

The Cycle.

VOL. II., No. 16.

BOSTON, MASS., 14 JANUARY, 1887.

THREE CENTS.

World's Tandem Record

— FOR 24 HOURS —

250 MILES, 140 YARDS.

— RIDDEN ON A —

* **MARLBORO'** * **TANDEM** *

— BY A —

LADY AND GENTLEMAN,

— Beating all previous records by over 30 miles. —

THE MARLBORO' ALWAYS CARRIES ITS LOAD WITHOUT BREAKING DOWN.

It would seem to be fate. It is, however, a fact, that the riders of

The American Champion

have made the most phenomenal long-distance and road times of the season.

Here is another marvellous record by J. S. PRINCE, at Omaha, on a carefully surveyed indoor and ten-lap track, in 48 hours,

767 and 9-10 Miles!

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz., "The easy running qualities of the G. & J. Bearings." Then there is the

10 Miles in 29 Min. 13-4 Sec.

20 " " 59 Min. 35 4-5 Sec.

50 " " 2 Hrs. 55 Min. 46 1-2 Sec.

100 " " 6 Hrs. 1 1-2 Min.

All of them world records, made by a Roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy Spring, and then expect the work to be promptly done. Send your mount to us now, and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business.

Respectfully submitted.

G. & J.

THE CYCLE

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

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BOSTON, MASS., 14 JANUARY, 1887.

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TERMS OF SUBSCRIPTION.

75
CENTS
A
YEAR.

One Year, by mail, post-paid.....\$0.75
Six Months......50
Single Copies......03

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.

Philadelphia, H. B. HART, 811 Arch Street.

ABBOT BASSETT EDITOR

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

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

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

THE annual spring meeting of the Board of Officers L. A. W., which will be held in New York on Monday next, will be one of the most important in the history of the League.

THIS is said regarding the spring meeting every year, and it can always be said with truth, for at this time the real business of the League is transacted. At the annual meetings the members are bent on a good time, and little attention is given to business, and the fall meetings have never been well attended.

ALL the amendments to the rules presented at the Buffalo meeting will come before the meeting of Monday, and there are many more besides. If all these are passed, a radical change will be made in League affairs, and the old ways for doing things will be set aside for the new.

WE expect to see a larger gathering in New York than was ever seen before, not only for the reason that the Board is larger, but because the interest is greater.

WE will not undertake to discuss the

questions before they come up, for we have confidence that the Board will meet them in a businesslike and skilful manner.

THOMAS STEVENS has finished his circuit of the globe on a bicycle. He left San Francisco 18 April, 1884, and arrived there from the other direction 7 Jan., 1887. He did not traverse the course originally laid out, for it does not lay in the power of man to do this, but he did a very plucky thing, and surmounted seemingly unsurmountable obstructions. He has won the respect of all who appreciate manly courage and determined perseverance.

MASSACHUSETTS ATHLETICS.

THE Massachusetts Club gave an athletic entertainment in its regular course of evening diversions at the clubhouse on Thursday evening last. The programme included some very clever work with heavy dumb-bells by Messrs. Williams, Farrell, and Barr. The latter put up from the shoulder five times, with one arm, a 100-pound dumb-bell. There were numerous set-tos between clever sparrers, including pretty exhibitions by Messrs. Osgood and Bangs, Bangs and Curtis, True and Gibbs, and Ethier and Dunbar. The latter was particularly enjoyable, because of the light and scientific work. An exceedingly interesting feature of the entertainment was half a dozen rounds at broadsword fencing by those experts, Sergeant Dymond and Corporal McCracken.

THE AMERICAN TEAM.

THE American team which proposes to visit England is now constituted as follows: W. M. Woodside, W. J. Morgan, E. A. Savage, Albert and Henry Schock. On their arrival in England Woodside will challenge Richard Howell to ride at least five short-distance races, the contests to take place in the principal cities. Morgan will challenge Fred Lees and Thomas Battensby to ride both long and short-distance races. Albert Schock will accompany Morgan and Woodside. E. A. Savage is the twenty-mile champion of the League. He expects to enter twenty-mile amateur races in England. Henry Schock will accompany the party as trainer. The bicyclists expect to remain in England at least a year.

PATENTS.

LIST of patents in cycling granted 4 Jan., 1887: F. W. Brown, Albany, N. Y., bicycle; C. Kramer, Albany, N. Y., velocipede; T. B. Jeffery, Chicago, Ill., velocipede; Wm. F. Wuterich, Meriden, Conn., velocipede. N. L. COLLAMER.

FROM A FEMININE POINT OF VIEW.

THANKS, Mary Sargent, for your graceful tribute to one who feels that she deserves much less than you say. Such things spur one on to renewed efforts and more ambitious plans in the chosen line of work, and makes life more worth the living.

I HAVE often spoken of the delightful "freemasonry of the wheel," and gloried in its existence, but I have never appreciated it at its true value until I have seen it expressed as it has been the last few weeks. Thanks, one and all, for kind messages and words of generous flavor.

CONTINUING the records, I offer you first, this week, that of one who is well known in the cycling world, not so much as a rider, as she is as writer of graceful verse and entertaining prose articles on wheel subjects. It would seem that the attractions of the Harvard Annex have been more potent than the wheel during the past season.

Dear Daisie, — I should certainly break my record to keep any sort of a record, even a cash account. So, I am very sorry to say, I can't tell within one hundred miles how far I rode during the six weeks of the spring of 1886 that I had a tricycle. You see I say I can't tell within one hundred miles, but I am reasonably certain that the distance was not more than that all told. My longest rides were taken with the two ladies' parties during the meet in May, and I rode back and forth between Cambridge and Melrose a half dozen times.

With cordial good wishes,
"MINIMUM."

THE Orange records have come, — some of them. How puny and inconsiderable do our records look when we see what these ladies do on the roads of Orange. I think it will be hard to find any section of territory in this or any other country that can show a mileage so great.

MRS. J. W. SMITH has ridden 2,643½ miles. Of this distance, 2,228½ miles were covered on a tandem with her husband, and four hundred and fifteen miles were wheeled off on a single. I think we can safely put this down as the best American record, if it is not the world's record.

THERE is a prejudice in the minds of many against the appearance of a lady as a record breaker. It is a very natural prejudice, and one in which I to a certain extent share. And yet one of our lady riders has shown us that the thing can be done in a modest and lady-like way, and in a manner to disarm the criticism of those who are always ready to urge that a lady cannot ride

the wheel without unsexing herself. We glory in the achievement of our friend, but we should dislike very much to see a struggle among the lady riders to outdo the performance. Mrs. Johnson writes as follows:

IN accordance with your request, I submit my riding record for 1886, although for various reasons, in point of fact, it represents scarcely more than six months' riding. Until June, I was unable to do any regular riding, and again, in the latter part of the year, I was deterred from my general use of my wheel, so that from nearly 2,000 miles, my record for 1885, I can show for 1886 only 1,058 miles. The particulars are as follows:—

Miles ridden on single tricycle, 520.
On tandem and sociable, 538. Total, 1,058.

Longest day's record, one hundred and fifty and a half miles on a tandem.

In relation to this ride I should like to say for the benefit of other ladies, that although long and rather arduous, of course, there was no possible harm resulting from it, and the day following I was able to ride my single wheel as usual.

Yours very cordially,

MRS. L. H. JOHNSON.

EAST ORANGE, 5 January, 1887.

ONE more record from Orange. It stands second to that of Mrs. Smith, and therefore is the second best in America.

RECORD OF MRS. L. H. PORTER, EAST ORANGE, N. J.

Months.	Days.	Tricycle.	Tandem.	Total miles.
January.....	6	25	26	51
February.....	10	26	23	49
March.....	16	96	32	128
April.....	18	88	137	225
May.....	21	59	191	250
June.....	19	29	243	277
July.....	19	4	234	238
August.....	20	18	275	293
September.....	19	62	150	212
October.....	16	85	112	197
November.....	18	110	183	293
December.....	10	32	60	92
	192	634	1,671	2,305

Average per riding day, twelve miles.

Longest ride, thirty-eight miles.

Single tricycle used, Beeston Humber, side steerer, weight sixty-eight pounds, geared to fifty inches.

Tandem used; Rudge Humber, geared to fifty-two inches.

Lakin cyclometers on both mounts.

Record for first year's riding (1885), 1,694 miles.

Record for second year's riding (1886), 2,305 miles.

Average for each year, 2,000 miles.

I WISH we might have from Orange some facts relative to the manner of rolling up these great records. Eastern ladies could certainly not do so much did they not entice their husbands away from business, or else ride far into the night. The New Jersey ladies have shown us what they have done, and I think I echo the sentiments of my readers when I say that we would be well pleased to know how they did it.

I HAVE still a number of records unused,

which will have to stand over another week. These come from Somerville, from Maplewood, from Chelsea, from Lynn, and from other places.

DAISIE.

PHILADELPHIA NEWS.

THE Association for the Advancement of Cycling has paid off all outstanding debts, and is in a splendid condition to continue the good work it has inaugurated.

The Board of Officers has decided to have the Rev. Wayland Hoyt, Dr. Paxson, Dr. Filbert, Mr. Barber (of asphalt fame) and several other well-known gentlemen make addresses on the subject of improved pavements.

Few cyclers, even those who are members of the body, know what good work has been done and what strong influence has been exerted by the Association since its inauguration. A large number of complaints of contractors who have not lived up to their specifications have been referred to the Citizens' Municipal Committee and fully investigated by those modern Mentors, much to the disgust of the contractors.

The repairing of the Lancaster Pike between Paoli and Berwyn is another standing monument in honor of this energetic body of cyclers; in this movement they were aided by the owners of property in the vicinity of the Pike, who sent a representative asking that they might be allowed to co-operate with the Association.

The work at present on hand is a petition to pave Mt. Vernon St. with fire-brick, and in this connection one member has had over twenty interviews with city officials.

The first event of 1887 in cycling circles here was the reception on New Year's day given by the Century Wheelmen at their house, 1612 Park Ave. It was an informal gathering of friends and was a very successful affair, about two hundred visitors dropping in during the afternoon.

The success of this club has been phenomenal. Its start was made last April with a membership of fifteen; in one month their number more than doubled, and the first dues were collected upon renting their present quarters in May. From that time the club has gone on increasing until at the present writing it has a membership of ninety-three, with a comfortably furnished house, the latest addition to which is a fine pool table; their house, however, is much too small for them and they will no doubt erect a building of their own at an early date.

At their yearly meeting on Friday, 7 Jan., the following gentlemen were elected to serve for the ensuing year:

President, Kirk Brown; vice-president, Frank Read; secretary, H. W. Brown; treasurer, A. G. McGlathery; captain, A. D. Pedrick; directors, R. C. Swayze, J. C. Eastlake, Thos. Hare and Wallace Mayhew.

Much of the success of this club is no doubt due to its situation, being in a growing part of the city and in direct communication with the best riding districts by a fine strip of asphalt pavement, two miles or so in length, but this alone has not been the cause, for only one year ago another club had its existence in this same neighborhood, and never numbered over fifteen, and did not even rise to the dignity of a single room

Its members are all hard workers, and that is the principal cause of its success.

The grounds on which the Association for the Advancement of Cycling held its race meet last fall are now occupied by a toboggan slide, which, however, will not interfere with the track.

The Association will give another race meet here in the spring.

Undoubtedly the most popular cyclist in Philadelphia is Mr. Frank Read; he is the vice-president of three organizations, and the financial banker of every new scheme for the advancement of cycling interest.

The South End Wheelmen is another club just started in the southern part of the city; they number fifteen.

Bad weather has stopped work on the new Pennsylvania Club-house, but chairman Worrell says it will be roofed by April.

The bicycle track in Camden is to be put in thorough order, and we may expect some good races there in the spring.

A new ball-bearing invented by a Philadelphian, said to be far superior to the Bown patent is to be marketed in the spring.

Editor Aaron is rushing around getting things ready for the Board meeting in New York on the 17th.

ARGUS.

THE ORANGE RECORDS.

THE following table shows how much riding was done in 1886 by three couples, members of the Orange Wanderers. In no case was making a "record" the object in view—any one could have done much more had that been aimed at. Recreation and health only were sought, and they were gained in full measure:—

Names.	Bicycle.	Tricycle.	Tandem.	Total miles.
J. W. Smith.....	2,480½	.....	2,228½	4,709
Mrs. J. W. Smith.....	.....	415	2,228½	2,643½
L. H. Porter.....	1,606	.....	1,706	3,312
Mrs. L. H. Porter.....	.....	634	1,671	2,305
L. H. Johnson.....	2,217½	.....	850½	3,068
Mrs. L. H. Johnson.....	.....	520	538	1,058

THE GASTRONOMIC POLICY OF THE CHELSEA CLUB.

THE Chelsea Club has given us a good example of thrift. At the club meeting the other night it was proposed to follow the example of other clubs and hold the annual dinner at one of the Boston hotels. The idea was opposed by one of the members, who said:

"See here, boys, if we're going to pay out our money, let's get the full value of it. If we spend two dollars for fun, let's have all we can. Now, if we go to Boston, it's going to cost us two dollars or two dollars and a half for an evening's fun. Why can't we distribute that amount of money over a number of evenings. The hotel in our city will get us up a good supper for fifty cents. They'll give us all we ought to eat, and we can get just as full as we can on a two-dollar dinner. We can have four of these evenings for two dollars. Now, if you want fun, let's have four rackets instead of one. Let's have a supper at every meeting, instead of one grand elephantine feed."

The suggestion of the speaker was carried, and the Chelsea Club will have a dinner at every meeting for four months, at least.

A FAN, left by a lady at the dance of the Chelsea Club, can be had by the owner at this office.

HENDEE AND ROWE.

OUR two champions are letting their friends do a great deal of racing on paper just now, and an attempt is being made to show which is the better man. This can never be known till the men meet on rival machines. The latest statement comes from the *Union*:—

"During the interview the conversation turned on the question of why Rowe and Hendee were not brought together earlier in the season, and their relative merits sooner put to the test. To the great surprise of the writer, Mr. Atkins stated that Hendee and Rowe were alone responsible for their failure to compete with each other until they met at Springfield. This was indeed surprising, as the writer shared the universal belief that the Pope company was responsible for the keeping apart of the rival riders. Manager Atkins, however, shed new light on the matter, and gave the following explanation:

When Hendee agreed to join the Columbia team in the spring of 1886, he stipulated that he should not be pitted against Rowe until the Springfield tournament, as he had heard so much of, and, in fact, believed himself so much in Rowe's superiority that he was fearful he should obtain no first prizes. With Rowe out of a race, Hendee thought he would be able to down all other competitors. The Pope company at that time thinking that the Englishmen were to come here, and with an idea of distributing their men in the different events, so that they could scoop, if not all, at least very nearly everything, consented to make this a condition of Hendee's contract. They could not then foresee that the Englishmen would not come, and they thought it would be a good idea to put Hendee and Rowe in alternate races.

When the men began training it was soon perceived that Hendee was in much better condition than Rowe, and Rowe himself noticing it became alarmed, and knowing of the stipulation in Hendee's contract, and fearing that perhaps Hendee might indeed prove the better rider, he, too, asked the same favor which had been granted Hendee. The company, of course, could make no distinction between the two, and, therefore, they made the same agreement with Rowe as that with Hendee.

Then came the first rumors that the Englishmen were not coming, and the company found themselves in a bad box. The outside public were accusing them of double dealing, and charging them with preventing the meeting of Rowe and Hendee as a stroke of business policy. The company had given their promise, and they make it a rule to always fulfil their promises at whatever cost. Had the Englishmen come over, the aspect of affairs would have presented a more favorable appearance, as then people would have approved the scheme by which it was proposed to 'roast' the Englishmen, and employ against them the same tactics with which they have so often accomplished the defeat of our American riders. With the absence of the Englishmen there was no need of such tactics; but there was the agreement with Rowe and Hendee. It was a choice of going back on their word, or 'grin and bear it.' They chose the latter, and accordingly Rowe and Hendee did not meet until the Springfield tournament.

Had it not been for the agreement the men would have been entered and started together in the same events throughout the season, and it would have been wholly immaterial to the company as to which of them was the more successful.

Why the men themselves held the company to the agreement is not known, but certain it is that after they had begun training they grew jealous of each other, and, therefore, it is probable that they did not care to meet until the Springfield tournament. Such is the inside history of the 'deal' by which Rowe and Hendee were not brought together in competition with each other until so late in the season."

A HOME-MADE TRAINER.

A NOVEL plan for keeping a bicycle rider in condition for the next season's riding has been put into practice by E. Y. Judd of the Connecticut Club, who was one of the first Hartford riders to make a "century" ride. There are home trainers in plenty, and they furnish exercise approximately like that on a regular bicycle, but Mr. Judd has devised a simple way of using the bicycle itself. Upon the floor are placed two stout oak planks set on edge and bolted so as to stand about six inches apart. Between the planks are two small wooden rollers grooved to fit the tire of a bicycle and about thirty inches apart—fore and aft. At the back of the frame an oak standard follows the backbone of the bicycle and holds the machine upright. The little wheel is pinned down. When the rider mounts his wheel for exercise he pedals just as if riding on the road, but as the big wheel rests on rollers and the back wheel is fast the result is just what is desired—a reproduction of work on the road. The weight of the bicycle and the man upon it makes the wheel turn about as it would on a level road, but it can be very readily changed to make the work like that of hill climbing. Mr. Judd has no patent on this device but is willing to have it copied by bicyclists who wish to keep in condition this winter. It is a very cheap thing to build, and seems to answer the purpose perfectly.—*Hartford Courant*.

F. A. WOODMAN'S RECORD.

FRED A. WOODMAN, of Chelsea, made the following record in 1886: February, 19 $\frac{3}{16}$ miles; March, 46 $\frac{1}{2}$ miles; April, 411; May, 538 $\frac{1}{2}$; June, 512; July, 409 $\frac{1}{2}$; August, 734 $\frac{3}{4}$; September, 313; October, 491 $\frac{1}{2}$; November, 235 $\frac{1}{2}$. Total, 3,708 $\frac{1}{4}$ miles.

Other records by club members are as follows: G. H. Danforth, 3,400 miles; W. S. Fracker, 3,300 miles; L. H. Frost and E. P. Pratt, 2,600 miles.

FROM THE ANTIPODES.

THE New South Wales Cycling Union decided by a vote of 33 to 11 that the "makers' amateur" and the agent shall continue to rank as *bona fide* amateurs.

W. S. MALTBY, trick rider, rode a unicycle one mile in 4 m. 34 $\frac{1}{2}$ s. on the Melbourne Cricket Ground, Australia, 20 Nov.

DUPLICITY IN DUFFERSVILLE.

THERE was no earthly need for a tricycle club in Duffersville; and it was very wrong of Dudge and Brown and Corner to start one. Everybody said so. That is to say, everybody who was anybody in Duffersville; by which I mean the members of the original Duffersville and District Cycling Club. For three insignificant members of an old-established and highly respectable club to want to split it up and form a tricycle club of their own, was a deadly insult to the dignified captain, the erudite secretary, the expert bugler, and the conscientious committee of that celebrated organization. Did we not already admit tricyclists? Had we not laid down the law that one tricycling member might have the honor of serving on our committee? Was it not even a fact that our captain himself had gone out of his way to pay a delicate compliment to the tricycling members by borrowing a tandem from one of them, and bringing his wife on one of the club runs? Really, such ingratitude was unpardonable; and the captain expressed his views on the subject very scathingly at the committee meeting which had been hastily summoned to discuss the situation. At least, he began to speak very sarcastically about it, but his innate delicacy led him to modify his denunciation of the tricyclists upon the entry into the room of Timmins. Timmins was the tricycling committeeman; and although it was not actually known that he intended to join the new club, his sympathies were believed to side with the claimants for tricycling autonomy; so the captain did not like to be too harsh in his expressions. Timmins was an aggravatingly cool-headed and practical speaker, and had on several occasions surprised us all by speaking very plainly about the behavior of the younger bicycling members on the runs, even going so far as to accuse our immaculate captain himself of allowing a pace to be set, when lady tricyclists were present, which was the reverse of pleasant for riders who were bent upon enjoying a leisurely ride through pleasant scenery. As if fellows wanted to be perpetually staring at trees and brooks and far-reaching landscapes, and that! But we did n't quite like to tell Timmins our opinion of his sentimental notions. You see, he was one of the most powerful fellows in Duffersville, and there were not many bicyclists in the club who cared to take him on when he came out for a practice spin on his light tricycle; so that although we despised his lazy habit of dawdling along when a lot of the older tricyclists and the lady riders came on a club run, we knew that it wouldn't do to twit him about it.

"Shall you join the new club, Timmins?"

It was the secretary who spoke, and he buried his face in some papers the while in pretended attention to business, but really because he scarcely liked to put the question point blank.

"I have joined it," replied Timmins, quietly.

A dead silence fell upon us. We were all mentally wondering whether it would be good form to ask whether he intended resigning from our club; but none of us cared to ask. He saved us the trouble.

"Gentlemen," said Timmins, "you have evinced an incomprehensible hostility to the

new tricycling club. Whilst always objecting to the tricycling members of the old club forming a separate division, so that they might ride at their own pace, and go where they liked, independently of the bicycling members, you have likewise opposed the formation of an independent club. I should have preferred to remain on good terms with you all, and to continue to exert what influence I possess towards the consolidation of the old club; but you have made up your minds not to fall in with the wishes of the tricycling members, so they have formed a separate club; and, my sympathies being with them, I cannot conscientiously retain a seat upon the committee of the old club; so I propose to resign, but will, with your approval continue to remain a private member of the Duffersville and District B. C."

"C. C. you mean," interjected the captain, sternly.

"As you please," said Timmins. "What's in a name? But with all your tricycling members withdrawn, I should think it would be more dignified for you to revert to the old bicycling title."

"Poo! Bosh!" said the secretary. "The new club will be a frost. Bet you a dollar we will have more tricycling members than you."

"I don't think you will," said Timmins, with that aggravating coolness of his; "and, as you are so fond of betting, I will take your wager, with six months as the limit!"

"Done," said Scribbs; and we all knew that his love of winning a wager — however insignificant in amount, would lead him to use strenuous efforts to beat his opponent.

And it seemed as though Timmins would be in the wrong box. True, the new tricycling club seemed to be doing very well, and its Wednesday afternoon rides were attended by some of the nicest girls in Duffersville; but for a Saturday scorch they were of no account, Timmins himself being the only triker in the place who could "go worth a red," as our club champion put it. But we were working behind the scenes, too, and at our next committee meeting it was announced that the names of three new tricycling members were to be balloted for. Before this was done it was necessary that Timmin's place should be filled, and here our astute secretary performed a stratagem that was worthy of a great general. He had himself bought a tricycle "so as to set a good example to us," he said; and although we none of us cared to go to such extravagance, we all encouraged Scribbs in his decision to sell his bicycle. Then, having qualified as a "tricycling visitor," he went on one of the runs with the new tricycling club one afternoon, found out who were members and who were not, and adroitly contrived to get the ear of a young fellow who was contemplating membership in the D. T. C. He seemed too good a fellow to throw in his lot with the solemn and slow-going opposition, and Scribbs had very little difficulty in persuading him to join the old club instead of the new. His name was Smith, and although we knew him to be a great chum of Timmins's, we could see that his tastes ran in the same groove as ours. Smith was captured, and not only elected a member of the Duffersville and District C. C., but also inducted into the vacant

chair on the committee, *vice* Timmins resigned. Then we felt that we were safe, and Scribbs already chuckled over the anticipated discomfiture of Timmins.

Smith promptly turned up at our next meeting, and lost no time in putting himself at his ease by ordering drinks and cigars around. He was a splendid fellow, we all agreed; and although he slightly scandalized our worthy chairman by the contemptuous tone he adopted in the discussions that arose upon various important topics, his free-and-easy nature seemed to prevent the possibility of offence being taken at his levity.

There was a batch of candidates for election that evening; Branden, the miller, who had just bought a second-hand bicycle, was duly passed through the ballot-box and returned unanimously elected, amid mild applause; Jenkins, the grocer's clerk, was the next to be passed, although one black ball, which we all guessed to have been deposited by Scribbs himself, who had a grudge against Jenkins, was found in the box; and then came a tricycling candidate in the person of the bugler's father; two black balls were found in the box, and the chairman announced that Mr. Toots, Senior, was not elected. A furtive look of astonishment passed around the table, but we all respected the sacredness of the ballot too much to say anything; and when the curate of a neighboring parish was also rejected by two black balls, and two of the most wealthy tradesmen in the High Street suffered the same fate, we could only gnash our teeth in secret.

As for Scribbs, he was furious; and the captain was heard to speak very strongly, down in the bar, after the meeting, against the members who harbored such petty jealousies and prejudices as to reject such desirable members just at a time when their influence was wanted in the club. And when we heard that the whole four had been unanimously elected to the opposition club a week afterwards, our wrath knew no bounds, and every man-Jack in the D. and D. C. C. was exhorted to leave no stone unturned towards helping the committee in their efforts to circumvent the Duffers' T. C.

The result of this agitation was that no less than nine tricycling candidates came up for election at the next meeting. Smith, our tricycling committeeman, behaved nobly, himself nominating five out of the nine proposals; and when the ballot-box was brought out, he made quite an entertaining little speech, descanting upon the many virtues of the gentlemen whom he wished us to elect; so that we felt sure that this time, at any rate, the unknown blackballers would consent to sink any animosity they might possess for either of the new men. It is a sad thing to say, but a grievous truth, *they were all blackballed*. One by one, as the box went round and returned to the chairman, the whole nine tricyclists were rejected by two black balls. We all looked uneasily at each other. Smith in particular seemed much put out, and said that if this was the sort of treatment he had subjected himself to by joining us, he should resign. Still, nothing could be done. In the old days, before party feeling had been aroused in the D. and D. C. C., our chairman had himself been in the habit of holding forth eloquently upon the sacredness of the ballot, and impressing upon us that we

must — each for his own protection and for the good of the club — not divulge to each other anything that would lead to the detection of such members as might see fit to blackball a candidate; and it was out of the question to inaugurate a scrutiny on such a subject. With a full heart the secretary went home, and tears filled his eyes upon taking up the local paper the next week, and seeing that the whole nine candidates had duly gone over to the fold of the Duffers' Tricycling Club.

And so it went on; as surely as a tricyclist was nominated for election, so surely would he be rejected by the two fatal black balls; and equally surely would he, in disgust at our behaviour, go over to the opposition. We began to lose heart over it, but Scribbs was not to be balked yet. With a set determination to retrieve his reputation, he discussed the situation with a few chosen friends; and they mutually came to a resolve to convene a general meeting, and get the rules altered, so that at least four black balls, instead of two, would be requisite in order to reject a candidate. Smith seconded this proposition in a lively speech, and to our great surprise it was unanimously carried. Now, we thought, we shall triumph. The two malcontents may register their adverse votes as much as they like, but their talons are cut and their power is gone. True, twenty-one tricycling candidates had already been lost to us; but the autumn was not yet far advanced, and we would nominate our own brothers and fathers if we could not get genuine tricyclists otherwise. So a special committee meeting was called, and every member pledged himself to secure at least one new tricyclist by the date of the following ordinary meeting, even if he had to hire a tricycle and lend it to the candidate for the purpose. Smith was in high spirits. He sent in eight application forms within a week, and brought a ninth to the club-room with him. The chairman called the meeting to order, and hurried over the passing of the minutes. Then, with a beaming face, the secretary read out the list of names which he had copied from the forms; there were twenty-seven of them altogether; and although we all knew that only one or two were really habitual tricycle-riders, nobody dared to question their qualifications. So the pairs of black and white cork spheres were handed round and the ballot-box slowly circulated. It was a full meeting, every official being present. And when the chairman opened the drawer at the foot of the box, and peered into it, our expectant gaze was met by a sudden fall in his countenance.

"Gentlemen," said the chairman, "I am sorry to say that Mr. Druce is rejected by *four black balls*."

The secretary gasped, but, with an effort concealing his emotion, proceeded to read out the next candidate's qualifications. The balloting process was repeated with precisely the same result: four black balls. And so it went on, the members at last going mechanically through the ordeal until every one of the twenty-seven candidates was rejected. Then the captain arose.

"Mr. Chairman," said he, "I propose the meeting do adjourn. It is obviously impossible for us to carry on this club while there are members in it — and I grieve to say, members on its committee — who are so

lost to decency as to allow some petty feeling to actuate them in ruining the club of which we are all so proud."

The motion was duly seconded; and, being put, was declared carried *nem. con.*

There was a lull after this. We were discouraged. The genuine tricyclists out of our last batch of rejections duly became members of the D. T. C., and our rules prevented us from twice nominating any candidates during a twelvemonth. We concluded to give it up. At least, all of us did except the secretary. There were only three weeks remaining for the achievement of his wager, but he was obstinately determined not to own himself beaten. To be sure, when we met the members of the Duffers' Tricycling Club on the road, they affected to be enjoying themselves consumedly; and some of them whom we had black-balled were even heard to say that they were glad they *had not* been elected to the D. and D. C. C. But Smith, who backed us up nobly all this time, said that this was only a case of sour grapes; and on the occasion of our closing run he composed a song expressly for our captain to sing, which was received with rapturous applause. I do not recollect much of it, but the lines were certainly not complimentary to the D. T. C.; one of the choruses, I remember, ran to this effect:—

Oh! no one can tell what I suffers,
When riding ahead of my Duffers,
If on any account
I am forced to dismount
And wait for them tricycling buffers.

We voted Smith no end of a brick for writing it, especially as he himself was a tricyclist. For his part, he seemed to be enjoying himself hugely, though in a somewhat peculiar fashion. Every now and then we would catch him biting his finger in glee—that being a habit he had when he wished to avoid laughing outright; and sometimes he would shut his eyes, and sit and grin, with every appearance of the liveliest satisfaction. The incomprehensible part of it was that all this while he was good friends with Timmins, and would often be seen in cheerful conversation with that renegade.

Matters were now approaching their climax. It was a forlorn hope, but the secretary determined to make one last attempt at electing some of the few remaining tricyclists in Duffersville, rather than have to endure the humiliating confession that his boast to Timmins was a ghastly failure. There were only seven of them this time; but the box came back, after circulating the table in the usual fashion, with the same old story—four black balls.

The secretary looked severe, and without a word he solemnly handed an envelope to the chairman. It contained his resignation. The chairman read the epistle aloud, and a dead silence followed. Then the secretary placed on the table a packet of papers, the club cash-box, and the green-baize bag in which the cork ballot balls were kept. Just then our Quiet Member seemed to wake up. The Quiet Member was one of those fellows who do a lot of riding in an off-hand way, vote one way or the other, without taking any active part in the debates, and only interpolate an occasional remark as though they had been thinking over it for some weeks. On the present occasion our Quiet Member's attention was called to the green-

baize bag already referred to, and he drew it towards him, and peered into it. Just at this moment, I noticed, Smith arose from the table, and taking his hat, rather hurriedly quitted the room; but we did not pay much attention to the incident, supposing that he had an appointment to keep. It was the Quiet Member who now called our attention to the bag of ballot-balls.

"Mr. Secretary," said he, "can you inform me how many ballot-balls were purchased out of the club funds?"

"Why, two hundred to be sure," replied Scribbs. "But that was over two years ago, and perhaps a few of them have got lost."

"Oh, no; I did not suppose that," said the Quiet Member. "Have you counted them lately?"

"No," said the secretary. "But, as I say, very likely a few are missing. It's not much to make a fuss about; they are very cheap, and—"

"Yes, yes; I know that," interrupted the Quiet Member. "And I do not think any of the balls will be missing. In fact," he continued, coolly loosening the mouth of the bag and emptying the pile of little cork balls on to the table, "I fancy that it will be found that there are considerably *more* than two hundred. Don't you think so?" he pursued, turning to the chairman.

All the while he was busily sorting out the plain balls from the blackened; and one by one the other members of the committee began to "tumble to the racket," as that jovial Smith would have said; and within a few moments busy hands had counted out the fateful spheres whose secret deposition had decided the fate of so many candidates for election to the Duffersville and District Cycling Club.

The result of the count was coolly and quietly written on a slip of paper, and handed to the chairman. There were ninety-eight plain balls, and two hundred and seventeen black.

The quiet man was leaning back in his chair, and laughing softly. The blank faces around him evidently amused him. He grew quite facetious, in fact, as he proceeded to point out, — what indeed was now perceptible to all of us, — that these black balls must have been presented to the club by some member who doubtless had more reasons for his conduct than mere generosity. Who was it? was the question; and although we were nearly all incredulous at first, it soon became as clear as day that we had been hounded by that Smith. In order to keep out tricyclists, he must have regularly come to the meeting provided with a secret store of black balls, and our unsuspecting chairman, never dreaming of the possibility of such a trick, had looked only to see that there were two — or, later on, four — black balls amongst the plain, without counting the remainder. The dodge was out at last; but alas! too late, and although Scribbs forthwith withdrew his resignation, and proposed a series of wild and impracticable resolutions designed to expose the trick, and regain all our lost candidates, it was ultimately agreed that nothing could be done, that we had gone too far to back out, and that the most dignified course would be to keep the affair strictly to ourselves. Nevertheless, we solemnly and fiercely passed a resolution to expel Smith

from the club; our secretary vowed that he would sell his tricycle the very next day, and buy a rear-driving Safety; and the whole committee pledged themselves to support a motion which was accordingly passed at the next general meeting —

"That tricyclists shall on no account be eligible for election to, or as visitors on the runs of, the Duffersville and District Cycling Club."

Some of the D. T. C. laughed when they heard of it; but we leave them severely alone, and rejoice exceedingly when we — that is to say, our captain, on a 58-inch bicycle, followed by the bugler on a 52, the secretary on his Safety, and half a dozen other bicyclists — come up with the tricyclists' party on the road, and our bugler sounds an imposing call of defiance as, with heads leaning far over the handles, we put on a three-minute-gait spurt, and dash past the crawling tricyclists. And we never ask them to our smokers, either, and even refused to let Smith — who turned out to be a Duffers' T. C. man after all — enter for our Home Trainer race. For the horn of the wicked shall be put down, and the way of transgressor is hard. — *Faedi, in Tricycling Journal.*

CYCLETs.

APOSTROPHE TO A CALENDAR.

Thou pretty, painted thing, thou book of days!
What may I bring thee as a meed of praise?
I know thou art "stuck up" — but oh! not proud.
Why should'st thou be? But, breathe it not aloud,
Thou sweet exponent of a daily theme:
Thou'rt born to greatness; — nay, and thou may'st dream
Of lofty fame! To see thyself, no less
Than speaking to ten millions through the press
Which shapes a people's destinies afar;
Thus: "Buy Peumbia wheels. — *Pope's Calendar.*"

Thou pretty work of most convenient art!
How oft shall I consult thee, when my heart
Is sad: some note due, and I want the date
(For all must bow to irony of fate),
To count with nervous pulse the days of grace.
Or, gazi. g, sometimes, on thy chromoed face
I'll think of sweeter themes: the banquet night;
Club runs; engagements in the soft twilight,
Tricyclic, far beyond the madding crowd.

And that reminds me, why to'ard realm of cloud
Is bent so wonderingly the maiden's gaze,
(Lower corner, right)? I see naught to amaze;
Aod yet — by heavens! — as following her eyes
To yonder rainbow bridge of size,
I fain would quote from Bryant's long ago,
"Lines to a" — wheelman (now *en route* from Tokio).
Vainly some fowler's eye
Hath marked thy distant course to do thee wrong,
As, outlined on a bluish, greenish, purplish sky,
Thy figure rolls along.

Thou mine of wisdom! — filled with others' wit;
Sharp saws; the poet's fancies carved to fit
The theme thou pratest of: sayings from the press, —
Some wise, some otherwise; all, more or less
Of cycles, cyclic; doing good, we hope,
And coming with the blessing of the Pope.

Oh rich entanglement of rare chromatic hues,
At once to bring joy, startle, and amuse!
Sent for twelve postage stamps, — not less or more,
Enclosed please find one dollar; — send me four.

* * *



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

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First American Machine to make more than 20 Miles within the Hour.

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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.

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LEAGUE politics

Now engage the attention

OF all who take an interest in the National Association.

AND certainly every wheelman should be interested in the institution.

IT does much for wheeling, and it will do more if every member will feel an obligation upon himself to do something to help along the cause.

RENEWALS are fast going in. There are few League clubs that will not continue to be such the coming year.

THE Boston Club votes to remain with the League, and the example is one that will be followed by every club in Eastern Massachusetts,

HICKS of the *Post-Despatch* has laid aside the flying-start idea, and is now working the insurance scheme for the League.

FOR a club that has been called a non-riding club, the New York Club shows a good record. The clubs that talk the loudest seldom find time to do anything else.

THE Somerville Club has been having an evening with Montague, the mind-reader, and they will invite wheelmen to hear him later.

When first a greenhorn's bosom swells
With passion for the sylph that dwells
Within a dainty bonnet,
He racks with raptures increate,
Such dreams do poets' heart dilate,
In travail o'er a sonnet.
Those anguished hopes a novice feels,
Gyrating on his giddy wheels,
You may depend upon it,
And some perfervid devotees
The wild throes of the ordeal please;
With joy they've undergone it.

JOHN S. PRINCE, before leaving Minneapolis for Omaha, offered to wager \$1,000 that he can beat Schock's six-day performance of 1,405 miles, riding only seventeen hours daily. Or he will ride against Schock six days for big stakes.

THE long delay of Stevens, the bicyclist, in his ride through China is now accounted for. He stopped to wind his Waterbury watch. — *Boston Post*.

PRESIDENT DUCKER is more emphatic than ever in his refusal to serve as president of the Springfield Club the coming year and, puts it in this language: "I cannot and will not serve. I mean just what I say." That sounds as though he had decided what to do.

THE East Hartford Club made \$130 at the tournaments held last spring and fall.

THE Boston Club will dine 5 February next.

MEN clad in armor cut and thrust at each other at the Massachusetts Club last week. This was a new idea in athletics, and was a taking feature.

WE are in receipt of several New Year's cards. The senders, one and all, have our thanks for the kind favors.

MR. FRANK HASBROOK, of Indianapolis, Ind., has, during the seven months ending the fifteenth of last October, ridden one Expert Columbia 3,780 miles. The entire expense for repairs and oil was sixty cents.

Mr. Hasbrook did not experience a fall during the entire time.

There was an old cyclist,
And what do you think?
The longer he rode
The more he would drink.
The more he would drink,
The more he would sweat,
And so this dry cyclist
Was dripping wet.

— *Tri. Journal*.

MORGAN and Woodside are again with us in the east, and on Saturday they will show their paces to the people of Attleboro, at an entertainment in the Columbia rink.

DR. BLACKHAM, of Dunkirk, N. Y., addressed the Rochester (N. Y.) Academy of Science on Monday evening last on the topic, "The Bicycle and Tricycle as Factors in our Civilization."

THE firm of Gormully & Jeffery has been merged into a stock company, with the title "Gormully & Jeffery Manufacturing Company." Mr. R. Phillip Gormully is president, and Mr. T. B. Jeffery is secretary and manager. The business will be prosecuted with no change of policy.

"THE Columbia tandem will be a daisy," so writes one who has seen the model machine. We suppose this is another way of saying it will be in the field.

MASSACHUSETTS is moving on the danger board question.

THE Massachusetts Club will tender to Thomas Stevens a complimentary banquet shortly after his arrival in Boston. The committee of arrangements consists of Mr. A. E. Pattison, chairman, C. D. V. Graves and J. T. Williams.

THE Somerville Club is very active this winter, their new president making things lively. Thursday evening, Charles Howard Montague will give an exhibition of mind reading for the benefit of the club, a whist tournament is soon to be held, and at an early date the club will give a minstrel show. Another one of those popular assemblies will be held 28 January.

THE Pope Manufacturing Company will have one of the largest signs in the city at their new place on Franklin street.

A DISCUSSION anent single and double ball bearings, which has been going on in the English cycling press, has shown a decided opinion in favor of a double row of balls, with lateral adjustment.

THE *Wheelmen's Record* comes to us from Indianapolis, Ind. Its initial number is dated 6 January, and is well made up, containing newsy articles and some very good wheel literature. P. C. and G. S. Darrow are the editors.

MR. HARRY W. TURNER, of the Chelsea Club, is on his wedding tour. The event transpired last week. Among the gifts was a marble clock from his associates at the electric lighting works in Lynn, and a substantial present from the club.

THE Massachusetts Division will encamp at Cottage City the coming summer. The islanders will make it pleasant for the visitors, and Harrogate will be approached, if it is not outdone.

THE Massachusetts contingent will go to New York via Fall River on Saturday evening.

THE *Bulletin* comes to hand with a new heading which improves the old.

SAMUEL B. WRIGHT has been appointed to fill Burley B. Ayres' unexpired term as secretary and treasurer of the Illinois Division.

THE first annual ball of the Malden Club will be held 4 February.

A LADY has been visiting the rink of the Pope Manufacturing Company daily for some time past who is not able to walk without the aid of crutches, but being recommended by her physician to ride a tricycle, has done so, and found it very beneficial.

PRINCE WELLS, the professional trick rider, contemplates an Australian tour.

THERE is some talk in New Orleans of promoting an illuminated parade, to take place during the annual Mardi Gras festivities which occurs there next month.

"THERE'S another rent in my breeches," remarked the wheelman, as he placed the landlord's monthly stipend in his pants pocket.

C. W. NAIRN, London editor of the *Cyclist*, announces that C. Stuart Nairn will take up his residence in the United States and he commends him to the wheelmen of America. We don't know what relation the one Nairn bears the other, nor what part of the United States he will strike, but we know that his commendation comes from a good quarter, and is worthy of heed.

IT is very probable that the same course will be pursued the present year in the election of Massachusetts Division officers that was carried out so successfully last year. League clubs will be asked to nominate tickets, and these will be sent to members with a blank sheet to be filled. A suggestion comes to us that the name of the club to which he belongs be placed against the name of each candidate.

THE Boston Ramblers had a very brilliant career in the cycling world of Boston a few years ago. The club was composed of young and enthusiastic men, and they made themselves felt in all that pertained to the sport. The attractions of the older and richer clubs were too strong to resist, however, and the Ramblers went out of existence, the members going over to the Boston and Massachusetts Clubs. The whirligig of time now shows us one of the Ramblers in the position of captain of each of the above two clubs.

LEAGUE uniforms are going into the dye-pot. They look very nice when given an ebon hue, no matter how red they have been before.

THE Springfield boys are getting up another minstrel show. This time they will benefit the Woman's Christian Association.

THE new club rooms of the Brookline Cycle Club were informally opened to members only Monday evening. The rooms are situated near Harvard square, and are fitted up in excellent taste.

IN a week or so, the home office of the Pope M'fg. Co. will move into its new building, at the corner of Franklin and Arch Streets, Boston.

MASSACHUSETTS DIVISION.

THE Massachusetts Division officers held one more of their very successful meetings around the festive board at the Quincy House on Saturday evening last. Previous meetings have been confined to the officials, but on this occasion the officers were allowed to invite friends to partake of the banquet and view the proceedings. Chief Consul H. W. Hayes presided, and about the tables were seated the following gentlemen:

C. L. Smith, A. L. Bowker, H. H. Bates, J. H. Grimes, E. B. Coleman, George A. Nash, John Amee, C. S. Clark, all of the Cambridge Club; J. S. Dean, E. G. Whitney, E. W. Smith, A. Kennedy Child, Dr. W. G. Kendall, and C. S. Howard, all of the Boston Club; R. S. Brewis, of Manchester, Eng.; Abbot Bassett, of the Chelsea Club; E. H. Foote and J. B. Cann, of the Somerville Club; Sanford Lawton, of the Springfield Club; Hon. A. G. Hill, of Northampton, J. Fred Adams and H. A. Chase, of Haverhill, W. I. Harris and H. A. Fuller, of Brighton, Dr. W. H. Emery, of Dorchester.

At the conclusion of the repast, the meeting was called to order by the chief consul. The committee to whom was referred the invitation of the Martha's Vineyard Bicycle Club to the Massachusetts Division to hold a camp on the island during the summer of 1887, reported that it was expedient to accept the invitation; and they suggested that the committee be continued, in order to make further arrangements for the affair. Report accepted.

THE chief consul read a letter from Mr. E. F. Hill, of the sign-board committee. He suggested that the Division adopt a "Danger" board and a "Caution" board. He said that the English association used a malleable-iron sign, but that such an one was not practicable in this country. He thought a good sign could be made of wood with metallic letters affixed. These would cost about \$1.40 each. A pattern of the proposed sign was shown, bearing the words

CYCLISTS!
DANGER!
L. A. W.

Mr. Kennedy Child was asked for some opinion on the question, as he has had a good deal of experience in England as an official of the N. C. U., and was the first contractor for furnishing the signs. Mr. Child said that the N. C. U. first tried tin signs, and then leaden ones with the letters screwed on, and both these they found to be impracticable. Now they are using a malleable-iron sign, with the sign and letters cast in one piece. These are imperishable. The sign offered by Mr. Hill he thought too small. It ought to be large enough to be seen by rapidly passing riders, and it ought to be made imperishable. He thought that a good sign ought not to cost over \$1.25, if a quantity is ordered.

The report was referred back to the committee, with instructions to consider the question of malleable-iron signs, and to confer with Mr. Child in the matter.

The committee on rules reported that it would be better to wait another month, or

until after the meeting of the officers at New York, before taking up new rules.

On the motion of Capt. E. G. Whitney, it was voted to appropriate the sum of \$100 for the annual expenses of the chief consul's office.

A letter was read from Mr. A. S. Parsons, regretting his inability to be present, and suggesting that it was a little out of character to combine a business meeting and dinner, since it practically levied an admission fee upon those who attended, and many who felt that they could ill afford the expense would be shut out.

This excited some discussion, and resulted finally in a vote to hold a dinner at the next meeting which should be served at 6.30 P. M., and the business meeting shall be called for 8.30 P. M. and held in another room than the banquet hall.

Adjourned to meet 12 February.

THE RAMBLERS APPLY FOR MEMBERSHIP IN THE MISSOURI.

The action taken by the St. Louis Ramblers Bicycle Club last night is calculated to cause a good-sized sensation in cycling circles of the country. The club met for the ostensible purpose of appointing a committee of three to join with committees from the other in clubs formulating plans for the League meet in May. Chief Consul J. S. Rogers, president of the club, was in the chair, and Bob Holm acted as secretary. The question of what share the Ramblers would take in the entertaining of visitors to the meet, caused a lively discussion. Being without a suitable club-house, and there being no prospect of securing one before the League meet, some one of the speakers proceeded to show how much would be gained for the meet if the Ramblers would but go into the Missouri Club, and thus, instead of dividing two clubs' energies, combine them in one grand effort to make the League meet the greatest known to this country. The enthusiasm of the boys increased as the various speakers pointed out what grand results would accrue to the meet by a union of the two clubs, and a motion that the club make application to the Missouris for admission as a body was unanimously adopted, the secretary being authorized to make the application at once. This combination of the two most powerful bicycle clubs in the West, if effectual, will make the Missouris one of the greatest cycling organizations in America. — *Post-Despatch*.

NEW HAVEN.

SNOW and ice six inches deep over everything make wheeling impossible, except in the imagination, and the club men now find the most enjoyment in telling stories to the non-initiated. Some of the stories are true, but the majority tend to fill the mind of the novice with fear and trembling.

On the 24th of this month the New Haven Bicycle Club will have another birthday, — its seventh, — and will appropriately celebrate the event with a supper in the evening at one of our best restaurants.

The annual meeting of the club was held on Tuesday evening, the 4th, and the reports of the officers showed a good healthy condition of affairs. The club membership has doubled during the last twelve months, and in that time the club has bought and paid

for a pool and billiard table. The membership at the present time is forty-eight, all live, active wheelmen, and they are all looking forward to a life of usefulness and activity for the future. On the whole, the prospects of the club were never brighter than at the present time.

The officers elected were as follows: William M. Frisbie, president; Henry G. Redfield, secretary; W. H. Hale, treasurer; W. H. Hale, captain; C. E. Larom, first lieutenant; C. S. Shepard, second lieutenant.

We have it! It has hit us, metaphorically speaking, where we live. Of course, you all know what "it" means. If not, know then that the little word means the festive toboggan and its accompaniment of pretty girls, bright costumes, rosy cheeks, and the bane of the doctors — health. Less than a month ago a few gentlemen started a subscription paper for the New Haven Toboggan Club, and the thing is an accomplished fact. The slide is up and the chutes packed, and the members are down like a flash. Two hundred and fifty names are on the books of the club, and many more would like to be. The chutes are forty feet high, with a fall of one foot in four for seventy feet, and then one foot in six for ninety feet, and an ice-covered level of about eleven hundred feet. The slide is open from two till five, and from seven till ten P. M., six days in the week, and is *the* thing for this vicinity. There are but three others in the State, one in Hartford, and two in Bridgeport. The officers of the club are: Jos. T. Whittlesey, president; E. C. Bennett, vice-president; C. W. Trowbridge, secretary; Wm. H. Hale, treasurer.

LEAGUE MEMBERSHIP.

THE *L. A. W. Bulletin* of 31 Dec. publishes a table of the League membership in each State and Territory. New York leads with a membership of 1747, and Pennsylvania is second with a membership of 1488. Massachusetts has 1444, New Jersey 944, Ohio 847, and Connecticut 584. All others have a membership less than 500. Bermuda, Germany and South Carolina are each represented by one member, England by two, Montana and Oregon by three each, and Mississippi and Nova Scotia by four each. The entire membership is 10,264, the per cent of increase for the year being 98. Massachusetts increased from 591 to 1444, a gain of 144 per cent.

FRED WOOD.

FRED WOOD, the English 'cyclist, arrived in Sidney, Aus., from San Francisco, 14 Nov. He proposed remaining in Sidney several weeks and participating in some projected races.

THE IVES AND RHODES RECORDS DISALLOWED.

THE Racing Board of the A. C. U. has passed upon the claim of F. F. Ives and W. A. Rhodes for bicycle records made upon the Hampden Park track last fall, and has disallowed the claims owing to informalities in the drafting of the certificate. The Racing Board does not doubt the authenticity of the records, but claim that there is no substantial proof that the required seven days' notice was given. We wonder if they made inquiry relative to the watches used in

taking these records, and whether or not they think a fifteen-dollar timer is accurate enough to time a hundred-mile run.

THE CLUB.

BOSTON CLUB. The Boston Club has elected the following officers: President E. C. Hodges, re-elected; secretary, E. W. Hodgkins, re-elected; treasurer, C. W. Fourdrinier; captain, E. G. Whitney; first lieutenant, Theodore Rothe; second lieutenant, W. E. Jones; club committee active representative, C. P. Donahoe; associate, H. H. Gage, re-elected; W. W. Keith re-elected; W. F. Crafts; J. R. Chadwick re-elected. The question of the club remaining in the League for another year produced a little discussion, but a vote upon the matter resulted almost unanimously in favor of standing by the League. It was voted to hold its annual dinner on 5 Feb., and the following were appointed a committee to make all arrangements; Messrs. Dean, Chadwick, Wright, Voorhees and Nelson.

SALEM. The Salem Club has elected officers as follows: President, A. G. Webb; vice-president, John J. K. Cooker; secretary, A. N. Hill; treasurer, Lewis F. Allen; captain, D. E. Hunter; first lieutenant, R. H. Robson; second lieutenant, H. A. Whip-pich; bugler, E. P. Symonds; executive committee, W. H. Hart, J. Flint and J. G. Waters.

SPRINGFIELD. The Springfield Club re-elected secretary Sanford Lawton, and treasurer W. C. Marsh, but both positively refused to serve, and a committee was appointed to present nominees for those offices at the next meeting. The following directors were chosen: H. E. Ducker, W. H. Selvey, W. H. Jordan, H. P. Merrill and D. E. Miller. The following field officers were chosen: Captain, Fred A. Eldred, 31; first lieutenant, F. H. Williams, 23; second lieutenant, E. E. Sawtelle, 27; bugler, W. C. Stone, 23; club surgeon, Dr. H. E. Rice. The treasurer reported the net receipts of the tournament to be \$12,229 and expenditures 11,809. At the annual meeting which followed immediately the treasurer read this annual report: Cash on hand 1 Jan., 1886, \$1,452; total receipts during the year, \$15,724; total expenditures, \$15,287; cash on hand 31 Dec., 1886, \$437; total assets, including unpaid dues, \$581. Secretary Lawton's annual report showed the total number of active members to be 71; during the past year nine members have resigned, six been dropped, and six new members added.

SYRACUSE, N. Y. Officers elected by the Syracuse Cycling Club: President, Fred Brigham; vice-president, Clarence W. Wood; secretary and treasurer, L. S. Wilson; captain, Carl G. White; members of club committee, Robert S. Hamlin and Ed. I. Rice.

THE Bay City Wheelmen of San Francisco have elected the following officers: President, C. C. Moore; vice-president, W. W. Whitson; secretary, E. Fahrback; treasurer, Robert M. Welch; captain, W. Meeker; first lieutenant, F. V. James; second lieutenant, Percy C. Haslett.

The following officers were elected at the Lynn Cycle Club meeting, 7 January: T.

A. Carroll, president; J. H. Young, vice-president; F. H. Hitchcock, secretary; Wm. Wheeler, financial secretary; F. A. Lindsay, treasurer; Fred Barnett, captain; T. F. Fully, first lieutenant; Eben Young, second lieutenant. Wm. Woodside was made an honorary member.

THE Pottstown (Pa.) Bicycle Club organized last month, with a membership of eighteen. The officers are: Rev. A. J. Arnold, president; Hugh J. High, vice-president; A. M. Scheffey, secretary; W. S. Crubb, treasurer; Hugh J. High, captain, and A. M. Scheffey, lieutenant.

OUT of the sales of the old Waterbury (Conn.) Wheel Club rises the vigorous organization to be known as the Waterbury Ramblers, with Albert Hyatt as president; Edwin Hart, secretary-treasurer; William Hall, captain, and Samuel J. Wells, lieutenant.

THE officers of the Allegheny, Pa., Cyclers for the ensuing year are: Dr. G. W. Beane, president; W. C. Coffin, Jr., secretary-treasurer; W. O. McConnell, corresponding secretary; W. D. Bunker, captain (re-elected); Hugh Fleming, Jr., first lieutenant; J. F. Gray, second lieutenant; F. A. Minnemyer and C. E. Minnemyer (both 56-wheel), color bearers; F. T. Hoover, guide; J. K. Ewing, bugler; Dr. G. W. Beane, surgeon.

THE Rambler Cycle Club, of Baltimore, held its annual meeting last week. The following officers were elected for the year: H. W. Barrington, president; Wm. H. Miller, vice-president; Robert Dryden, secretary; Dr. Wingo; treasurer; J. Turner, captain; Mr. Jones, sub-captain; S. R. Boyd, Jr., sub-captain. It was voted that the club should move in its new quarters by 1 February.

THE New Haven club held its annual meeting last evening. The club has forty-eight members, and is in a better condition than it was a year ago. The officers elected for the year are: William M. Frisbie, president; Henry W. Redfield, secretary; W. H. Hale, treasurer; W. H. Hale, captain; C. E. Larom, first lieutenant; C. S. Shepard, second lieutenant.

AT the annual meeting of the Waltham Ramblers' Bicycle Club, the following named were chosen officers: W. E. Sawyer, president; M. H. Gilbert, secretary; O. H. Lowell, treasurer; I. H. Cole, captain; J. Silva, first lieutenant; O. H. Lowell, second lieutenant; H. Duddleston, Jr., color bearer and guide.

AT the annual meeting of the Melrose Cycle Club the following officers were elected: N. R. Jones, president; U. C. Stevens, treasurer; F. P. Pierce, secretary; B. F. Eddy, captain; J. N. Hopkins, first lieutenant; B. F. Eddy, C. L. Sprague, H. L. Johnson, club committee. The club has lately added a pool table to its rooms, and the members may be found nightly hitting the ivories.

AT the last meeting of the Bay City Wheelmen, of San Francisco, the following officers were elected to serve for the next six months: C. C. Moore, president; W.

W. Whitson, vice-president; E. Fahrback, secretary; R. M. Welch, treasurer; W. Meeker, captain; F. C. James, first lieutenant; P. E. Haslett, second lieutenant.

THE BOSTON BICYCLE SHOE.

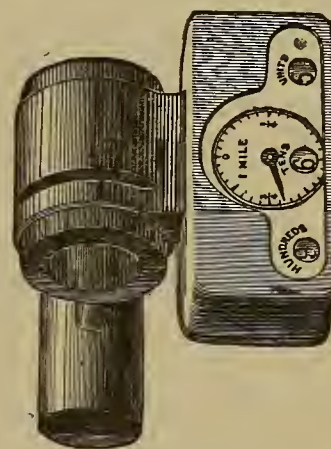
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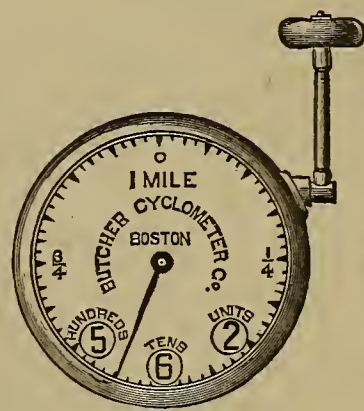
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THE KIRKPATRICK SADDLE.

The peculiar advantages possessed by this saddle arise from its general construction,—with a perfectly adjustable frameless or hammock-pattern seat, suspended between fore-and-aft springs; a combination by which all jars and vibrations of the machine are absorbed, and the tendency to headers much decreased.



The seat proper is of the finest leather procurable, and its form, with long cut-out, admits of its shaping itself perfectly to the form of the rider, obviating all chafing and any uncomfortable or harmful pressure. It has no metal frame, but a re-enforcing piece of leather sewed on the under side, which reduces to a minimum the liability to lose shape.

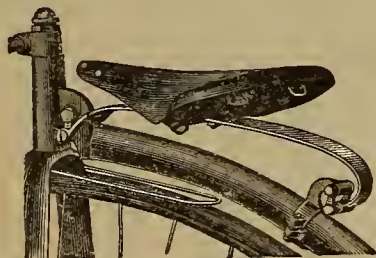
Our improvements consist in using round front springs in each variety of the saddle, and in shaping the leather so as to prevent the raw edge from coming in contact with the rider.

This saddle is easily and quickly placed in position, and its tension regulated by simply setting the click back or forward. It is applicable to any bicycle, by the use of different front springs and perch-clip.

Nickelled, \$6.00.

THE COLUMBIA SWING-SPRING

Combines the best contributions of three different inventors towards the solution

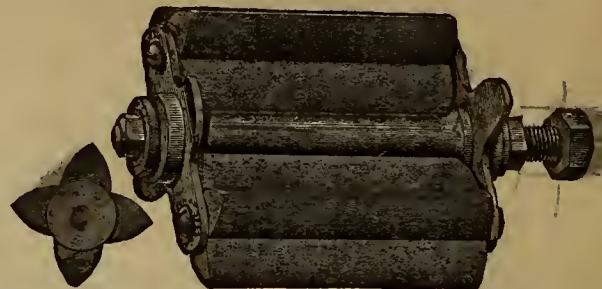


of the difficult problem in bicycle seat-springs. It overcomes the fore-and-aft jarring and the vibration of the small wheel by means of two pendent links combined with other parts in a peculiar way, so as to allow a fore-and-aft motion of the seat to a limited but sufficient extent to stop vibration, and to ease the rider over considerable obstructions. In averting headers it is a safety device beyond any other in the market. This spring is only applicable to the EXPERT and LIGHT ROADSTER.

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The pedal-frame is completed by a central steel tube, which entirely protects the pin from contact with the foot, and the bearings from the entrance of dust. The rods passing through the rubbers are threaded upon the inner ends, and fitted with small and neat nuts, so as to be easily removed and replaced. The pedal-pin is tapered and strengthened at the right end; and there are two rows of steel balls, eleven

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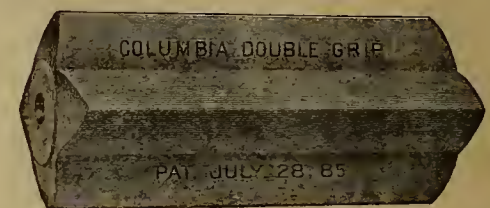
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The contents of one bottle will cover a bicycle.

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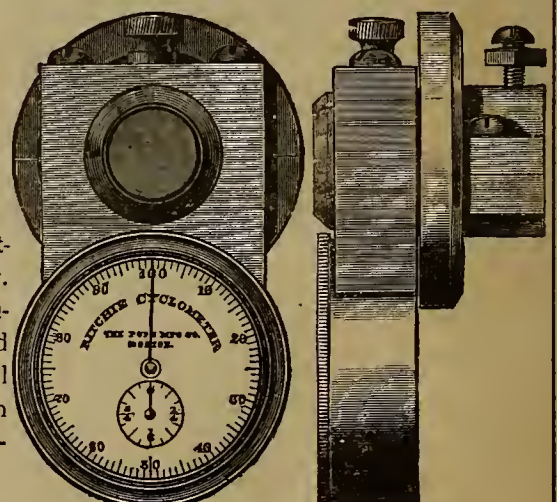
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at each end, made with such accuracy that by actual micrometer tests they do not vary one two-thousandth of an inch in size.

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