

The Cycle.

VOL. I., No. 15.

BOSTON, MASS., 19 JULY, 1886.

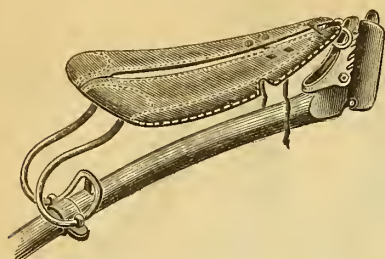
FIVE CENTS.

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

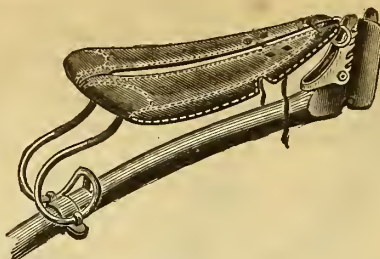


**THE MARLBORO' CLUB—Automatic Steerer,
ADMIRABLY ADAPTED FOR LADIES.**

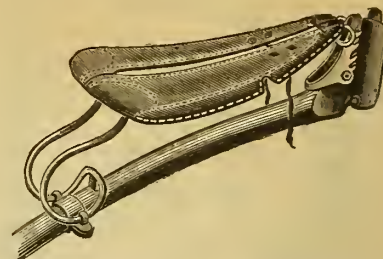
SEND FOR CATALOGUE TO 239 COLUMBUS AVENUE, BOSTON.



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.

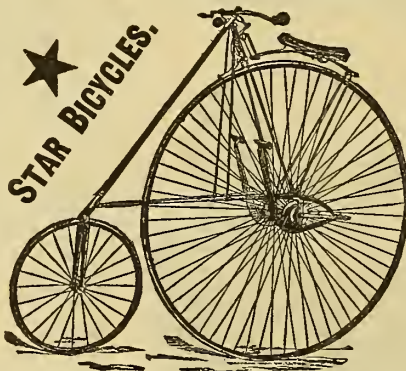
FREEMAN LILLIBRIDGE, Rockford, Ill.

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.

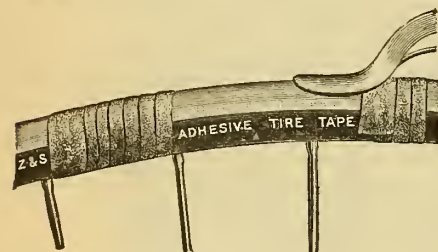
NEW CATALOGUE READY.

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.



METHOD OF APPLYING.

Have You Ever Used the Adhesive Tire Tape? IF NOT, YOUR TROUBLES HAVE BEEN DOUBLED.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply. — Wind it lapping upon itself as shown in the above cut. It needs no tying, as it is adhesive. Every Wheelman should have a roll in his tool bag.

PRICE, 25 CENTS PER ROLL.

SOLD BY

HOWARD A. SMITH & CO. (Successors to Zacharias & Smith), Oraton Hall, NEWARK, N. J.
Send to us for anything you want in the line of Bicycle Sundries. Catalogue sent for stamp.

BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP,
DAYTON, OHIO,

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

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



BARGAINS THIS WEEK:

52-inch PREMIER, new tires, ball bearings	- - - - -	\$50 00
54-inch ENGLISH, new tires, ball bearings	- - - - -	55 00
SOCIABLE TRICYCLE, for two riders	- - - - -	80 00
VICTOR TRICYCLE, late pattern, just like new	- - - - -	100 00
VICTOR TRICYCLE, good running order	- - - - -	75 00
50-inch EXPERT, No. 1 order	- - - - -	75 00

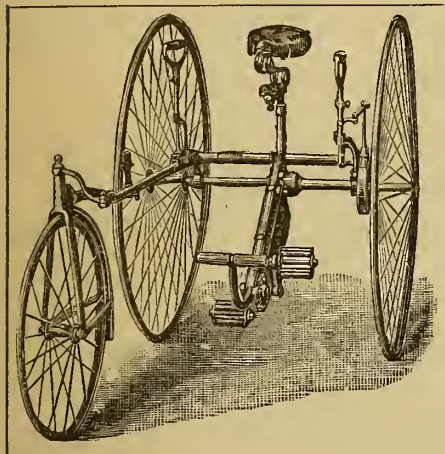
Mention THE CYCLE when you write.

ROYAL MAIL NEW TRICYCLES,

The Handsomest and Best Yet.

ROYAL MAIL BICYCLE

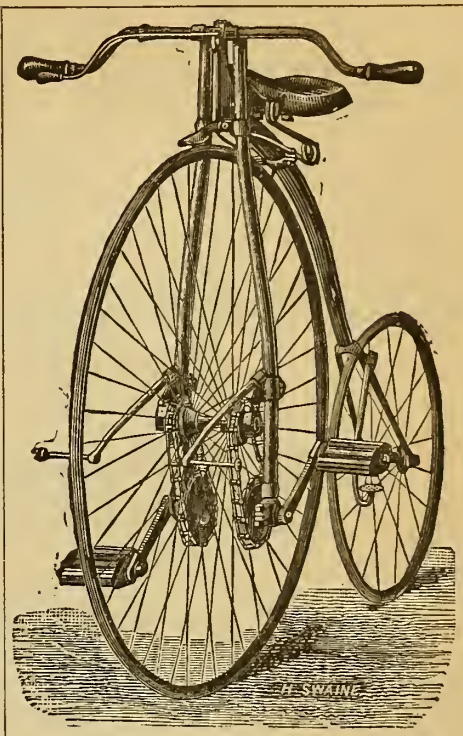
STILL IN GREAT DEMAND.



Only Wheel with Trigwell's Ball Head and Grip Fast Rim.

Just received, a lot of the Royal Mail Latest Tricycles with their New Patent Ratchet Brake. No straining pressure of the hand required in coasting. Splendid improvement. Also small rear and large front wheels. See this new Tricycle.

SAFETY KANGAROO still in great demand. Any one can ride it. Headers impossible. A safe wheel for night riding, for business or pleasure. More sold than any other Safety. 100 miles in 6 hours 39 minutes. Address.



WM. READ & SONS, 107 Washington Street, BOSTON.

RECORDS FOR THE APOLLO.

John S. Prince at Minneapolis, May 7, 1886, made World's Records from 35 to 50 Miles.

50 MILES IN 2 h. 38 m. 53 $\frac{1}{2}$ s.

In the 72-Hour Race, PRINCE v. SCHOCK, May 10 to 15, inclusive,

PRINCE MADE 1,042 MILES, 220 YARDS,

Beating the Former Champion, SCHOCK, by 14 Miles, and making World's Records from 100 to 1,042 Miles.

ALL THESE RECORDS WERE MADE ON AN

APOLLO SEMI-RACER, WEIGHING 32 $\frac{1}{2}$ LBS.

WITH DOUBLE BALL BEARINGS AND BALL HEAD.

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

SOLE UNITED STATES AGENTS,

It costs from \$20.00 to \$50.00 less than any
Safety on the market.

MORE HAVE BEEN SOLD THIS SEASON THAN THE COMBINED SALES
OF ALL OTHER MAKES OF DWARF MACHINES.

**Note this disinterested opinion from J. C. Thompson, President and Treasurer of the
American Bicycle Co., who sell all the well-known makes:**

"I have tried the American Safety myself, and I must say that it is the **FINEST ACTION**
or a Safety, and the **EASIEST RUNNING BICYCLE** I ever rode; and that is saying much,
as I have ridden almost every make. I congratulate you on your achievement of turning out the
BEST SAFETY at the **LOWEST PRICE.**"

J. C. THOMPSON, *Pres. and Treas.*

NEW HAVEN, June 3, 1886.

THE PRICE OF THIS BICYCLE IS \$76.00.

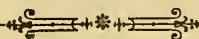
IT IS MANUFACTURED BY

GORMULLY & JEFFERY - - CHICAGO,

MAKERS OF

THE AMERICAN CYCLES,

Which are High Grade Machines at Reasonable Prices.



NEATEST CATALOG IN THE TRADE FREE.

THE CYCLE

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

VOL. I.

BOSTON, MASS., 9 JULY, 1886.

No. 15.

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. GIDEON, 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. MUOGE & 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.

WE have always maintained that an organization like the League, which has for its purpose the securing of rights to wheelmen under the law, could not well assume jurisdiction over road racing, which is seldom pursued save in violation of law. It has been urged against us that the N. C. U. regulated this kind of racing, and therefore the League should. It does not follow. A fifty-mile road race was run in England last month, and a notice of it is thus introduced by *Wheeling*:—

“Owing to rumors of police interference, the course for this race was kept as dark as possible, but intending competitors were given to understand that it would take place somewhere in the neighborhood of Dan Albones comfortable little hostelry at Biggleswade.”

We hope it will be a long day before the League has to work in the dark for fear of the authorities.

THE air is full of rumors of an agreement between the A. C. U. and the L. A. W. It is possible that the two associations will come to some understanding at an early date; but no one man of either has the power to adjust the differences that have arisen, nor will the new order of things come about until the pros and cons have been discussed.

THE fifth of July gave us a large crop of records, and new difficulties have been placed in the path of those who would like to lower figures at Springfield.

VICTOR C. PLACE re-enters the racing world and takes a championship in his first race meeting. Pretty good for Victor. He knows his Place.

OHIO AROUSED.

OHIO wheelmen have been up in arms in consequence of the arrest of John A. Green for riding a wheel at Cincinnati. An indignation meeting was held at the Gibson House, and addresses were made by wheelmen, by Chief Consul Kirkpatrick and others. Gov. Foraker and the mayor addressed the meeting and assured the wheelmen that the chief of police had made a mistake. The mayor stated that the whole trouble arose from a misconstruction of the order of the chief by the officers. The order, he stated, was simply intended to prevent the use of the little strip of asphalt on Race street as a race-course; that if wheelmen would congregate in large numbers on that little patch of asphalt street, they would of course interfere with carriage travel. The mayor stated (as every one knew) that he was a friend and staunch advocate of the bicycle, and that he was as anxious as any one that they have their rights; and as long as wheelmen complied with the law regulating vehicles, they would have no trouble.

Governor Foraker stated that he had come all the way from Columbus to attend this meeting, and wanted to say a word for the bicycle. The statements of the mayor and governor were received with hearty rounds of applause and the customary wheelmen's chorus: “What's the matter with the mayor?” “He's all right.”

Mr. Kirkpatrick, chief consul of Ohio, and vice-president of the L. A. W., who came down from Springfield to see that the cyclists' rights were maintained, stated that he was backed up by the League, and he wanted the Cincinnati boys to feel that the League was with them and would give them its hearty support in protecting their rights. He congratulated the wheelmen that the victory had been so easily won. His remarks were heartily received and a number of new converts added to the L. A. W. thereby.

Upon motion, a committee was appointed to secure the use of the city parks to wheelmen, as follows: A. A. Bennet, Cincinnati Club; Kessler Smith, Brightons; Charles Stevens, Avondales; Thomas Willison, Kentons, and Mr. High, of the North Side Wheelmen.

A vote of thanks was tendered Governor Foraker and the mayor, also the proprietors of the Gibson House for the use of their rooms, after which the meeting adjourned, subject to a call from the chairman.

PENCILLED PARAGRAPHS.

SOME tournament should appoint Dr. Kendall official photographer, after the English style. The doctor has now the finest collection of cycle and racing photos in the East.

THE Bostons have now issued an official straw hat, with a green ribbon attachment, and it is now quite the thing to wear them down town, you know.

GLENMERE TRACK is all choked up with fragments of broken records, so much so that the directors have closed the track for two weeks, while the surface is undergoing repairs.

MR. E. F. LANDY, the Cincinnati crack, is rusticated in Boston this week. Mr. L. has recently passed his examination at Yale, and will for the next few years be located at that college.

MR. “OMAHA” HITCHCOCK and Mr. A. A. McCurdy are located at the Faneuil House, Brighton, training for road and track work.

THE maddest man in town was McCurdy when he learned that to break Hollinsworth's 24-hour record made on a strip of road 17½ miles long, he must not use a circuit of less than 50 miles.

THE smile on Rowe's face during the bell-lap of his ten-mile record, was a twin to the one our genial editor habitually wears. Did you not notice it?

WEBER has gone to Smithville to recuperate for a couple of weeks.

HENDEE is located at the New Marlboro', and is tandeming with his lady friends through the Newtons daily.

MR. CARL SCHUMACHER, of *Outing*, has located at the Highlands for a rest from his labors.

FEW would recognize in the name of G. Haines, mentioned as being at Cleveland on the fifth, the fiery young John L. Sullivan, of Odd Fellows Hall.

NEILSON was a trifle discouraged over his defeat on Monday, and will retire to the country for a few weeks to recover some of his exhausted energies.

THE Massachusetts Club has one application for its next meeting. The officers

are pluming themselves considerably on the fact that the raising of the dues did not diminish the membership more than two or three men.

SEVERAL of our local clubs, when stopping at the hotels along the Salem roads, seem to completely forget their early instruction in table etiquette, and are transformed into a mob of yelling hoodlums. A word to the wise is sufficient.

THE Amesbury wheelmen indulged in a very quiet but interesting parade during the celebration of the glorious Fourth.

THE heat and an attack of sickness must be the excuse for the poor notes of this week.

PEN SYL.

TWO HEART STRINGS AND A FIDDLE-STRING.

[*Times Annual.*]

"THERE! I always thought Dummet Vyse was full of sentiment," said I.

"What's he been doing now?" said my brother Fred, looking up from his book.

"He has sent in *such* a story! So high-flown! By Jove, you would laugh if you read it," I answered.

Our club had started a magazine, of which I was editor. The first number had been a great success, and I was now hard at work upon the second, and spent many of my evenings in perusing manuscript sent by enthusiastic wheelmen.

"Read it to us," cried my sisters.

"All right. It isn't very long. Mind you attend, though, and, remember, there is to be no laughing until I have finished."

* * * * *

"Where on earth am I? I must have taken the wrong turn at the cross-roads, ten miles off," and the speaker, a young fellow on the top of an unusually high bicycle, cast anxious looks about him. "I ought to have reached Llanwchllyn a couple of hours ago."

It was about eight o'clock on a warm July evening, and the sun was already out of sight behind the golden-covered Welsh hills. The rider, Jack Medlicott, was progressing but slowly, owing to the roughness of the lane, which, like most Welsh by-ways, seemed to delight in throwing up sharp points of rock wherever a wheel most desired to turn itself. He jogged along, however, with much grumbling, and a feeling that he should not mind having his supper, in the hope of seeing round each corner he reached either a village in one of the numerous small valleys, or some native wandering homewards from his day's work in the hay-field. Presently he came to a sharp turn, and found himself dashing away down a steep incline. He endeavored to dismount, but in doing so rode over a huge stone, and, while he was regaining his balance; away rushed the bicycle twenty miles an hour down hill. There was no chance now of getting off; the only thing he could do was to throw his legs over the handles, and strive to avoid, as long as possible, as one does with all unpleasantness, the dreadful smash which he felt must take place before he reached the bottom.

He saw some one coming up towards him,

and shouted a warning, but before the words were well out of his mouth, there was an awful crash, and then — a blank for a short period. When he opened his eyes, which he did in a few moments, he found a young girl bending over him, with a face pale with fright. With her assistance he got up, for the purpose of ascertaining the extent of his injuries. A sprained wrist, a large bump on the back of his head, and a general accompaniment of scratches, and tears in his clothing, was all, however, and he rejoiced at his good luck in having escaped a fearful accident. But the poor bicycle lay silent, mangled and maimed. The backbone was snapped in two, and every part was broken or twisted out of all reasonable shape, while his *multum-in-parvo* had burst all its fastenings, leaving his little property, consisting principally of handkerchiefs and road-maps, to wander down the hill at its own sweet will.

"As you have so kindly come to my assistance," said Jack, while rescuing some collars which had perversely intermingled with the spokes, "perhaps you can direct me to the nearest village, or even cottage, where I can put up for the night, and generally patch myself and steed."

"Cardochan is only about a mile off," said the young lady, who was helping Jack collect the fragments of his belongings. "My father, my aunt, and I are stopping there. The inn is overflowing already, but there are several lodging-houses. Anyway, Mrs. Williams, the landlady, will have pity on you, for one night at least, in your present wounded condition, even if she has to turn out one of the numerous artists for a while."

The things were now all back in the bag, but so badly had it been treated that nothing would stop there.

"Have you a piece of string?" said he, after much fumbling in his pockets with his usable hand.

"No, I'm afraid — but stay — here's the A string of my fiddle, that broke yesterday. Can you manage with that?"

The wounded *multum* was tied across the middle, and, although not presenting a prepossessing appearance, managed to keep its contents within reasonable bounds, and only feebly protested against such rough treatment by dropping a collar or toothbrush here and there on the way to the village. Jack, shouldering the backbone and hind wheel, pushed the front one before him; the young lady carried the smaller pieces, and they then slowly set out upon their journey.

It was almost dark when Jack, having somewhat got over his fall, though still aching much, had a good look at his companion. He saw only a slight girl, with a fair face crowned by a mass of golden hair, but by the time they had reached the narrow street of Cardochan, and when he had glanced aside at her many times, he began, instead of being thankful that he had narrowly escaped death, to rejoice that he had fallen headlong at the feet of such a wondrous maiden. As they neared the hotel door, an elderly, aristocratic-looking gentleman hurried towards them, followed by the landlady, and about a dozen other people.

"Where *have* you been, Lilith? I was getting terribly frightened about you. But who on earth have we got here?"

Explanations followed, and Jack became, for once in his life, a hero for a few hours. He was plastered and patched by the men, and then generally doctored by the ladies staying in the house. He went to bed that night, having made bosom friends of most of the artists, and though feeling much knocked about, fell asleep with a laugh on his lips as he thought of a certain head of golden hair which had suddenly, why he could not tell, become very dear to him.

Next morning he awoke late, and having managed to dress, with much groaning, for his wrist was very painful and his body bruised, made his way down stairs. Most of the visitors had gone to the shore, for breakfast was over, so he hobbled to the front door to have a look at Cardochan in the daylight. The street, if it could be called such, was deserted; only a few children there, playing truant, and a couple of fat ducks that waddled slowly about, enjoying the sunshine on their blue-black heads; but soon he espied, coming round the bend, his preserver (as he called her) and her father.

"Who are they?" asked he of the landlady, nodding his head towards the approaching couple.

"Lord Heskington and his daughter, the Honorable Lilith," said Mrs. Williams, who had come out to ask after her guest's health, and gently hint that she had no room for him, if he intended making a long stay.

"And I'm a music master," murmured Jack to himself, as, with the aid of a stick, he went to meet them.

(*To be continued.*)

CYCLING IN CENTRAL ASIA.

[THE earliest authentic report which has reached America concerning the return journey to Constantinople of Thomas Stevens (whom the Afghans refused passage through their country, and who will now seek a different eastward route "around the world on a bicycle"), is contained in the following itinerary, dated at Constantinople, 16 June, the day after his arrival there. It was addressed to Karl Kron, who received it 5 July, and at once forwarded to us for publication in the CYCLE.]

Have sent full account of past movements, future intentions, etc., for publication in *Outing*. Thought perhaps itinerary of route and distances, and nature of road on my route from Meshed into Afghanistan, and back to Caspian Sea, might interest you and cycling papers. Will not enter into details here, as you will learn everything through other sources. Hope you have met with every success with X M. Miles. Should be pleased to find letter and copy of book at Canton, China, care American Consul. Best regards to yourself and all cycling friends.

Sincerely, T. STEVENS.

- 6 April. Meshed.
- 7 " Sherifabad, hilly from Meshed.
- 8 " Wayside caravanserai, chiefly hilly; some excellent going, though.
- 9 " Torbet-i-Haiderie; mountainous.
- 10 " Benighted on desert; splendid wheeling from T. H.
- 11 " Kakh; some sand; some good gravel.
- 12 " Nukhab; bad mountains from Kakh.

- 13 April. Small hamlet; average fair wheeling.
 14 " Beerjand; 300 miles from Meshed; good wheeling.
 15 " Ali-abad; Ameer of Seistan's guest.
 16 " Darmian; bad mountains from Ali-abad.
 17 " Tabbas; chiefly plain; fairly ridable.
 18 " Huts on edge of desert; mountainous from Tabbas.

AFGHANISTAN.

- 19 April. Camp out on *Dasht-i-Naumid* (Desert of Despair).
 20 " Nomad camp; one half fair wheeling; much rough.
 21 " Village near Harood; some bad sand hills from Nomad camp.
 22 " Ghalakue; cultivation and irrigating ditches.
 23 " Nomad camp; gravel plain; good wheeling.
 24 " Furrak; a prisoner (about 200 miles from Beerjand).
 25 " Deh Baland? just across river from Furrak.
 26 " Nomad camp; much fair wheeling; flinty, though.
 27 " Subzowar; 80 miles from Furrak; wheeling decent most of way.
 28 " Nomad camp.
 29 " Camp in open plain.
 30 " Herat (suburban village).
 28, 29, and 30 April, self and bicycle carried on horses 80 miles from Subzowar to Herat.
 10 May. Village (name refused by Afghans); road one third ridable.
 11 " Water umbar; but little road for wheeling.
 12 " Camp in Heri Rud jungle; bad road for bicycle.

PERSIA.

- 13 May. Karize, 100 miles from Herat; released by Afghans; fair riding from Heri Rood.
 14 " Nomad camp; very good wheeling.
 15 " Furriman; excellent road for Persia.
 16 " Meshed, 1 P. M.; 160 miles from Karize in 2½ days.
 19 " Wayside caravanseri.
 20 " Village near Nishapoor.
 21 " Lafaran.
 22 " Water umbar.
 23 " Mazinan.
 24 " Caravanserai (camped out near).
 25 " Camp out.
 26 " Shahrood, 300 miles from Meshed; no bad mountains, and road decent whole distance.
 28 " Camp out.
 29 " Asterabad.
 28, 29, and 30 May, Elbuz Mountains; fearful trail; carried bicycle on mule.
 31 " Bunder-Guz, port on Caspian Sea; embarked 4 June; 120 miles from Shahrood.
 6 June. Baku.
 7 " Tiflis.
 8 " Batoum.
 15 " Constantinople.

AN EARLY TWO-SPEED GEAR.

ACCORDING to the following letter, which appears in a contemporary called *Illustrated Bits*, two-speed gears for bicycles are very old ideas. The remarks made by the correspondent anent the modern cycle, with which he is evidently not practically acquainted, are at least amusing: "I see you give Mr. Galvin Dalzell as the first inventor of the bicycle. Now above forty years since, George Furniss, wheelwright, and William Farrer, blacksmith, both of Birstall,—the last one my godfather,—made one out of two old jenny wheels, the axle cut in two with hangers, 1¼ in. square axletree, one axle fast in each wheel, so that one wheel could move without the other. To turn corners, the front wheel was about a yard in front, about 18 in., and one was guided with the knee, and either side of machine had two sets of three cog wheels, slow and fast, with a crank and handle, that both hands had to work to force it up a hill; no working with the feet. I could go up Hopper Hill faster than any one could walk; then we had to change cog wheels, throw them out of one gear into the other, to go on level or downhill. I could beat any one running on the level, and I am of opinion that they will come to the old way of forcing by the arms up a steep incline. I look at them, and I pity their poor feet. I have thought if a double one could be made, the first to work by the legs and the last one by the arms, the front one could go on level and downhill, but the last one would be a grand help going uphill; then throw this out of gear, and both go by the feet on level. The last one, with his strong arms, would be worth half-a-dozen legs up a long, stiff incline. I should like to see one worked in that way, or with chain motion."—*Wheel World*.

ENGLISH NOTES.

H. G. PRIEST rode a mile on a tricycle on the road at Biggleswade 19 June in 2.38. He was carefully timed.

ALFRED H. FLETCHER has taken the English twenty-four-hour tricycle record. On Monday, 21 June, he rode 253 miles.

THE Records Committee of the N. C. U. have passed the following claims to path records:—

Bicycle, one quarter mile.—H. A. Speechly, 38½, at Crystal Palace, 29 May; one half mile, W. A. Illston, 1.16½, Alexandra Palace, 21 May.

Tricycle, one half mile.—P. T. Letchford, 1.26½, at Crystal Palace, 29 May; three-quarter mile, A. E. Langley, 2.13½, Alexandra Palace, 21 May; one mile, A. E. Langley, 2.55½, Alexandra Palace, 21 May; two miles, E. Kiderlen, 6.15½, Alexandra Palace, 22 May.

The committee have considered the claim of Mr. H. C. Sharp to the quarter-mile tricycle record, but having regard to the gradient of the Alexandra Palace track, they have decided that this claim be not allowed.

THE N. C. U. has established an official organ, called the "N. C. U. Review and Official Record."

THE fifty-mile road race in England, called the North Road ride, was contested 19 June. S. Golder and F. S. Buckingham made the

run on a tandem in 3.0.25, but were disqualified for going off the course. C. E. Liles and A. J. Wilson finished on a tandem in 3.16.58. E. Hale finished on a safety in 3.29.55. O. G. Duncan rode the first bicycle to the winning mark in 3.31.22. C. W. Brown on a Phantom tricycle, 4 1.50.

THE *Cyclist* points out that while a starter for a bicycle must keep his feet beyond the mark, and cannot therefore take a step in pushing a tricycle with its little wheel on the mark, allows the starter to be a good distance behind, and he is able to take at least two steps without going over the mark. And yet we have noticed that when a starter gives more than a moderate push, his man goes over backwards. Experience in pushing may correct this, however.

THE fifty mile amateur championship road race of Scotland was run on the 18 June, and won by J. H. A. Laing in 3.19½.

P. T. LETCHFORD made a run against time to beat the tricycle record at the sports of Cambridge University, 17 June. His time was taken as follows: Quarter mile, 46; half mile, *1.26; three-quarter mile, *2.12; mile, 2.56; two miles, *5.58½. Times marked with an asterisk take record.

THE *Cyclist* does not favor the push-off in starting tricycles. The editor admits that machines are often broken at the start, but he thinks machines should be made stronger, and be able to stand the jump at the start.

CONTRIBUTORS' CLUB

HE IS WRONG.

Editor of the Cycle: In reading an interview with the president of the A. C. U., published in a Boston daily, I came across this statement: "The A. C. U. will do in America just what the N. C. U. has done in England. When the C. T. C. showed itself incompetent to control racing, the N. C. U. came forward and took it away." I don't think this is exactly right: what do you say?
F. W. C.

[The N. C. U. was organized in January, 1878, and one of its objects at the start was the promotion of the racing interests. The C. T. C. was founded in August, 1878, and never had anything to do with racing. — ED.]

THE *Cyclist* reports that Howell completed a mile in 2.39½ at Leicester starting from a stool, a performance equal to about 2.36 push-off. Howell also did a half mile in 1.17, both of which performances are English records. These are two more for the Rudge Racer.

W. W. BERRY, captain of the Pittston, Pa., Bicycle Club, writes: "I received my 58-inch Rudge Light Roadster last Thursday. It is the finest machine I ever saw. It runs so easy I don't know I am pedalling half the time."

NOTES FROM THE SOUTH.

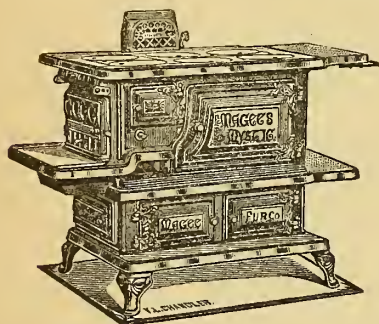
THE date of the fifty-mile race for the Hill medal has been changed from the 15th to 10th of July, on account of the former date conflicting with that of the Columbus, Ga., races. The route has been selected and measured. It comprises stretches of asphalt, fairly good shell roads, and a few miles of some-

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.



A good Bicycle, a pretty Wife, and a MAGEE MYSTIC PORTABLE RANGE, with the wonderful DOCK-ASH GRATE, should make conditions of happiness for every young man.

MAGEE FURNACE CO.,

32 to 38 UNION STREET - - BOSTON.

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. =

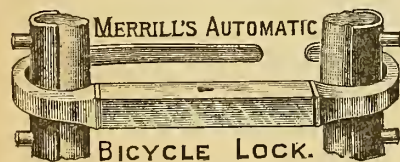
PATENTS

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.

THE "MISSING LINK" FOUND.

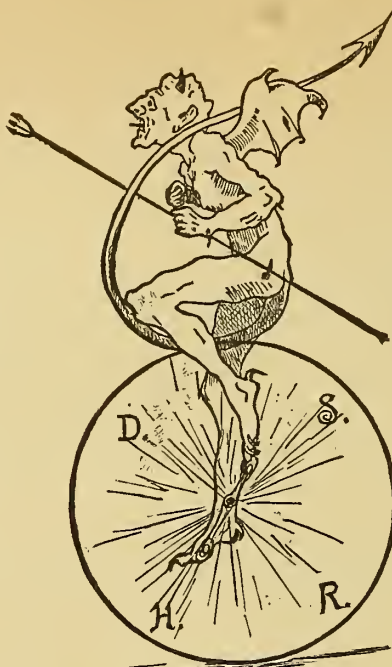


PATENTED MARCH 2D, 1886.

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

ANSON P. MERRILL & CO.,

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



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

GEO. D. GIDEON - - - Philadelphia, Pa.

THIS SPACE RESERVED

FOR

JENS F. PEDERSEN,

MANUFACTURER OF

MEDALS,

11-2 Maiden Lane - - - NEW YORK.

JOHN HARRIOTT, MEDALS and BADGES,

CLASS and SOCIETY PINS,

Made to Order and Constantly on Hand.

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

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.

LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

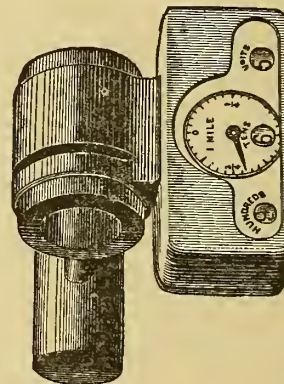
Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 40 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it.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

EASY PAYMENTS.



Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries, with full particulars of our terms of easy payments - of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 36 G St., Peoria, Ill.



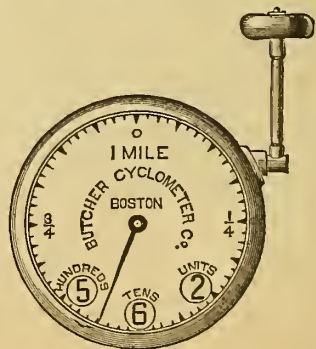
Our 1886 Pattern

Sent free by mail on receipt of price,

Ten Dollars

BUTCHER CYCLOMETER CO.

Boston, Mass., U. S. A.



Our "SPOKE" Cyclometer

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

FIVE DOLLAR.

thing which, in days gone by, may have been a road, but which is now so plentifully interspersed with fine large holes and meek-eyed bovines, quietly resting and disputing the passage, as to render the term road rather an exaggeration, and to preclude all possibility of good time being made. It will, however, insure a header or two to each contestant, and thus vary the monotony.

The race will be started about 4.30 A. M., so as to avoid the numerous vehicle- which, at a later hour, traverse a portion of the course.

THE one-mile bicycle race held 24th inst., under the auspices of the St. John's Sporting Club of this city, resulted in a victory for W. L. Hughes (N. O. B. C.), over six competitors. C. P. Guillotte (N. O. B. C.) second; Geo. E. Guedry (unattached), third. Time not caught.

This is Mr. Hughes' first season of racing, and so far he has won every event in which he has started,—four in number. He will represent New Orleans in the Columbus races next month, and will, doubtless, give a good account of himself, if one may judge by his recent exploits.

THE first tandem ever ridden in the South-west, or at least this portion of it, has made its appearance on our drives. It is the property of one of our rising young doctors and his wife. To say that they are the observed of all observers as they speed along, is drawing it mild. Many and varied are the comments, but methinks the doctor and his wife deserve much credit for the pluck exhibited in thus initiating a healthful and pleasant exercise into our midst; and now that the crust is broken, it may lead to the use of more tandems and tricycles by our married population.

At the last meeting, Mr. Geo. Bacquie was elected secretary-treasurer of the La. Division for the ensuing year.

CHIEF CONSUL SHIELDS has appointed Messrs. A. M. Hill, E. A. Tyler, C. M. Fairchild, W. L. Hughes, and E. E. Marks, of the N. O. Bicycle Club, as the Division Racing Board for the current year.

At the last meeting of the club, enough new members were elected to swell the roll to 51. This entitles the Division to another representative. A meeting will be held shortly, when some one will be elected and recommended to President Beckwith for the position.

BI.

NEW ORLEANS, 28 June, 1886.

W. M. ALLEN, of New York, writes us: "I ride a Rudge Light Roadster and am proud of the machine. There is not another make of machine in the market that I would exchange for it."

THE *Cyclist* reports that R. Howell will endeavor to ride twenty miles in an hour on a Rudge Crescent Tricycle, and states that he feels certain he can do it.

MR. E. D. WOODMAN, of California, has, after a retirement for five years, emerged upon the track, using a 50-inch Rudge Light Roadster.

TRIAL trips are over, now respond.

NOTES OF A CYCLIST.

WERE it possible to ascertain the real effect of advertising, it might appear that the plain, straightforward statements of a certain large manufacturer have had more to do with his success than most people imagine. Prospective purchasers want to get at facts. The man they believe can be depended upon to state them most literally, is the one the majority seek, and the one who succeeds.

IT is a difficult question where and how to advertise. It is always possible to sell a certain amount of goods by advertising; but it often happens that the advertising comes to a good deal more than the profit on the goods sold. Of course, such advertising does not pay. The end of successful advertising being to make the returns exceed the expenditures, the secret of success lies in choosing proper mediums, and in presenting the facts in the right way.

COMPETITION leads to many expedients to attract attention and impress the buyer. Some of them are amusing, some interesting; others absurd, and yet others reprehensible. Fictitious letters of a jovial nature show an advertiser's wit, and interest many of the public in him. Details of construction and testimonials, based on experience, are interesting. Claims of superiority for any given machine in *all points* are simply absurd. Misrepresentations of any nature or in any degree are reprehensible.

THAT advertisement is best which tells a man what he wants to know. It can't be done in a single advertisement, unless a complete catalogue is issued, for different men place different degrees of reliance on different points. It is foolish to try to crowd a quantity of matter into small type. It is better to vary the matter, style, and form. Details of construction require a few weeks, records a few more, and testimonials can be used as long as decent ones are at command.

THE value of testimonials has been greatly decreased by the appearance of those written, to reciprocate favors extended to influential men, on the one hand, and by the use of those couched in terms of great praise, but written without regard to experience, on the other.

THEN, too, the claims of universal superiority, which some put forth, are preposterous to the well informed. There are too many high-class cycles built to-day to make it possible for any one make to be in advance of its competitors in *all* respects. All the leading makes, undoubtedly, have certain points or combinations of points in which they excel. One make thus commends itself to one rider, and a different make to another. I believe that for me a certain make surpasses all others; but I would not recommend it to everybody. I do not hesitate to declare my belief, but I see and admit good points in other machines.

THE question of misrepresentation is delicate, and charges cannot be lightly made.

Perhaps the most common errors of this class concern the weight of machines. On this point few men are posted. Advertisements and descriptions make mistakes; catalogues advance claims rarely substantiated by the scales. Wheelmen thus led astray make ludicrous blunders.

A GENERAL claim that a given machine is the best is always taken *cum grano salis*. But when one asserts that some specified detail in construction is the best, and that his machine is unquestionably the strongest, lightest, most rigid, easiest running, and fastest machine built, he not only exaggerates, but misrepresents, for it is simply impossible to combine in one and the same wheel all these points.

THE lightest wheel cannot be the strongest; neither can the heaviest one be the fastest, other things being equal. Of course, the metal, the fitting, and the bearings used by different makers go a long way toward determining the character of a wheel, and a heavy one of one make may run more easily than a lighter one of another. It follows that what constitutes the "best" wheel for you or me depends upon how each of us rides, and what sort of use we are going to put it to, and it behooves the dealers to give such information as will enable each one to judge on these points.

5678.

CYCLET'S

MIND AND MUSCLE.

Two thousand years and more ago,
Men were wiser than to-day;
Then they sought to make the body
Fit for mind's imperial sway.
All the heroes, born of fancy,
All the gods whom men adored,
Held the homage of the people
By the might of deed and word.
Mind gave dignity to muscle,
Muscle stronger made the mind;
As the great, Homeric heroes,
Ever thus these powers combined.
But as ages followed ages,
Bringing in the modern day;
Grew apace men's busy striving,
Commerce holding world-wide sway.

Lost, the wisdom of the ancients,
Lost, and no man sought to find;
None remembered that their glory
Was sound body joined to mind.
When the tension, growing stronger,
Proved that mind was not supreme,
If the body fell exhausted,
Men awoke as from a dream,—
Sought once more the air and open,
Sought brave sports like those of old;
Revelled in the air and sunshine,
On the river, field, and wold.

But of all the sports and pastimes,
Rich in blessing, crowned with joy,
Ever stands the wheel supremely,
Yielding good without alloy.

L. H. P.

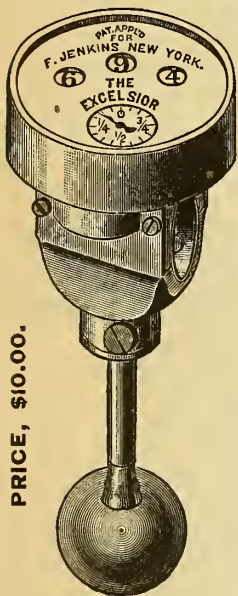
Now rest. The hot season is upon us, and in it we must do little work.

THE racing men are taking a rest from their training, and the tourists are waiting for cool weather.

*Who climbed up Corey?
I, said the STAR,
With my Curved Handle Bar;
I climbed up Corey.*

And verily the STAR doth it every time. Read the Record, and see if it has n't won every Corey Hill Contest, and then get one of

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



PRICE, \$10.00.

The New Excelsior Cyclometer

EXCELSIOR No. 2.

WILL BE READY JULY 1.

It Registers 1,000 Miles. It Reads from the Saddle. It is Accurate.
It has Interchangeable Lamp Attachment.

IT IS THE HANDSOMEST AND BEST CYCLOMETER IN THE MARKET.

Manufactured by

FRED. JENKINS,

21 PARK ROW (Rooms 65, 66 and 67) - - - NEW YORK.

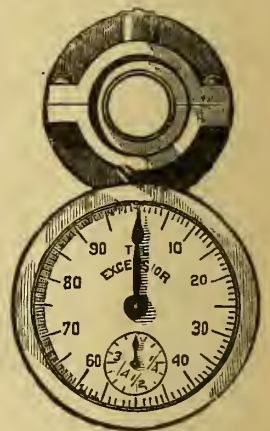
New York Headquarters for the New Rapid and the Quadrant Tricycles.

Factory and Repair Shop, 291 West Eleventh Street.

All manner of repairs executed promptly, and at moderate rates. Disabled machines called for and delivered, free of charge, in any part of the city below 61st Street. Nickelling and Enamelling a specialty. Orders by mail will receive prompt attention.
Out-of-Town Repairs should be sent by Freight.

ENERGETIC AGENTS WANTED.

WRITE FOR TERMS



Price, \$8.00.

FOR SALE BY ALL DEALERS.



* **OIL** * IF YOU WANT **ENAMEL**
THE BEST

— THAT IS —
THE FACILE

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

If you want the best Duplicating Apparatus, Fountain Pen, Type-Writer, or Automatic Postal Scale — I SELL THEM.

If you want the Best Roadster Bicycle, suppose you send for Descriptive Price List, and look into the FACILE, which, by the way, is not a "new" machine but is proved by seven years' hard and increasing use, by all sorts of persons, under all sorts of conditions. It is greatly improved this year, and the price is reduced five dollars. Mention this paper, and write to

J. WILCOX, 33 Murray St., New York. DOWNES & WOODWARD, Agents for Boston and Vicinity, 23 Water St.
AGENTS WANTED.



THE editor alone cannot rest. His work goes on forever, let it be hot or cold. It is generally hot where the editor is.

BICYCLES and tricycles are being used in England in the collection of the general election returns.

THE Colorado Wheel Club, of Denver, has challenged the St. Louis wheelmen to a fifty-mile team road race.

AND so fourth has gone. Now bring along the etc.

MR. GASKELL, of the Cye y Machinists' Co., has established a new agency in St. Louis, at 515 Pine street, under the management of some live business men,—Messrs. Watson, of the *Age of Steel*, H. A. Fisher, of Gillespie Coal Co., and Mr. Barnes. The agency is known as the Coventry Cycle Agency, and a full line of wheels will be carried.

J. S. ROGERS, chief consul L. A. W. for Missouri, has purchased T. J. Smith's interest in the *American Wheelman*, L. S. C. Ladish, the editor of that paper, still retaining his half interest.

GORMULLY & JEFFERY were first to use the word "American" for their machines, and obtained thereby a right to the title. A sense of justice should lead others to respect this right, and not take the name when there are so many in the English language that may be used. There are already too many wheels called "American."

BICYCLES and tricycles are in future to play their part in war. A stock of these vehicles has been dealt out to a German infantry regiment at present stationed at Frankfurt, and the men are being exercised in riding them.

Two local bicyclists wheeled it to Mt. Monadnock recently, stopping at the half-way house and returning the same day. It was a tough and plucky job.—*Athol Transcript*.

MUNGER met with an accident at Detroit, 24 June, that prevented him from participating in the races in that city.

OUR friend the *Wheel* does not seem to be aware that America has employed the push-off for tricycles for a year, and he was surprised to see the three-wheelers pushed at the League Meet. And yet all the large tournaments of last season used this plan.

"WORTH five times its cost when you are caught five miles from no place and your tire loose," is what a prominent wheelman says of Adhesive Tire Tape. It costs but twenty-five cents a package, and is for sale by Howard A. Smith & Co., Newark, N. J.

WE have received from W. B. Everett & Co. a photo of the League Meet taken by Notman. It is one of the most artistic pictures of the whole series of League Meet photos, the effect of the lake in front and the trees overhead being very beautiful. Every cyclist whose portrait is in the group should have one of these views.

MR. A. H. OVERMAN sails for England on the 15 inst.

In order to increase the interest and stimulate the ambition of the members, the Florence Cycle Club voted at the last meeting to offer prizes to members for attending club runs, and also for the number of miles ridden

during the season. It was also voted to have an excursion to some point of interest every Sunday, and have at least one run additional every week.

THE grand fall tournament of the Lynn Cycle Club will be held at the track 23, 24, 25 September, immediately after the Springfield tournament.

THE North Shore hotels were well patronized Sunday.

P. HARVARD REILLY's European party sailed from New York on Saturday in the City of Berlin. They will be absent about two months, and will make a tour through England, Ireland, and Scotland on bicycles. A run to Paris will be made as well.

A. E. PATTISON, of Boston, has been appointed representative for Massachusetts by President Beckwith.

EASTERN people are beginning to "catch on" to the Prince and Neilson "fake." These riders should go out West again, where such exhibitions are appreciated. Eastern people are too "well up" in good bicycle racing to patronize such alleged contests.—*Springfield Union*.

THERE is no reason to suppose the Prince-Neilson races were not to be run on their merits. Certainly the first one was as fairly run as the amateur events contested the same day. The professionals are entitled to justice.

A CYCLISTS' road book of Connecticut will be issued this fall. It will contain careful detailed description of about 3,000 miles of road in the State, with maps and distances. From the last report of Chief Consul Huntington, it is learned that the division has 550 members.

L. D. MUNGER has been looking over the course traversed by Hollingsworth in his recent ride of 281 miles in twenty-four hours, and writes that it is the finest stretch of road he ever saw, and that he considers himself competent to cover 300 miles under the same conditions. It is probable that he will shortly essay the feat.

IT is funny, though, to hear Tourmaster Ayers talk on the subject. Burley gets up in the morning and takes poached tour on toast for breakfast. He tops off his dinner with fromage de tour, and at supper he has it broiled over a gas stove. But it is always tour. His digestive capacity, both mental and physical, for the different varieties of tours, is something abnormal. And talk about the scientific aspect of touring! Why, Burley even goes into conditions of the atmosphere at certain hours of the day. He can tell you the temperature of Seneca Lake in places where it is four hundred feet deep, and they say at the Atchison, Topeka and Santa Fe office that he has looked holes into all the maps in the place. All joking aside, however, it is gratifying to see one department of the L. A. W. enthused over, and Burley is so full of it that every one who has anything to do with the department is bound to catch the same spirit. Just let Burley alone and give him plenty of rope, and the League will come pretty near fulfilling its obligations in this respect.—*Sporting Journal*.

BUFFALO is going in for a big fall tournament on a pure amateur basis.

THE PATH.

CONDENSATION must be the order of the day this week. The Fourth of July celebration always leads to a large number of races to report, and to get them all in we must make them short.

LYNN, 5 July. — Very successful meeting. Large crowd and much enthusiasm.

One-Mile, Novice. — H. N. Farnham (1), 3:4½; F. M. Barnett (2), 3:05; E. A. Packard (3).

Two-Mile. — W. F. Knapp (1), 5:45; Geo. E. Weber (2), 5:45½; E. P. Burnham (3).

One-Mile. — W. L. Lewis (1), 3:0½; F. S. Hitchcock (2), 3:2½; Geo. E. Porter (3); C. G. Whitney (4).

One-Mile, Boys. — W. H. Senter (1), 3:14½; M. Porter (2), 3:15½.

Three-Mile, Handicap. — W. A. Rhodes, 250 yards (1), 9:35; A. A. McCurdy, 350 yards (2), 9:35½; F. S. Hitchcock, 450 yards (3).

One-Mile. — W. A. Rhodes (1), 2:51½; S. L. Truesdale (2), 2:58½; Geo. E. Porter (3).

Five-Mile, Professional. — W. M. Woodside (1), 15:0½; R. A. Neilson (2), 15:0½. Summary by miles below:—

	M.	S.
1. Neilson	2	52
2. Woodside	5	52
3. Neilson	8	54½
4. Woodside	12	02
5. Woodside	15	00½

Ten Miles, for a Record. — The final event of the day was an attempt by W. A. Rowe to lower the ten-mile record of 28:37½, made by himself at Springfield last fall. He did not try to make record below four miles, but including this distance up to ten miles he succeeded in beating his last year's time. Knapp, Weber, Burnham, and Rhodes made pace for him at different times. Below is a summary:—

New Record.	Miles.	Old Record.
M. S.		M. S.
2 44	1	2 35½
5 30	2	5 21½
8 18	3	8 07½
11 05	4	11 11½
13 57½	5	14 07½
16 47	6	16 55½
19 38	7	19 47½
22 24½	8	22 41½
25 18½	9	25 41½
28 03½	10	28 37½

BOSTON, MASS., 5 July. — Races under the auspices of the city of Boston, at Boston Common:—

One-Mile, Novice. — F. W. Perry (1), 3:26; W. W. East (2), 3:30.

Two-Mile, Amateur. — C. W. Ware (1), 6:55; F. G. Gibbs (2), 7:07.

One-Mile, Tricycle. — H. G. Crocker (1), 3:55; J. T. Williams (2), 3:57.

Two-Mile, Lap. — C. W. Ware (1), 6:55; F. W. Perry (2).

SPRINGFIELD, 5 July. — Caledonian sports at Hampden Park.

One-Mile, Handicap. — W. M. Haradon, 150 yards (1); Geo. M. Hendee, scratch (2), 2:34. Hendee made his quarters as follows: Quarter, 36½; half, 1:13½; three quarters, 1:52; mile, 2:34.

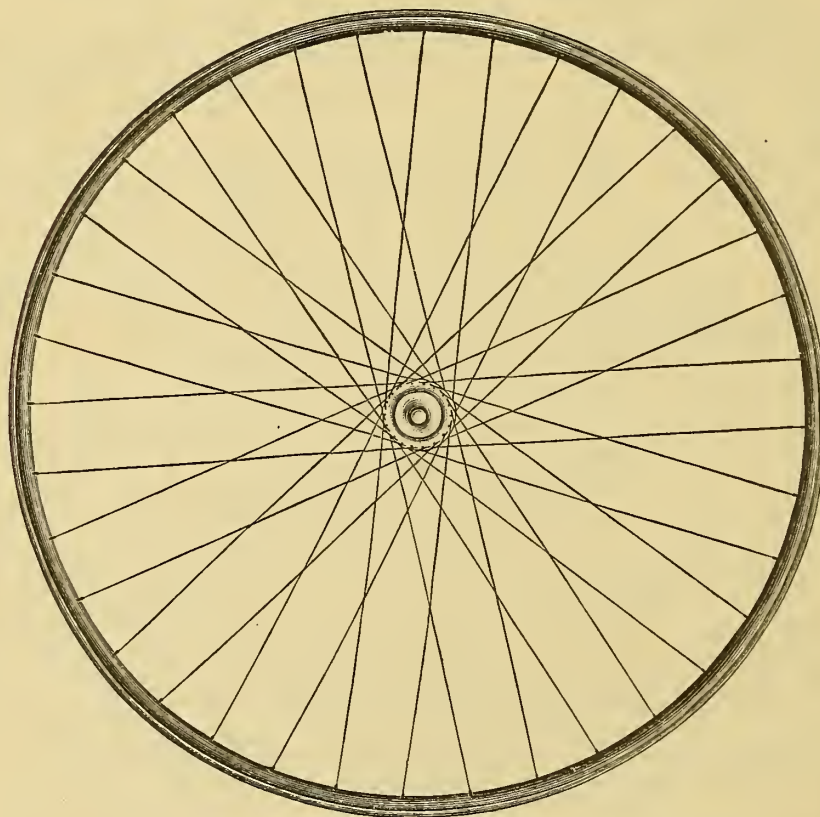
One-Mile, High School. — W. Haradon (1), 3:6½; J. G. Norton (2).

Before buying your new mount for the coming season, send for price list and description of the

"NEW RAPID" BICYCLES,

WITH THE

During 1885 not a single spoke
broke or wheel buckled.



Universally acknowledged to be
the strongest and most
rigid wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded a *Gold Medal*, the highest and only award for Bicycles.

PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.

"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.
APPLY FOR TERMS.

S. T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

Half-Mile, against Time. — C. P. Adams, 1.21 $\frac{3}{4}$.

CLEVELAND, O., 5 July. — The Cleveland bicycle races, at the Athletic Park to-day, had about 600 people to see them.

One-Mile, Novice. — S. J. Herrick, Jr. (1), 3.11 $\frac{1}{4}$; Lucien Davis (2).

Half-Mile, 1.30 Class. — V. C. Place, (1), 1.26; W. D. Banker (2).

One-Mile, Handicap. — J. T. Huntington (1), 2.59; V. C. Place, scratch (2).

One-Mile, Tandem. — G. Collister and C. Howland (1), 3.00; Fred Palmer and W. L. Martin (2).

Quarter-Mile, .50 Class. — Lucien Davis (1), 42 $\frac{1}{2}$; H. Crumley (2).

Two-Mile, 6.30 Class. — F. P. Root (1), 6.26 $\frac{1}{2}$; J. T. Huntington (2).

Five-Mile, 17 Class. — J. T. Huntington (1), 17.15; L. Davis (2).

One-Mile, Tricycle Handicap. — George Collister, scratch (1), 3.20 $\frac{3}{4}$; G. C. McNeill (2).

Two-Mile, L. A. W. Championship. — V. C. Place (1), 6.15; F. P. Root (2).

Half-Mile, Handicap. — H. Crumley (1), 1.30 $\frac{1}{4}$; J. T. Huntington (2).

One-Mile, 3.00 Class. — J. T. Huntington (1), 2.56 $\frac{1}{4}$; V. C. Place (2), and W. D. Banker (3).

SPRINGFIELD, 5 July. — Road race of twenty miles, — F. A. Eldred, scratch (1), 1.19.50; C. P. Adams, two minutes (2), 1.25.17; H. B. Wadsworth, scratch (3), 1.29.29.

WALTHAM, 5 July. — *Half Mile*, — Alfred Hales (1); A. M. Haines (2).

Half-Mile, Safety. — G. W. Chamberlain (1); G. F. Walters (2).

BROOKLINE, 5 July. — *One Mile*, — W. K. Corey (1), 3.47; *Slow Race*, — H. B. Seamans (1).

NORTH ADAMS, MASS., 5 July. — *One-Mile Novice.* — H. Lee (1), 3.13. *Three-Mile County Championship.* — C. D. Heath (1), C. D. Heath (1) 10.15; *One-Mile Open.* — H. L. Burdick (1), 3.03; *One-Mile, 3.20 Class.* — Grant (1), 3.06; *Three-Mile Open.* — C. D. Heath (1), 10.13; *One-Mile Tricycle.* — Gardner (1), 4.8; *Five-Mile Record.* — Burdick (1), 17.10; *One-Mile Boys.* — Kiernan (1), 3.29; *Half-Mile Dash.* — H. C. Getchell (1), 1.25; *One-Mile Consolation.* — Dewey (1), 3.19; *Five-Mile, Horse and Man.* — Horse (1), 1.7.37; W. J. Morgan (2).

NEWTON, 5 July — *Ten Mile Road Race.* — H. C. Crocker (1), 40.46; C. W. Page (2), 41.12; G. F. Williams (3). *Ten-Mile Road Race for Boys.* — A. E. Vose (1), 41.49; E. B. Bishop (2), 41.59.

WAKEFIELD, 5 July. — *Five Mile.* — J. Clark (1), 14.34; J. E. Coombs (2).

Three Mile Handicap. — J. Clark, 13.29; H. R. Emerson (2).

Two Mile, Boys. — Eugene Cann (1), 10.6; R. J. Eaton (2).

CHELSEA, MASS., 5 July. — *One-Mile Novice.* — A. B. Stoddard (1), 3.00; A. D. Grover (2), 3.05.

One-Mile Championship of Chelsea. — L. H. Frost (1), 3.4 $\frac{1}{2}$; F. A. Woodman (2).

Ride and Run. — A. D. Grover (1) 4.5 $\frac{1}{2}$; G. H. Danforth (2).

One-Mile Lap. — First Heat. — F. A. Woodman (1); B. M. Thayer (2); second heat, A. B. Stoddard (1); G. F. Field (2);

final heat, F. A. Woodman (1), 3.08; A. B. Stoddard (2).

BRUSHTON, PA., 26 June. — Races held under auspices of the Pittsburg Cricket Club: —

One-Mile Handicap. — W. D. Banker, scratch (1), 4.57; John E. Harris, 55 yards (2).

One-Half Mile Amateur. — W. D. Banker (1), 1.34 $\frac{3}{4}$; J. W. McGrady (2).

OTTAWA, CAN., 26 June. — Races under auspices of the Amateur Athletic Association: —

One-Mile Handicap. — M. F. Johnston, scratch (1), 4.31; W. H. Sproule, 70 yards (2).

It has been decided to open the Orange Wanderers' ten-mile road race to resident members of the L. A. W. in Hudson County, as well as those in Essex and Lennox, and call the race a tri-county championship. Three prizes will be offered: the first, our champion medal, to be a solid gold wheel set with a diamond, and arranged to be worn as a watch charm or pendant; a gold medal will be given to second man, and a silver one to third. Tandem tricycles, as well as bicycles, may enter, each man being entitled to a medal if the machine is first or second at the finish, or to but one prize if third, — in either case the riders of the tandem to arrange between themselves the division of the prizes or prize.

The race will take place Saturday, 10 July, at 4 P. M., and will be run over the Wanderers' five-mile course, starting from the corner of Central avenue and Grove street, west on Central avenue, to Harrison street, to Centre street, to Highland avenue, to Essex avenue, to Central avenue, and finishing the first lap of nearly five miles, three sixteenths less, at Grove street; the second lap is a repetition of the first, the finish being three eighths of a mile east of Grove street. As three handsome prizes are offered, and the course, being hilly, favors strong road riders, we hope to receive a fine field of entries. Newark, Jersey City, Elizabeth, Westfield, Plainfield, and Orange have each several strong and fast road riders of whom they are justly proud, and it is our earnest wish to see at least three representative men from each club in the three counties come to the scratch on 10 July. Entries closed Wednesday, 7 July, and with \$1.00 entrance fee, should be sent to W. A. Belcher, captain Orange Wanderers, East Orange, N. J.

RUDGE RACERS.

ATTENTION RACING MEN.

1 53	Rudge Racer, used twice,	\$90.00.
1 54	" " used three times	90.00.
1 55	" " never used	90.00.
1 57	" " " "	90.00.

Saddle on backbone, and all latest improvements. Apply early.

STODDARD, LOVERING & CO.,

152 to 158 CONGRESS ST., BOSTON.

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.

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.

With This Issue

ALL THE

THREE MONTHS

TRIAL TRIPS

EXPIRE.

IF YOU LIKE THE

CYCLE

SEND IN YOUR SUBSCRIPTION.

\$1.50 a Year.

If you have subscribed and not paid, please let us hear from you.

ON THE ROAD THE COLUMBIAS ON THE PATH

Boston, July 6, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD, July 5.

3-MILE (World's Record)	1.52.
1-MILE (World Amateur Record; Fastest Mile ever made in Competition)	2.34.

WM. A. ROWE AT LYNN, July 5.

4 MILES (World's Record)	11.05.
5 MILES (World's Record)	13.57 2-5.
6 MILES (World's Record)	16.47.
7 MILES (World's Record)	19.38.
8 MILES (World's Record)	22.24 2-5.
9 MILES (World's Record)	25.18.
10 MILES (World's Record)	28.03 2-5.

THE COLUMBIAS AT BOSTON, May 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE	A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE	A. B. RICH.

THE COLUMBIAS AT LYNN, May 31.

1-MILE OPEN RACE	W. A. ROWE.
3-MILE RACE, 9.45 CLASS	CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS	CHAS. E. WHITTEN.
5-MILE OPEN RACE	GEO. M. HENDEE.
3-MILE HANDICAP RACE	CHAS. E. WHITTEN.
5-MILE PROFESSIONAL RACE, AMERICAN CHAMPIONSHIP, JOHN S. PRINCE.	

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN, June 11, 12.

1-MILE OPEN RACE	W. A. ROWE.
3-MILE OPEN RACE	GEO. M. HENDEE.
2-MILE HANDICAP RACE	W. F. KNAPP.
20-MILE COLUMBIA CUP RACE	A. B. RICH.
1-MILE RACE, 3.05 CLASS	E. A. DEBLOIS.
5-MILE LAP RACE	GEO. M. HENDEE.
1-MILE BOYS' RACE	F. A. CLARK.
3-MILE OPEN RACE	W. A. ROWE.
3-MILE HANDICAP RACE	E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN, June 17.

1-MILE NOVICE RACE	S. L. TRUESDALE.
1-MILE OPEN RACE	W. A. ROWE.
Time, 2.37 2-5.	
2-MILE LAP RACE	GEO. M. HENDEE.
2-MILE HANDICAP RACE	F. S. HITCHCOCK.
1-MILE PROFESSIONAL TRICYCLE RACE, World's Record, T. W. ECK.	
Time, .42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS, Season of 1886.

1-MILE BICYCLE	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE	L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.

THE RECORD BROKEN. — SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19. — S. P. Hollinsworth, of Russellville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259½ miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best track record is 276. — *Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER. — *Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY, June 19.

25 MILE INTER-CLUB ROAD RACE	E. H. VALENTINE.
--	------------------

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN, June 19.

1-MILE NOVICE RACE.	
2-MILE HANDICAP RACE.	
3-MILE HANDICAP RACE.	
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.	
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.	

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS. Season of 1886.

AROUND THE WORLD (ON THE WAY). THOMAS STEVENS
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO (ON THE WAY), S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN (ON THE WAY),
GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD "POST."

CATALOGUE SENT FREE.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 WASHINGTON STREET, BOSTON.

12 Warren St., New York.

Branch Houses:

115 Wabash Ave., Chicago.