the speed and dashed into the open. He had not gone many yards before there came a shout from the left, of "There's some one on the road;" followed by another of "At him, boys; if he passes the game's up." All began to run, and it was clear that unless he put on more speed, they would be into the road before he passed. The road was wide, in splendid condition, and he was riding slightly down hill. The pace increased, his feet could scarcely keep pace with the treadles; the wheels looked spokeless, except from above, where the only signs of

their having spokes was that near the rim a sort of silvery sheen denoted where they were whizzing round and round. This could not last much longer. He felt as if his thighs had been seized in an iron grip, and there held. The men were within a hundred feet of the road, — one was far in advance of the rest; a glance showed that he was Bill Barker, the leader of the strike. On he came; he leaped the hedge; the machine passed like a flash; a howl of rage and disappointment arose from the strikers as Bill Barker fell with a dull thud into the road, a foot or so in the rear of the bicycle.

Now all the danger was over, all he had to do was to ride on. Could he do this? The excitement of the last ten minutes had been so great that he had not noticed how fatigued he was; but now came the reaction. He turned the corner, and about a quarter of a mile distant, saw the house of Mr. Cross. His head swam; hedges, house, trees, and fields all seemed to dance before him in one mazy gallop. The gates which faced the road were shut, but on calling out they were opened, and telling the man to close them again, he shot through and rode up to the house. Sitting down on the grass he explained to Mr. Cross the circumstances of his ride. The house was barricaded at once, and all the servants and people about the house told off to various posts. George had dinner and a short nap, and by 5 o'clock felt all right again.

The besiegers had surrounded the house; and the head gardener, who had been imprudent enough to look out of a window, had been shot at. All the household were in a state of great anxiety, as it was well known that, though the house was large and well built, it was not sufficiently strong to stand the repeated attacks of nearly two hundred men. At 8 P. M. one door had been burst in and several shots fired through the opening, but the place was quickly blockaded again. It was clear that unless help arrived soon all would be over. A conference was held in the drawing-room, and after a good bit of talk George asked how far it was to the barracks.

"A good eight miles," answered Mr. Cross.

"Have you any oil?"

"Yes, plenty; why, what for?"

"I'm going to try to ride to the barracks," quietly answered George.

"Why, man, the fellows are all round the house, and it's beginning to rain; we shall have a regular hurricane shortly. I should not think of letting you go." So saying, Mr. Cross departed to look after the defenders.

George was soon left alone in the room with Mr. Cross's eldest daughter, a pretty girl of seventeen years, who had all of a sudden taken great interest in him.

"Miss Cross, I'm going to ask a favor of you," said George, "will you do it?"

"What is it? I'll do it if I can."

"Do you know where the keys of the gates are kept?"

"I do."

"Well, will you unlock them for me?"

"I will, if you will promise me that when you reach the barracks you will stay there, and not attempt to get back to-night."

"I promise," replied George, and off he went to get his machine ready. After he



# 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

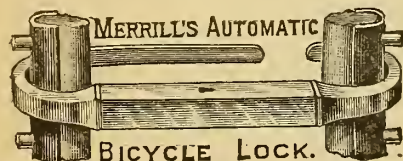
## New \* Jersey \* Cycling \* and \* Athletic \* Association

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.**



**MERRILL'S AUTOMATIC BICYCLE LOCK.**  
For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2 1-2 ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet, two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.  
**MARLIN FIRE ARMS CO., New Haven, Conn.**

### The Road Book of Boston and Vicinity

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

PRICE, 15 CENTS.

A. L. ATKINS, care of Pope Mfg. Co., Boston.

### PATENTS

Secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions in cycling by an experienced wheelman. Write for particulars.

N. L. COLLAMER - - - Patent Attorney,  
WASHINGTON, D. C.

### WHEELMEN, ATTENTION

#### A Hydrometric Paradox.

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

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience), will make the return run one of EIGHT miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

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



had oiled it, he brought it round to the gates and waited for them to be opened. It was then that he saw for the first time what a night it was. As yet it had not rained much, but there was a regular gale blowing, and far away to the east the dull rumble of the thunder was to be plainly heard, while occasionally a faint long flash was seen in the same direction. He had not to wait long, for in a few minutes the gates were opened by the young lady herself. After bidding her good-bye, he got on and was off on his midnight ride. He saw nobody about till he had got well out of the avenue, when on turning the corner in the road he came upon six men seated under a tree round a large turf fire. A shout was raised as he passed, and a voice cried out, "Quick, Ned, bring round the grey mare, he's off to Kilrush." George had gone about a mile on the road when, some distance behind, he heard the clattering of mounted men, no doubt his pursuers. "Now for a struggle," thought he.

At a quarter past 2 A. M., the officers and men of the barracks at Kilrush were aroused by hearing two shots fired, seemingly coming from the main road. Most of them turned out to see the cause, and heard far away the dull thud, thud, thud, of horses urged at full speed along a clayey road. Knowing that something must be up, several officers strolled along the road in the direction of the noise. They were walking in the road, listening to the sounds coming nearer, when something was seen a few yards in front, and a bicyclist passed by them going at a tremendous pace; and shortly after came two mounted men, apparently in hot pursuit. They passed without noticing the officers, who immediately began to run towards the barracks as hard as they could go.

At the barracks the excitement was intense, several men being mounted in readiness for any emergency. It could now be seen that it was a man on a bicycle, and two following on horseback, that were nearing the entrance. When within about thirty feet, the pursuers stopped, took aim with their pistols, two shots were heard, and, with a cry of pain, the cyclist threw up his arms, the machine rolled unsteadily across the road, and a cry of "Good God! he's down," arose from the assembled soldiers, as rider and machine came down with a crash in the midst of them. George Dundas had completed his ride; he had reached Kilrush.

In broken sentences he informed the garrison of the state of affairs at Mr. Cross's, and then became unconscious; but his friends were saved.

For six weeks George Dundas lay between life and death in a state of delirium. All the while he was nursed chiefly by the Cross family. People called all day to inquire how he was getting on. Nothing was done to his machine, but it was placed in the barracks, covered with mud and blood (for George had been hit in the right side, and had bled profusely), and with the saddle torn from end to end by a shot. Some six months after the event, there appeared in the *Dublin Chronicle* the following paragraph:—

Married, on the 4th inst., by the Rev. P. O'Garth, at St. Patrick's, Dublin, Mr. G. Dundas, son of Mr. Dundas, of the firm of Collins, Dundas & Co., bankers, of London, to Miss L. Cross, eldest daughter of Mr. Cross, of the Regent Iron Works, Connemara. Erin go bragh."

The little boy who had given George the information was not forgotten, and never had cause to repent meeting him on the day of the strike. Barker and three others were caught and tried, and the last that was heard of them was that they were working in government service in the neighborhood of Portland.

After he was married, George often used his machine, and had plenty of adventures, but he always owned that never in his life did he ride like he did when he rode "Bike against Strike." — *Wheel World*.

#### MCCURDY'S RECORD.

AT the close of McCurdy's attempt to beat the twenty-four hour record at Waltham, on 19 and 20 July, it was announced that he had failed, having covered about 280 miles, cyclometer measurement. The route was remeasured with a cyclometer and resulted in increasing his distance to 280 $\frac{1}{2}$  miles. On Monday, 9 Aug., McCurdy had the course surveyed by Edward S. Smilie, surveyor of Newton, who makes the distance covered by McCurdy at Waltham, 286.559 miles. Mr. Smilie furnishes a complete and minute table of all the distances. A summary of his measurements shows that the long course covered by McCurdy twenty-two times was actually 12.822 miles in length, making 282.084 miles. In addition, the Lynn man covered a short course once of 4.475 miles, making the grand total, as above stated, 286.559.

#### UP EAGLE ROCK HILL.

OUT of seven entries for the Orange Wanderers' hill-climbing contest, last Saturday, only four started. They were John A. Wells, on a 51-inch Star; C. H. Chickering, on a 42-inch Star; C. L. Myers, on a Columbia Light Roadster; and E. P. Baird, on a Royal Mail. A good many wheelmen were present, and lined the road from start to finish.

The hill is 1 $\frac{1}{2}$  miles long, but as there is a level stretch near the foot, the start was made on it, at Harrison avenue, making one mile to be ridden. The grade grows steeper as you ascend, and varies from about one foot in fifteen to one in eight, with a soft spot near the top.

Wells was the first man off. He rode easily and completed the ascent in twelve minutes. Five minutes later, Chickering started with a rush and finished in nine minutes. Myers rode half way, and Baird nearly reached the top.

#### THIRST AND DRINKING IN HOT WEATHER.

So far as the mere sensation of thirst is concerned, there can be no question that it is a mistake to drink too much or too frequently in hot weather; the fluid taken in is very rapidly thrown out again through the skin in the form of perspiration, and the outflow being promoted by this determination towards the surface, a new and increasing

demand for fluid follows rapidly on the successive acts of drinking and perspiring, with the result that "thirst" is made worse by giving way to it. Meanwhile, it must not be forgotten that thirst is nature's call for fluid to replace that lost by cutaneous exudation in warm weather; and if the demand be not met, what may be regarded as the residual fluid of the tissues must be absorbed or the blood will become unduly concentrated. Now this absorption of the residual fluid of the tissues has the obvious drawback of taking into the blood in a concentrated instead of a dilute form the products of disassimilation, together with the absorption of some excrementitious matters which would probably not be taken up at all if the blood were not abnormally dense. It is necessary to recognize that harm may be done by a process of self-poisoning with excrementitious matter, retained or taken up in default of an adequate supply of fluid in the form of drink to dilute and wash it away. There is, moreover, another disadvantage of the non-drinking method of suppressing thirst. It is especially needful for the preservation of health that the metabolism on which normal nutrition depends should be rapid and free in hot weather. If the organic temperature is, or more accurately, if the several and complementary temperatures of the organism are, to be maintained at the health point, tissue change must be favored, and such modifications of body heat as may be effected by flushing and evaporation must be facilitated. In short, if we refuse to drink when we are thirsty simply because we shall thirst again, we are imposing a restraint on the activities by which nature is endeavoring to preserve the health. We venture to hope that those who are zealously urging the policy of refusing to quench their thirst in this hot weather because "drinking makes people more thirsty," will reconsider their policy from the physiological standpoint, and that they will recognize that to thirst and drink, and perspire and drink again, are the natural steps in a process by which Nature strives to maintain the integrity of those organic changes which the external heat has a tendency to impede. The natural and true policy is to supply an adequate quantity of fluid without excess. Therefore, do not abstain from drinking, but drink slowly, so as to allow time for the voice of Nature to cry "Enough." There is no drink so good as pure water. For the sake of flavor, and because the vegetable acids are useful, a dash of lemon juice may be added with advantage. The skin should be kept fairly cool, so that a sufficient quantity of the fluid taken may pass off by the kidneys. — *Lancet*.

THE following is the new definition recently adopted by the English Amateur Athletic Association: "An amateur is any person who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money, or who has never, either in public or in private, raced or exhibited his skill for a public or for a private stake, or other remuneration, or for a purse or for gate money, and never backed or allowed himself to be backed either in a public or private race."

THE CYCLE and "Wheelman's Reference Book" will be sent to any address for \$1.65.



# THE STAR'S WORLD'S RECORD!

## McCURDY'S COURSE.

**286.559 Miles in 24 Hours.**

### THE LONG COURSE.

Starting Point, Moody Street.

Crescent to Adams Street.....	695 feet.
Across Square.....	155 "
On Crescent and Derby to Cherry Street....	7,907 "
Cherry to River Street.....	1,977 "
River Street to Auburndale Avenue.....	686 "
Auburndale Avenue to Lexington Street....	4,529 "
Lexington Street to River Street.....	3,720 "
River Street to Auburndale Avenue.....	2,774 "
River Street to Cherry Street.....	686 "
River Street to Waltham Street.....	980 "
Waltham to Crafts Street.....	3,539 "
Crafts Street to Watertown Street.....	4,400 "
Crafts Street to Washington Street.....	2,253 "
Crafts Street, from Washington Street to Watertown Street.....	2,253 "

Watertown and Waltham Streets to River

Street .....	6,595 feet.
River to Cherry Streets.....	980 "
River, from Cherry Street to Auburndale Avenue .....	686 "
On Auburndale Avenue.....	4,529 "
On Lexington Street.....	3,720 "
On River Street.....	2,774 "
River Street to Cherry Street.....	686 "
River Street to Waltham Street .....	980 "
Waltham Street to Crafts Street.....	3,539 "
Waltham Street and Extension to Lowell Street .....	4,457 "
Lowell Street to Pine Street.....	1,318 "
Pine Street to Starting Point.....	884 "

67,702 feet,

**OR  $12 \frac{822}{1000}$  MILES.**

**ON THIS CIRCUIT McCURDY MADE 22 LAPS.**

*Having measured the above distances, I hereby certify that they are correct.*

Newton, Aug. 9, 1886

E. S. SMILIE, Surveyor.

### THE SHORT COURSE.

Crescent Street to Adams Street.....	695 feet.
Adams Street to Brown Street.....	2,113 "
Brown Street to Moody Street.....	764 "
Moody Street to Crescent Street.....	2,451 "
Moody Street to Felton Street.....	1,020 "
Felton Street to Prospect Street.....	2,875 "
Prospect Street to Main Street.....	1,759 "
Main Street to Moody Street.....	2,532 "
Moody Street to Felton Street.....	623 "

Moody Street to Crescent Street.....	1,020 feet.
Crescent Street to Adams Street.....	695 "
Adams Street to Brown Street.....	2,113 "
Brown Street to Moody Street.....	764 "
Moody Street to Crescent Street.....	2,451 "
Crescent Street to Adams Street.....	695 "
Around the Park at Adams Street.....	363 "
Crescent Street to Starting Point.....	695 "

23,628 feet,

**OR  $4 \frac{475}{1000}$  MILES.**

*The short lap made by McCurdy to complete distance. Having measured the above distances, I hereby certify that they are correct.*

Newton, Aug. 9, 1886.

E. S. SMILIE, Surveyor.



## CONTRIBUTORS' CLUB.

## THE ORANGE ORDINANCE.

*Editor of the Cycle:* Please allow me one word. Those who have attacked the Orange Wanderers on account of their connection with the Orange ordinance, requiring lights and bells, have generally based their attacks on the theory that the Wanderers originated the ordinance.

*That theory is false.*

The Wanderers did not originate either of the ordinances. They knew that they were in contemplation by the authorities, and as they, as a club, approved of the principle involved, they passed their resolutions.

LUTHER H. PORTER,  
President Orange Wanderers.

## CYCLET.

## MY WHEEL.

Roll on, roll on, O wheel, bright and new,  
Roll on, the sheltered roadways through,  
Roll, roll, past meadows, morning sweet,  
Each turn glad sights thy rider's eyes to greet,  
Your polished metal glist'ning in the morning sun,  
As speed we swiftly by the varied landscapes, all as one.

Roll swifter, wheel, for the moon is high,  
And towards shelter weary birdies fly,  
There to rest their tired pinions as they sing,  
Praise to their Maker, 'ere again they wing.

O wheel, a friend both tried and true,  
For such to me indeed are you,  
I would not bring our journey to an end,  
But darkness lowers. See to the West the sun descend;  
Though when with thee I seldom weary grow;  
O wheel, I now must bid thee, roll slow. R. G. B.

WHY is the sum that men are taxed to join the League like a baby? Because its a precious little.

"SEE here, what's this new society?" said Brown to Jones. "Which one?" inquired his friend. "Why, Smith used to put 'L. A. W.' after his name, and then he put 'C. T. C.' and now I have got a note in which he puts down 'R. S. V. P.'"

PENNSYLVANIA paragraphers say that Massachusetts has been foremost in every row that has occurred in League affairs.

A WHEELMAN never gets so well up in the world as he does when he has taken a header. He is generally aching then. See?

FRIENDS of the late Major Durell say that the story circulated by the *Inter Ocean* regarding the bar-room quarrel is not true; that Durell was not present at the fight, and that it is not known how he received the bruises.

WHEEL papers have not done guessing at the true inwardness of the meeting of chiefs at Springfield. We have to smile at the results.

THINK of a Boston club calling a run to Music Hall. This is what the Massachusetts Club did and it was a success. Music, beer, ice cream, etc., etc.

SPRINGFIELD has received assurances that a large English contingent will come over, under the lead of Harry Etherington.

THE League has now a membership of 9,383.

THE New York Division has made a change in the time for its meeting. It will be in session during the evening of 3 Sept., and leave the day open for the meeting of the League officers.

FROM all that we can learn. Boston will not be very well represented at the fall meeting in Buffalo. We have yet to discover an officer that will go on.

EVERY wheelman who went on the Blue-Nose tour rode on a Star. The machine had two wheels of equal size, and was propelled by steam down the lake.

THE Chelsea Cycle Club members are having a good deal to say about the excellence of a fish dinner, served to them at the Putnam House at Revere Beach. The ordinary fish dinner has usually a very small complement of swimming fish, and a very large proportion of the sedate clam.

SOME very entertaining bits of Oriental life and manners will be found in Thomas Stevens' narrative of his experience among the nomad Koords, as detailed in August Outing. It is striking to note the keen interest that these wild herdsmen take in learning the probable chances of hostility, at some future date, between their deadly enemy, the Muscovs and the Inglis.

"ATKIN'S Wanderer's" is what the *American Wheelman* calls the Columbia team.

GIDEON, of Philadelphia, has been on a vacation over the handle bars. He went over at a 2.28 clip, and kissed the earth with all the enthusiasm of youth.

RUMOR, which is always very busy just before a big race meeting, tells us that Rowe and Burnham have been making some fast time on the track at Springfield. Rowe is credited with a mile in 2.29 $\frac{3}{4}$ , and Burnham covered the same distance in 2.32. Burnham also made two miles in 5.18 $\frac{3}{4}$ .

THE fast men are a good deal like a music teacher just now, for they are beating time.

LAMSON, of Portland, photographer, made some very pretty pictures of the Blue-Nose tourists. Mr. E. G. Whitney, of the tourists, has favored us with a very nice one.

"BOYD," — The L. A. W. will have little, if anything, to do with the racing men who come over from England. They are booked for the A. C. U. tournaments, and if they race with promateurs they will be dealt with by the A. C. U. We believe the A. C. U. intends to act squarely, and they can be trusted to deal with the English contingent.

THE Massachusetts Division has agreed to pay the expenses of a lawsuit brought by a Newton wheelman to maintain his rights on the highway. A legal advisory board will be established by the officers.

THE *American Wheelman* is out in its new dress, and looks as fresh as a daisy, while its reading matter has lost none of its old-time sparkle.

PHILADELPHIA is arranging for another race meeting. It will be held on the gilt-edge amateur basis.

THE Yost and McCune Safety will not be put on the market this year.

THE English papers will disallow McCurdy's record for 287,879 miles, because it was made over a short course, but they will oblige us by showing rules to compel a man to take a longer one. In the absence of rules, the record is as much worthy of acceptance as any that England has given us. If it is urged that a more creditable one has been made in England over a longer course, we can only say that America cannot give us such roads as England has for a long course, and few will doubt that McCurdy did more work than the English record holder did.

THE *Herald* had a very good cut of Chief Consul Hayes last Sunday. The average newspaper cut is a poor thing, and when we do get a good one, it is brilliant by contrast.

THE Fitchburg band has been engaged for the Springfield tournament.

THE telegraph operator at Marblehead employs the wheel in the delivery of telegraphic messages.

GASKELL is going into training, and will ride in the fall races.

LANGDOWN, the Australian champion, has arrived in San Francisco.

WOODSIDE is down for an attempt to ride twenty-one miles in the hour on 28 August, and he will endeavor to get special sanction from the A. C. U. to allow Hendee and Rowe to pace him.

THE English riders who have accepted Springfield prizes without a murmur, and who talk of trying for some more, are now discrediting them in their own country. We don't think England will make out much of a case if it tries to show that better prizes are given at races in England than are given in America. And, moreover, we hope the amateur inclined press will not condemn inexpensive prizes.

THE following have been appointed a special committee to count the mail vote now pending before the L. A. W. board of officers: John A. Wells, chief consul, Pennsylvania; Eugene M. Aaron, secretary-editor; Ed F. Burns, representative, New Jersey. The vote closes August 28, at noon, and the result will be reported in the issue of the *Bulletin* for September 3.

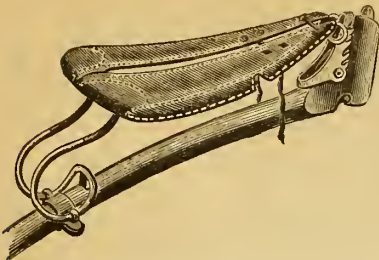
JENKINS alludes in a familiar way to "Jim" Stickney who lately met with an accident. The friends of Rufus Stickney never heard him called "Jim."

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

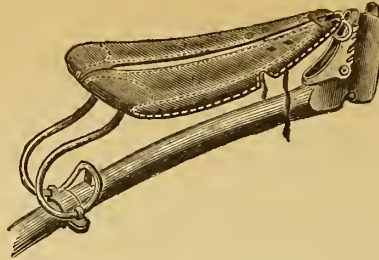
JENKINS says he never won a prize at Springfield. He forgets the editor's race which he and "we" won from Editor Aaron by default, and he should remember that Editor Aaron gave him a dinner in payment. The dinner was as expensive as it pretended to be.

MR. FOWLER, of the Pope Manufacturing Company, is at work on the company's calendar for 1887, and he tells us that it will beat the record and go far ahead of the one from which wheelmen are now tearing leaves.

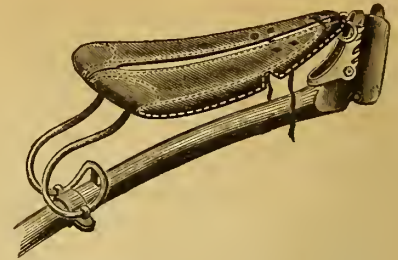




Adjustment in Height in Front.  
Adjustment in Height in Rear.



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.

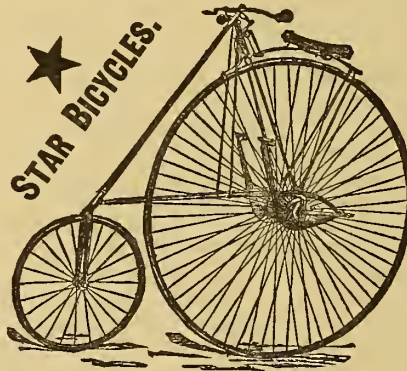
**FREEMAN LILLIBRIDGE, Rockford, Ill.**

### 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,  
BOSTON.



### SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

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

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

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

NEW CATALOGUE READY.

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

## THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

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

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

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

### 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.

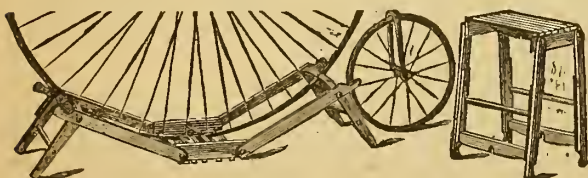
**JOHN HARRIOTT,**

**MEDALS and BADGES,**

BICYCLE CLUB PINS OF EVERY DESCRIPTION.

DESIGNS ON APPLICATION.

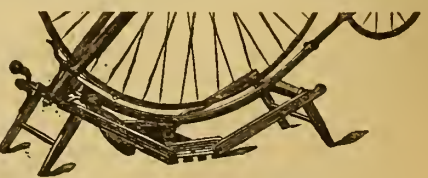
433 Washington Street (Room 34, Cor. Winter Street,) Boston, Mass.



### 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, MR. BASSETT.



RUDGE TELEPHONE MAN.

Can you tell me what constitutes a straight Amateur? I have just sent my entries for the **Hartford Meeting**, the **8th**, **9th**, and **10th** of **September**, to Mr. Geo. Burt, and I just want to say, that **Stoddard, Lovering & Co.** don't lend or give me my **RUDGE RACER**, my "**Uncle**" don't pay my expenses, and my "**Grandmother**" don't care a rap how I spend my time.

### WHAT'S THE MATTER WITH ME?

FRED E. VAN MEERBEKE, *en route* on a bicycle from New York to San Francisco *via* New Orleans, reached Tucson, Arizona, on the 4th inst., after being on the road ninety-six days. He has had a hard time through the dry regions. The distance travelled to date by country roads is 3,066 miles. He left Tucson on the 7th inst., going *via* Los Angeles and Oakland, expecting to reach the Golden Gate by the 25th inst.

It is rumored that the dealers in lamps and bells will not object to a few more just such ordinances as that which the Orange city fathers have passed.

A SPRINGFIELD clothier has put up a bicycle to be guessed for. The one who tells nearest to the number of beans in a bottle has the bicycle, and the award will be made at the Springfield tournament. — *Cycle*. Of course some Boston man will win. — *Wheel*. Oh no! It takes a New York man to find out what's in a bottle.

RHODE ISLAND wheelmen will tour to Newport, 24 August, and make a day of it at this charming watering place.

PERCY STONE leaves Saturday night for Lynn, Mass., where he will go into strict and systematic training for the Hartford and Springfield tournaments. We will now have an opportunity of seeing just what he can do with careful training, something he has never had before. I have great faith in Percy and believe that he will acquit himself well, even with the flyers. At short distances he has done the quarter mile in less than 38, the half in 1.17, and the mile in less than 2.47; he has an excellent spurt, and his good work in the fifty-mile road race shows that he is gaining in endurance. — *St. Louis Spectator*.

IN the opinion of many, the L. E. C. W. has, in the recognition of the professional as a worthy member, set the older and more powerful organization an example which it will do well to follow. — *Bulletin*.

WE are very glad to note that the story of Major Durell's death is pronounced untrue. Private letters state that there were no bruises of any kind on his body, and therefore he could not have been injured as reported.

FRED MILLER of East Boston, while riding a bicycle near Spot pond, Sunday, was thrown from his machine down a steep embankment. Both of his arms were rendered useless. He also received severe injuries

to his body. The bicycle was badly wrecked.

PHILADELPHIA has, in the person of William Fleming the greatest long-distance rider in America, and probably, when the road conditions are taken into consideration, the greatest in the world. Mr. Fleming has a record of over 5,000 miles in one riding season, all of which were made, not by persistent travelling over a short stretch of choice road, but by long tours over the diversified highways of the South and West. He has introduced the wheel into localities where its appearance was as great a curiosity to the inhabitants as is Stevens' bicycle to the dwellers in the Orient. He is a typical American of the "leather-stocking" build, gaunt and tireless, and is a member of the Pennsylvania Club. — *Philadelphia Press*.

G. B. THAYER writes to *Ingleside* of his trip across the country. He says: "I rode over a thousand miles the first three weeks, and many a day made seventy to seventy-five miles: The whole distance I travelled on the wheel was 3,056 miles; on the cars about 1,800 miles; and afoot, climbing mountains in Colorado and the Yosemite, would nearly, if not quite, make the total number of miles travelled during the trip 5,000. The cost, including every expense whatsoever, has been \$120, so that it has averaged but little over a dollar a day.

WILLOW COTTAGE, Magnolia, has been appointed a League hotel. The terms will be two dollars per day or fifty cents a meal. The hotel will be open through the fall riding season. Wheelmen can depend upon considerate attention.

THERE is a good deal of complaint arising from the action of wheelmen who go to hotels in large numbers and fail to behave themselves. At some of the North Shore houses wheelmen are in very bad odor.

A MEETING of the Massachusetts Division officers was called for the 10th. Our notice was made out for the 11th, and so we remained contentedly at home on the 10th, while on the 11th we engaged with Representative Harris in a hunting match about the city to find the meeting. There was no quorum on the 10th, but those who did put in appearance talked over various matters informally, and it was agreed to call a general meeting of the Division at an early date.

THE National Association has adopted the following rule, to take the place of Article VI. of The Laws of Athletics: *Timekeepers*. — Each of the three timekeepers shall time every event, and in case two watches agree, and the third disagree, the time marked by the two shall be the official time. If all three watches disagree, the time marked by the watch giving the middle time shall be the official time. If there should be but two timekeepers, and their watches do not agree, the time marked by the slowest watch shall be the official time. Time shall be taken from the flash of the pistol.

THIS is essentially the League rule, with the addition of a provision for the use of two watches.

WHEELMEN are like tailors — when they have climbed a hill; they make pants.

A COLORED "gemman" from New York City dropped into Stone's place a few days ago and hired a crank. Not long after, he returned with a wagon load of bicycle parts. Of course he blamed the roads. — *Critic*.

AMERICAN wheelmen are very confident that the English riders will be beaten this year. But then, "Nothing is certain"; but if nothing is certain, how can it be certain that nothing is certain?

SOME one has been telling a contemporary that wooden wheels are coming in for tricycles. We have seen a wooden wheel for a tricycle and it scaled three and a half pounds without a tire. We shall soon tell our readers about a wooden wheel tricycle that weighs not over fifty pounds and sells at a figure much lower than any machine now on the market.

THE Massachusetts Club is going to the dogs. They will see them at the Ashmont Kennels on Saturday.

"MEN often jump at conclusions," says the proverb. So do dogs. We saw a dog jump at the conclusions of a wheelman the other day. It was a great feat.

THE Canadians are very much exercised that Hunter entered the Montreal races as a Canadian, but Hunter says he did so by advice of Secretary Gnaedinjer.

THERE is no truth in the report that the duffers will train on ketch up for the fall tournaments.



THE Invincible took the gold medal at Vienna Exhibition.

A MEETING of manufacturers and others interested in opposing the claims made by Mr. William Bown, in reference to the manufacture of ball bearings, will be held at the Grand Hotel, Colmore-road, Birmingham, on Tuesday, 10th August, at 3.30 o'clock. — *Wheeling*.

ALBIN, the trick rider, who visited America a few years ago, riding a bicycle eight feet high, is dying of consumption and is in reduced circumstances. A subscription has been started for him in England.

*Wheeling* believes that waiting races and a large "gate" are incompatible. A scorching gait brings the best gate.

ALPHABET WEBBER says that his prizes won at Springfield were just what they were represented to be, and that he was and is satisfied with them.

AND now it is the proper thing to look up a cyclist's relations, to see if rich relatives stand ready to pay expenses. Perhaps makers may hire men to parade as rich uncles.

THE important part which can be played by brown paper when a touring cyclist gets wet, is apt to be forgotten. An ounce of practice is, however, worth a ton of theory, and we can personally bear testimony to the fact that on having to resume our wet clothing to return home from Gigg's Hill, some hours after the Ripley Road club handicap last week, we were entirely saved from a chill by a judiciously-placed layer of ordinary brown paper. — *Cyclist*.

OUR contemporaries are making merry with what they call our "patent" trousers. We have nothing to say, yet, about the "unmentionables," but we do desire that our friends will not credit us with the stupid idea that knee breeches are immodest. When we think that to be so, we shall organize a crusade against them, and we certainly shall not wear them as we do now.

AND now they talk of building a cycle track on the Great Eastern. This will be one of the novelties that the world will talk about and let severely alone.

AN English lady in the Fulham district wears a divided skirt and rides a Humber tricycle. This is a record that America will allow England to keep.

MILLS made his famous ride to John o' Groats without a spring. If the journey could be taken without a fall it would be well.

THE new track at Coventry, Eng., is turning out records very fast.

*Wheeling* thinks the N. C. U. should give up its jurisdiction over road racing just as the League has.

JENKINS has put a "derick" on to his name to give it a hoist.

JOHN KEEN has been doing some more racing against horses. On 2 August he competed with three of them for twenty miles, and came off victor by twenty yards.

WE have received a very fine photo of the Winona Club's track at Winona, Minn. It was taken by Chas. A. Tenney, of Winona.

It is very evident that the boys wish to show the track rather than themselves, for every man in the foreground is back to the camera, and in several cases they are hidden behind umbrellas.

EASTERN men are prone to present a very broad front to the camera, and few are found looking at anything else when a camera is turned on. The West has sent us an object lesson.

OUR gallery of photographs is growing very fast. We have room for more, and should be glad to receive the phiz of any and all wheelmen, or views of cycling places.

MCCURDY has established his claim for a record much better than any that has been made before. We presume there are none who will say that a survey is less reliable than a cyclometer. The Star can rightfully claim the world's record.

LOOK out for our new story which will appear next week.

IVES and Rhodes have returned to Springfield to train, not liking the condition of the Lynn grounds.

PRINCE and Eck are to race at North Adams, 28 August. Eck will ride in half-mile heats against horses, and Prince will ride ten miles against two horses, a fresh horse every five miles.

THE Lynn Club have a scorcher's run to Gloucester on Sunday next.

ROWE made a third of a mile in 49 seconds on the bicycle at Lynn Saturday, which is at the rate of 2.27, for the mile.

THE *Southern Cyclist* has been sold to the *American Wheelman* of St. Louis.

THE timers of Hanlan's late record at Worcester, only varied five seconds or so from each other. What would we poor cyclists think if we had such timers at a record breaking, and would n't it rejoice the soul of G. L. Hillier if we did?

F. T. MERRILL, professional champion of the Pacific Slope, is in town with his family, and will start in training soon.

## THE PATH.

By final vote of the Pennsylvania Racing Committee, the following championship races for Pennsylvania have been assigned as stated: Quarter mile to New Castle Bicycle Club; half mile and five mile to Pittsburgh combined clubs; one mile and three mile to Williamsport Wheel Club; two mile to Scranton Bicycle Club. This leaves the ten mile still open.

THE Orange Wanderers will hold the initial race meeting on the new track at Roseville, 4 September.

THE East Hartford track is to be raised eighteen inches, and widened about four feet. In the centre a ball field will be laid out, and a nine has been formed, with H. E. Bidwell as captain.

F. S. BUCKINGHAM has just lowered the tricycle records a notch. At Torquay, on Monday, 2 August, he made two miles in 5.52½ and three miles in 8.55½.

CON DWYER, the Australian champion, on 18 June, covered a mile in 2.38½. He rode a Club racer.

AN amalgamated cycle handicap was run in England at the Guildford camp. Bicycles, tricycles, and safeties ran in the race. It was won by a bicycle rider from the ninety-yard mark.

ENGLEHART made a run for a record on a Kangaroo, at Coventry, 29 July. He made time as follows: Quarter, 42; half, 1.22; three quarter, 2.03; mile, 2.45. These are claimed to be world's records, but they are not. The American safety records are much better. They beat the English records, however.

F. S. BUCKINGHAM made a new record at the three quarter mile distance on a tricycle, at Coventry, 26 July last. Time, 2.11; previous record, 2.12.

Now that Howell is ill, Wood is winning all the English championships. Howell had his turn at the business when Wood broke his arm two years ago.

THE Queen's County Agricultural Society offer the following premiums for bicycle riding, to be competed for, at the fall fair, to be held at Mineola, 21, 22, 23, 24, September, 1886. First prize, \$10, medal; second prize, \$7.00, medal; third prize, \$5.00, medal.

Tuesday, 21 September, 2 o'clock, P. M., two-mile race, open to all residents of Queen's County. Wednesday, 22 September, at 2 o'clock, P. M., mile heats, best two in three, amateurs, open to all competition. Thursday, 23 September, at 2 o'clock, P. M., two-mile race, open to all competition. Entrance fee, \$1.00, in addition to members' ticket. Five to enter, three to start. Entries close Saturday, 11 September, 8 P. M., at the society's office, Mineola, or will be received at any time previously by the secretary, Jacob Hicks, Old Westbury, Queens County, L. I.

## COMING EVENTS.

### AUGUST.

- 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.  
Woodside's run for a record of twenty-one miles in the hour.

### SEPTEMBER.

- 1 Wednesday. — Race meeting of the Troy (N. Y.) Club, nine open races. W. M. Thiessen, 556 Fulton street.
- 3 Friday. — Fall meeting of officers, L. A. W., at Buffalo, N. Y.
- 3, 4 Friday, Saturday. — New York division meet and races, at Buffalo, N. Y. Five-mile L. A. W. championship.
- 4 Saturday. — Race meeting of Orange Wanderers, and opening of Roseville track.
- 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.



- 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 Tuesday.—Races at Cortland, N. Y., by Cortland Co. Cyclists Club.
- 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.
- 22, 23, Wednesday, Thursday.—Races of the Winona (Minn.) Club, and meet of Minnesota Division, on the 22d, five-mile N. W. championship; 23d, twenty-mile L. A. W. championship.
- 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 meet 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.

 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.

**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.

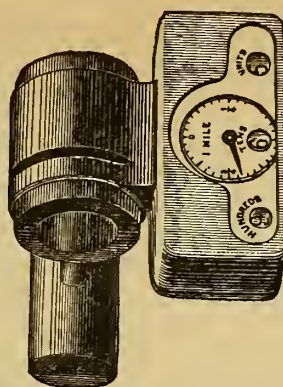
**BICYCLES AND TRICYCLES** received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

**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.

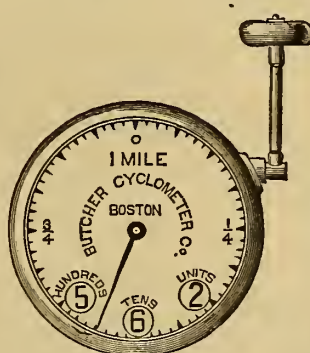
**BICYCLES AND TRICYCLES.**—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

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



BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

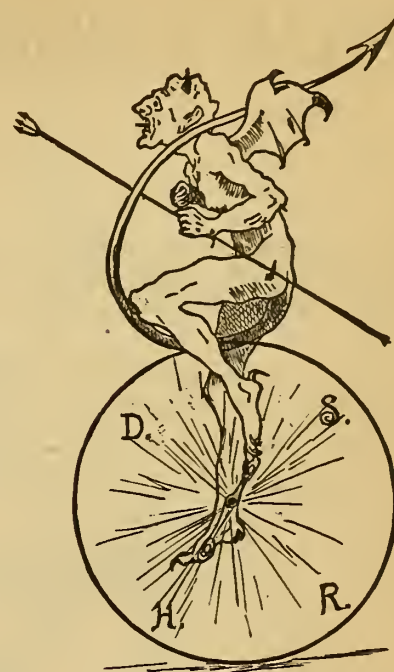
We select because it is THE BEST,  
not the Lowest Priced. Sent by  
Mail on receipt of Price.

FIVE DOLLAR.

Our 1886 Pattern

Sent free by mail on receipt of price,

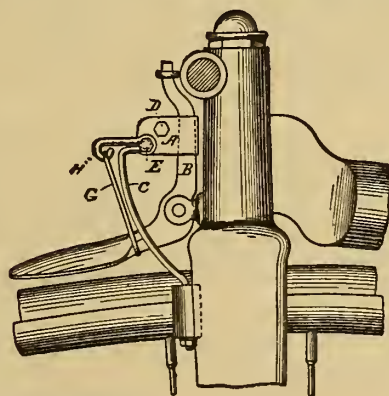
Ten Dollars



## 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.

FOOTE'S  
ANTI-HEADER!

Attached to any Modern Bicycle in Two Minutes.  
Prevents Nine Tenths of the Headers.  
Steadies the Bicycle.  
Makes Pedal Mount Easy.

\$1.50 POSTPAID.

OVERMAN WHEEL COMPANY,  
BOSTON, MASS.

THIS SPACE RESERVED

FOR

JENS F. PEDERSEN,

MANUFACTURER OF

MEDALS,

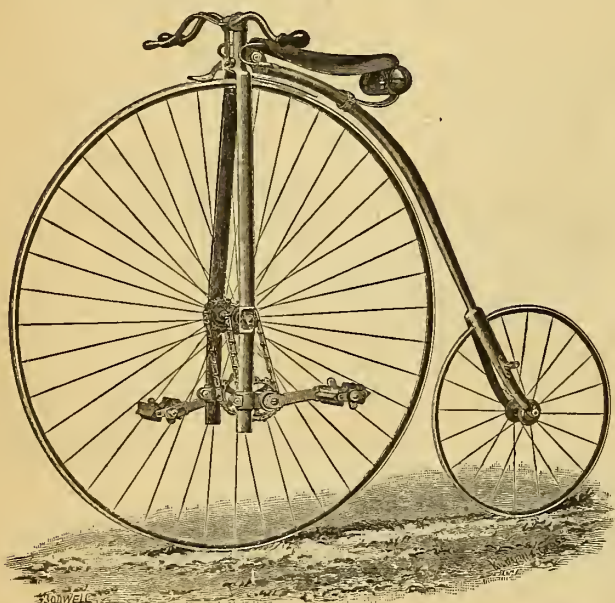
11-2 Maiden Lane - - - NEW YORK.

# SPECIAL ANNOUNCEMENT

## No. 1.

### The COLUMBIA SAFETY,

Which was recently placed upon the market, has received a recognition from Wheelmen beyond our most sanguinary predictions for its reception.



THE HANDSOMEST SAFETY.

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

Self-Adjustable to any reach of Rider.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

# SPECIAL ANNOUNCEMENT

## No. 2.

The unprecedented demand for the



### KIRKPATRICK SADDLE

has heretofore this season rendered it extremely difficult, often impossible, to fill orders from old Columbia riders and owners or dealers of other makes of machines with a degree of promptness satisfactory to us. It is with pleasure that we announce a

LARGE STOCK

of these saddles ready for immediate shipment.

*Catalogue sent free.*

THE POPE MFG. Co., 598 Washington St., Boston.

Branch Houses: 12 Warren St., N. Y.; 115 Wabash Ave., Chicago.