

The Cycle.

VOL. I., No. 22.

BOSTON, MASS., 27 AUGUST, 1886.

FIVE CENTS.

MARLBORO CLUB TRICYCLE. RECORD! CHAMPIONSHIP!

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

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

COVENTRY MACHINISTS CO.

239 Columbus Avenue, Boston.

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

GORMULLY & JEFFERY,

CHICAGO. ILL.

THE AMERICAN CHAMPION.

THE AMERICAN CHALLENGE.

THE AMERICAN SAFETY.

THE AMERICAN IDEAL BICYCLE.

THE AMERICAN IDEAL TRICYCLE.

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

SINGER'S CYCLES.

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

→ **APOLLO** ←

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

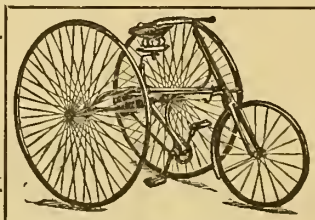
20 Miles on the Road in 1 hour, 12 min., 35 sec.

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

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

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

Singer's Straight Steerer



The Great Hit of the Season.

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THE CYCLE

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

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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:—

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ABBOT BASSETT EDITOR

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

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

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

CHIEF CONSUL CHASE, of the Rhode Island Division, L. A. W., has issued a card which reads as follows:—

A party of wheelmen dining recently at Coles Hotel, Warren, conducted themselves in such an unbecoming manner, that complaint has been made by the landlord. As the party contained a number of the members of the L. A. W., it seems best to remind such League members as need the notice, that in the by-laws is a section that reads as follows:—

Art. V. Sec. 5 (b). A member may be expelled on account of conduct unbecoming a gentleman, etc.

When hilarity and fun is carried beyond a certain point, it becomes ungentlemanly. The wise cyclist knows when to stop; those who do not, are not desirable League members, as they disgrace the whole organization.

We are glad to note the card, though we regret that it was called for. There has been too much of this kind of thing in other places besides Rhode Island. Down on the North Shore the landlords are getting to be disgusted with wheelmen, for they have been the victims of boyish pranks too often. We have heard on several occasions lately that the guests of Gloucester hotels have been unable to sleep when a party of wheelmen was at the hotel, and we have not felt that the cause was being benefited.

MR. HILLIER is still in doubt regarding American records, and he refuses to credit them. Before Mr. Hillier can qualify as a doubter, he should remove the doubt which has been thrown upon his own records for fifty-three and fifty-four miles, and he

should also show good reason for accepting the tricycle records of Lowndes, which were shown to be no records on the evidence of Hillier himself, but which were used by our doubting friend after a lapse of time had caused many to forget his testimony.

MILK has always stood the friend of wheelmen, and when it proves false, upon whom or what can we place our trust. A well-known Boston club has always pursued a consistent policy on the milk question, and there has been some talk among its members of adopting a cow as a design for the club badge, but now that a shadow of suspicion has been thrown upon this innocent and exhilarating beverage, we cannot tell to what we are coming. The papers tell us that forty guests at a hotel were recently made very sick by drinking "pure fresh milk," and only the other day a baby was drowned in a tank of sour milk. It might not be a bad idea for some one of the cycling associations to appoint a committee whose duty it would be to regulate the milk supply.

If it costs \$10,000 a year to run a yacht, and if there is a fascination about the sport that draws to it men who are not able to afford the expense as well as those who are, it may be that a stigma will be thrown upon yachting even worse than that which rests upon some of the less expensive sports.

YACHTSMEN race for glory, not for gold. But if we can judge by the money outlay indulged in by yachtsmen, there would be little temptation to them in a purse. It used to be said of Rothschild that there was little sport for him at cards. Any loss he made would not hurt him, and it was no great object for him to win. There is no honor to be gained at cards.

On their recent trip from Philadelphia to Lake George, certain members of the Pennsylvania Bicycle Club replied to all questions by handing out a bit of pasteboard two and a quarter inches square, on which was printed the following: "A fool can ask more questions than a wise man can answer; hence this." Then followed the name of the towns on their route; and on the reverse side was printed: "We are: C. A. Roberts, W. A. Stadelman, F. H. Lipincott, H. L. H. Hall, W. D. Supplee, H. L. Roberts, T. A. Bradley, Albert Kohler, C. T. Harvey, A. P. Lewis, H. A. Lewis. All members of the Pennsylvania Bicycle Club, of Philadelphia, Pa. Leaving Philadelphia, Saturday, 10 July, 1886." — *L. A. W. Bulletin*.

To complete this, all those persons who were met and asked regarding roads, routes, etc., should have been furnished with similar cards. It would be a good idea under this system of things to supply local consuls with cards to be handed to the wandering wheel-

men, who go to them for information. Wheelmen are too often annoyed by questions from rustics and from the curious, but it is not a sign of good breeding to respond with an insult. We are all more or less dependent upon one another in this world, and the man who asks questions generally gets along at the head of the procession. The Philadelphia boys did a smart thing, perhaps, but smart things are not always in keeping with the acts of a gentleman.

THE Connecticut Club adopts the A. C. U. rules, believing them in many ways superior to those of the L. A. W. — "*H.*" in *Gazette*.

We wish "H." would go further and tell us some of the "many ways" in which the rules of the A. C. U. are superior to those of the L. A. W. The fact is, the rules are virtually the same. If the Connecticut Club had run its tournament under League rules, it might have had the three classes of races just as it now proposes to, and it could have had the League championship. By running under A. C. U. rules it gets the A. C. U. championship. It is merely a question of championships, and the club would seem to prefer that of the younger association to that of the elder.

It would seem to be no more than justice that the State officials should be allowed mileage when they attend the meetings of the division board of officers. A case in point is that of Massachusetts. The meetings of the division are always held in Boston, and it is right that they should be, for in this way can the greatest number be accommodated. But it is not to be supposed that the Western members will always be present at the meetings. It would call for an expenditure of time and money that few could afford. The Springfield boys, and Kendall, of Worcester, generally come down to the meetings, but they do it at great personal sacrifice. If we are to have important meetings, there should be a good attendance, and the men who give their time to the League should not be expected to pay their railroad fares.

A COLLECTION of letters from the files of manufacturers would make interesting reading, if good judgment was used in the selection. One that should find its way into such a

Hampden Park, Springfield, Mass., U.S.A., September 14, 15, 16, ^{AND} 17, 1886.

FIFTH ANNUAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

Who Takes 'Em ? Who Takes 'Em

OFFICIAL LIST OF RACES AND PRIZES.

FIRST DAY—TUESDAY, SEPTEMBER 14.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 1st heat.	Vase Lamp, hammered copper and A. C. U. Gold Medal. [oxidized]. \$100 Cash.	Scarf Pin, diamond setting. A. C. U. Gold Medal. \$60 Cash.	Fancy Inkstand, gold and oxidized. A. C. U. Gold Medal. \$40 Cash.
1-mile	Amateur	Bicycle	Novice.			
10-mile	Promateur	Bicycle	A. C. U. Championship.	Gold Watch, open face. Gold Watch, open face. \$62.50 Cash.	Vase Lamp, gold and Silver. Ewer, antique brass, embossed. \$37.50 Cash.	[qué, gold lined. Smoking Set, hammered and appli- Opera Glass, pearl mounted. \$25 Cash.
5-mile	Professional	Bicycle	Handicap.			
1-mile	Promateur	Bicycle	World's Championship, 2d heat.	Two Gold Medals.	Two Silver Medals.	
5-mile	Amateur	Bicycle	16.30 Class.			
1-mile	Promateur	Tricycle	Open.			
5-mile	Amateur	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 3d heat.			
3-mile	Professional	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 3d heat.			
1-mile	Amateur	Tandem	A. C. U. Championship.			

SECOND DAY—WEDNESDAY, SEPTEMBER 15.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 4th heat.	Gold Watch, open face. Diamond Stud. \$62.50 Cash.	French Clock, with bronze figure. Gold Watch, hunting case. \$37.50 Cash.	Glass Vase, decorated gold stand. Silver Chronograph Watch. \$25 Cash.
5-mile	Amateur	Bicycle	Lap.			
5-mile	Promateur	Bicycle	Handicap.	\$62.50 Cash.	\$37.50 Cash. [breech-loader. Stevens Shot-gun, double-barreled, \$37.50 Cash.	\$25 Cash. Silver Chronograph Watch. \$25 Cash.
5-mile	Professional	Tricycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 5th heat.	Gold Medal.	12 Silver Knives, renaissance pat- [tern.	Traveling Clock, and case.
5-mile	Amateur	Bicycle	Lap.			
5-mile	Promateur	Bicycle	Handicap.			
5-mile	Professional	Bicycle	World's Championship, 6th heat.			
1-mile	Promateur	Bicycle	Open.			
3-mile	Amateur	Tricycle	Open.			

THIRD DAY—THURSDAY, SEPTEMBER 16.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 7th heat.	Gold Medal. Diamond Stud. \$50 Cash.	French Clock, with bronze figures. Gold Watch, hunting case. \$30 Cash.	Gold Watch Chain. Gold Watch, hunting case. \$20 Cash.
3-mile	Amateur	Bicycle	Open.			
10-mile	Promateur	Bicycle	Lap.	Tea Set, 6 pieces, satin embossed. Gold Watch, hunting case. \$50 Cash.	Stevens Sporting Rifle. Diamond Stud. \$30 Cash.	Stevens "Hunter's Pet" Rifle. Gold Watch Chain. \$20 Cash.
1-mile	Professional	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 8th heat.	\$62.50 Cash.	\$37.50 Cash.	\$25 Cash.
5-mile	Amateur	Bicycle	Open.			
3-mile	Promateur	Tricycle	Open.			
1-mile	Professional	Bicycle	Handicap.			
1-mile	Promateur	Bicycle	World's Championship, 9th heat.			
3-mile	Professional	Tricycle	Handicap.			

FOURTH DAY—FRIDAY, SEPTEMBER 17.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 10th heat.	Gold Watch, open face. Diamond Stud. \$120 Cash.	Carving Set, renaissance pattern. Complete Fishing Outfit. \$90 Cash.	Gold Cuff Buttons, stone settings. Water Set, silver, gold lined. \$60 Cash. ^{Fourth} , \$30 Cash. [and oxidized.
3-mile	Amateur	Bicycle	Open.			
10-mile	Promateur	Bicycle	Lap.	Diamond Stud. Gold Watch, open face. \$100 Cash. [Medal.	Scarf Pin, diamond setting. Pedestal Lamp, antique brass, tulip \$60 Cash. [globe.	Biscuit Jar, decorated china, gold \$40 Cash. [Fifth, Lakin Cyclometer. Seal Ring. ^{Fourth} , Traveling Bag.
1-mile	Professional	Bicycle	World's Championship, 11th heat.			
1-mile	Promateur	Bicycle	Handicap.	Winner last heat, Gold Watch and Gold Watch Chain.	Winner fastest heat, Fine Gold Stevens Bicycle Rifle. [Watch.	
3-mile	Amateur	Bicycle	2.40 Class.			
1-mile	Promateur	Bicycle	Open.			
5-mile	Professional	Bicycle	World's Championship, final heat.			
1-mile	Promateur	Bicycle	Consolation.			
1-mile	Amateur	Bicycle				

ENTRIES CLOSE SEPTEMBER 7, 1886.

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

budget would be that which was recently received by a well-known manufacturer from the secretary of a club just formed. The writer notified the maker that a club had been organized, but had not selected a name. He said that the boys were very anxious to call the club by the same name as that of the maker's bicycle, and they would do this, if he, the maker, would furnish a League uniform to each member. He hoped to have an early reply to his communication, for, in case the offer was not accepted, the club wished to make it to another manufacturer. Present indications point to the club paying for its own uniforms.

ENGLAND cannot cope with the makers' amateur question; the law of libel is too stringent over there. But America can and will. The English riders who come over this fall will be obliged to go into promateur races, or stay off the track. They belong with Rowe, Hendee, and the others. They have been guilty of the same violation of the amateur rule that our riders stand charged with, and they will not be allowed to capture easy victories in competition with our amateurs.

THE A. C. U. has voted to recognize the action of the L. A. W. in disqualifying those men who have forfeited their amateur status. All such will be barred from amateur events under A. C. U. rules. The Union has decided to enforce its rules to the letter, and will take up the case of the tandem riders who made a record on the road last week, and disqualify all the amateurs who were engaged therein.

THE letter from Robert Todd, Esq., sets at rest the question of sanction by the N. C. U. for English amateur riders to compete with our promateur class. No such sanction will be given. Those riders who come to America and ride with any but amateurs will be promptly disqualified by the N. C. U. The A. C. U. will not allow the English riders to compete in amateur events, for under the rules of the Union there are few who can do so, since all, or nearly all, will receive expenses.

JUST what the difference is between a cycling press man who puffs a machine for "ads.," and an ordinary wheelman who rides for the same purpose, is a little difficult to understand. — *World*.

There is no great difference between the man who is hired by a maker to ride a machine for advertising purposes, and the man whom he hires to run a paper in his particular interest.

NOT all who apply to the Racing Board for reinstatement get their requests granted. Whittaker, Illston, Adams, Hitchcock, and others have been told, "We had rather not."

No bare legs at any race meeting held under L. A. W. rules. Next thing in order will be that all contestants must wear cutaway coats, silk stockings, and stovepipe hats. — *Springfield Gazette*.

LEAGUE rules never proscribed bare legs, and they do not now. The only regulation of this kind that we have heard of was made by the Springfield Bicycle Club several years ago. The ink is hardly dry on the paper of the *Gazette* wherein bare legs were condemned and tights recommended. The above criticism comes from a queer source.

A NUMBER of these men, who are proud to be known as "makers' amateurs," though the term "makers'" serf is much better suited to their present condition, are now, it is said, dependent on the salaries and fees they derive from certain manufacturers. If their "manager" takes snuff, they needs must sneeze. — *E. M. Aaron, in Bulletin*.

Is every man who works for a living a "serf"? He must do his employer's bidding or quit the service. Under this process of reasoning there are many "serfs" in America. We submit that the term is not merited. The makers' amateurs are no longer masquerading. They have come out openly and declared that they are paid for riding, and that they prefer to make their living in this way rather than at the desk or bench. When they were pretending to be what they are not, we took up the cudgels against them, and did not cease fighting until they changed their policy. They have made a change in their policy, and it is only fair that they should be given a chance to show the world what can be done by the class of riders that chooses to elevate itself above the common run of professionals. We are well aware that the term "serf" was used by Mr. Aaron to strengthen an argument made to show that the makers' amateurs should not be reinstated, but there was no need to use the offensive epithet, and he would have done better had he said that the makers' amateurs do not ask nor want to be reinstated, nor do they think they ought to compete with amateurs.

IF we are to have war in the camp, let us not wage it against the men who have gone from us. Let us rather bend our energies to send over to them these men who still remain with us without right or title to the name of amateur.

WHEELMEN have not done for Brother Jonathan what the followers of other sports have done. We have seen our English

friends go home laden with the spoils of victory each year, and the Yankee ensign has always trailed in the dust. It has not been so in yachting, in rowing, in pedestrianism,—no, nor in sparring. We are going to correct this state of things next month, for we venture the prediction that our boys will show their back wheels to English riders. We have never been hopeful before, but this time our confidence is unbounded. At the same time we have in mind the remark of a backwoods philosopher, who said: "A man is never so apt to be mistaken as he is when he is dead sure of a thing."

THE CYCLER'S STORY.

BY COLIN GRAY.

THEY came up with him on the road, and he told them his story on the rocks at Nahant.

It was a perfect day that Sunday, and everything in nature conspired to tempt wheelmen to take to the road. The warm rays of the sun were tempered by cooling breezes from the Northwest, and the roads were well packed down, the result of recent rains.

The Chelsea Club, led by Captain Frost, turned out in large numbers and set their faces in the direction of the North Shore, intending to stop at Swampscott, Salem, Marblehead, or Nahant, as the fancy of the members dictated, or the incidents of the day swayed their inclinations.

Arriving at the Sunnyside, a halt was called, and the riders refreshed themselves with water from the spring, and cream pie from the larder of the hostelry. It was here that the heavy member of the club joined them. He had started later than they, and moreover, was mounted on a three-wheeler. After this the pace was slow, for, although the riders wanted to spurt along the levels or race with the horsemen, the captain would not allow the club to run away from the heavy member. An informal vote was taken over the cream pie and water, and it was decided that Nahant should receive a visit from the club as soon as their wheels could take them to the rocky peninsula, always remembering that the heavy member was to regulate the pace.

Their route lay through Lynn to the beach, past the Indian camp where the son of the forest drives sharp bargains with the summer residents, exchanging baskets and gewgaws for hard dollars, and where soap and water are among the neglected luxuries; thence along the narrow isthmus and over Little Nahant to the greater Nahant beyond. It was on the peninsula that the club came up with Herbert Nickerson, of whom we shall hear more presently. The freemasonry of the wheel led to a speedy acquaintance without the formality of an introduction, and he was soon riding along in friendly intercourse with the club members.

Those of you who have been to Nahant know well the natural beauty of the place, and they know that fleet-winged time does not lag when one is stretched out at full length on the rocks surveying the delightful ocean view spread out before him. The wheels of the club rested against the huge boulders just after noon of the day whose history I am writing, and the mem-

bers were lying about in picturesque positions. It was the heavy member who started him off, and he did it by asking some commonplace question about the wheel. "That wheel is my savior!" exclaimed the newly-found friend, "and I would n't part with it for untold wealth. It saved my life, and it proved the best medicine I ever took."

There was a blank look on the faces of the club, for they did n't comprehend the meaning of his words.

"You don't quite understand what I mean, I see," said Nickerson, "and so I'll tell you all about it. It's a long story, but we are not pressed for time, and I want to have you know what the bicycle has done for one poor fellow, who is deeply grateful and does not hesitate to call it his savior."

And then he told us his tale : —

CHAPTER I.

"It was in the summer of the year, — well, never mind the exact year; it can easily be fixed when I say it was a very hot and close summer time. Boston literally broiled, and those who could afford the time and the money to get out of it, did so as soon as they could.

"We were already in the second week of the long vacation, but as yet I had not been able to arrange my work so as to take advantage of it. I toiled on at the office, scarcely able to breathe, and devoutly wished that I was either tramping the New Hampshire hills, or drinking in the invigorating air of Magnolia or Manchester-by-the-Sea. I had been overworked, and consequently was in that condition of both mind and body which may be most fitly described by the expression 'dried up.'

"I had had some very heavy cases, which, with the exception of one, I had successfully carried through.

"The one I lost I had, however, taken the most trouble with. It was from the first a most hopeless and unpromising affair, and when it was first submitted to me, I advised that it should be dropped. In an after consultation, however, I was so pressed that I consented to accept a brief for the plaintiff.

"There was just one possibility of success, but I had never any great hope, and so I told my client. The action was for the restitution of some property which had been, it was alleged, illegally willed away.

"My client was a tall, gaunt, hollow-eyed man. I do not think he thought of anything else; he seemed to eat the subject, to drink it, and to sleep it. He carried about with him continually various documents relating to it. Most of these were concealed in his hat, and from their having been often fingered, and from the character of their abiding-place, they had assumed a very grimy, greasy aspect.

"So soon as I had consented to take the brief, he used to address letters to me upon the case, — long, rambling letters, of sometimes four or five pages of foolscap. They were written with a formal margin, where appeared an abstract of each paragraph in red ink.

"As time went on, my client used to waylay me. I would find him waiting for me when I got to my office in the morning. I told him sharply that I could not see him, and that I was too busy to talk with him, to all of which he would reply that 'it did not

matter; he would wait.' And wait he did, for when I went out, — it did not in the least matter how long I had been in, — he was patiently waiting for me, with a look of resigned suffering on his face.

"For one or two days I missed him, to my great relief; and when on the third day he did not make his appearance, I began to hope that he had ceased to bother me. On the fourth day, as I was coming out of the courthouse, the officer on duty at the door informed me that a young lady had been inquiring for me.

"Such an unusual and out-of-the-way circumstance made me ask somewhat incredulously : —

"For me?"

"Yes, sir; she said she had a letter for Mr. Nickerson."

"Why did she not give it to my clerk at the office?"

"I wanted her to do so, but she would not; she said she must not deliver it to anybody else."

"What was she like?"

"Well, sir, you can judge for yourself, for here she comes."

"From the direction of the door I saw the slight figure of a girl coming toward me. Her carriage was very graceful and not without a certain dignity. She was clad entirely in black, with the exception of a something of a white gauzy material round her throat. I had only time to note further that she wore a thick veil over her face, and then she had reached the steps on which I was standing.

"This is Mr. Nickerson," said the officer.

"She turned toward me, and I could see the outlines of an oval face and the flashings of a pair of bright eyes behind the veil.

"I was directed to give you this," she said in a soft, silvery voice; and she put into my hand a long blue envelope, the very sight of which sent a shudder through my frame. There was the direction, in the distinct but formal and crabbed writing of my client: 'To Herbert Nickerson, Esq., attorney-at-law,' etc. etc.

"Stay one moment," I said, when I had recovered from the temporary distraction caused by the sight of the envelope. 'Stay, there may be an answer'; and I feigned an extraordinary interest in the contents of the envelope, for the purpose of entering into conversation with its fair carrier.

"There is no answer," she said, I thought, with a half sigh. Then she turned away and walked off with a quick step.

"My first impulse was to run after her and learn something more of her, but the sense of the ludicrousness of a sedate member of the bar running in the street after a young woman struck me at once; and so I solemnly looked at the documents in the envelope, conscious that I had better keep up my dignity before the officer. Then I shook my head gravely, and slowly walked away. In my hasty glance at a letter enclosed with one of the interminable epistles my curious client had favored me with, I learnt that he was ill, but that he hoped to resume communications with me in a few days.

"It was with some interest that I looked out during the next few days for my client. I saw him not, and other matters drove all thoughts of him and his messenger out of

my head. He turned up, however, one day, and as I was not particularly busy at the moment, I condescendingly listened to him, and even perused with what interest I could assume one of his greasy documents. An anxious smile lit up his hollow eyes, and played about his worn mouth as I did so. I saw he was delighted at my awakened interest in his case.

"Presently I asked: 'Is your daughter quite well?'

He looked at me with a vacant expression, as of a man suddenly pulled back into a world he disliked from one in which he delighted, and paused for a moment. Then he went on reciting a table of degrees of consanguinity, of which he was never weary, and which I had interrupted.

"As the day of the trial approached he got more and more importunate. He spent his days in trying to get at me, and I should say wasted most of his nights in writing to me."

"It need hardly be said that this wretched importunate suitor worried me dreadfully. He had a distinctly depressing effect upon me, and I found that after coming across him I was quite nervous."

"The day of the trial came. I laid great stress upon the point of law which I considered gave us a chance, but the judge overruled me, and that very early fell to the ground. The trial was, however, brought unexpectedly to a conclusion for the want of a link in the chain of evidence."

"I was sorry that we had not been successful, but I devoutly thanked my stars that at least I would be haunted no longer by such a client; and so I went down to the office in high spirits the next morning; but my flow of spirits departed and my feet dragged heavily as I saw the long black figure to which I had got so accustomed waiting in its usual place. For a moment or so I was in despair; then I made up my mind that I would stand no more of these proceedings; they were affecting my health and my professional reputation. So I walked firmly up the steps, acknowledging somewhat stiffly the 'Good-morning' given me."

"If you will come into my office, I will see you," I said, and he meekly followed me in.

"It is very fortunate," he said.

"I am very sorry," I replied, 'but I do not think that we should by any possibility have won.'

"I have spent the last three years of my life," he went on, 'in getting all these details, and I have put all my money into it, and now it is all lost.'

"I am very sorry," I repeated, looking up in his face.

"He took no notice of my remark, but stretched out his long arms toward me, and clasping his hands as if round an imaginary neck, he said in a hoarse, hollow voice which trembled with rage : —

"But I will have my revenge."

"Involuntarily I started back and congratulated myself that it was not my neck that he had between those long fingers. I edged toward the bell to call in my clerk, when the fingers relaxed, and he turned slowly away, put on his hat and made for the door. Before he left the room he turned to me and said solemnly : —

"Mark me, I will yet have revenge," and then he disappeared.

(To be continued.)

SANDERS SELLERS has cabled that he will not come to America this year. He has important examinations to take and cannot leave.

CHARLES RICHARDS DODGE has been piloting a party of the Capital City boys down through the North Shore.

THE A. C. U. admits neither professionals nor club members. If a man belongs to a club, he cannot join the Union unless his club does. Only the unattached can join as individuals.

W. B. EVERETT will sail for England on 4 September.

PROBABLY the most unique feature of the St. Louis illuminated carnival will be the St. John (Mich.) Bicycle Brass Band. It is the only one of its kind in the world, numbering thirteen with the drum major.

MR. DUCKER, in the *Bulletin*, advises League members to vote "no" on the mail-vote questions relating to the amateur law. The A. C. U. no longer desires that the League should give up racing.

HARRY PARKS, a boy sixteen years old, recently rode down nineteen steps of the flight in front of the Capitol building here (Washington) on a Standard Columbia bicycle. To show how easy it was, he rode down eleven more times the same evening. The little wheel gave out from under him on his last trip.

It will not be very long before we see record-breakers at the dime museums. If there is a public desire to see a man who has jumped off a bridge, why not to see a man who has ridden three hundred miles in a day? Dime museum men, please take notice.

THE Hartford hackman who ran down Mr. E. Y. Judd, of the Connecticut Club, paid ten dollars fine and costs of arrest and conviction of assault for his carelessness.

SMALL boy examining a cyclometer on a bicycle: "Say, cully, dat's one of them things dat tells yer how fast yer goin'." Second urchin, evidently mistaking it for a compass: "No, 'tain't, neither. It tells yer where yer are when yer lost."—*Gazette*.

A CORRESPONDENT suggests that wheelmen show us how fast they can ride between Boston and New York. Let each rider choose his own route and get there as quickly as possible. He thinks that this will develop the best road between these points if nothing else. Which maker will send a man out to give us the Boston to New York record? We already have had competition for the record from Philadelphia to New York.

THE glass manufacturing firm of Whitall, Tatum & Co., whose factory is at Millville, N. J., at the request of its employees, has built a shed where the bicycles may be safely stored during working hours. The members of the firm say that bicycles are useful to them for bringing their help promptly to their work at the appointed hour.—*Gazette*.

HARTFORD men are claiming that their city is the place where the pipe of peace is smoked each year. "H." says in the *Gazette*: "Hartford, you know, comes first after the summer's rest, and here friend and foe meet together, shake and make merry, and go away without a 'foe' in the crowd.

It was most beautiful to see, last year, how certain brethren of the cycling quill, who during the preceding season had vituperated each other with extreme viciousness, become chatty, confidential, and friends forever after. Here old sores heal. Have any of late felt the mighty smite of Aaron's rod? If they can catch him at Hartford, they will speedily resolve that the chastening was merited, and the blows governed by a wise hand and discerning spirit; or, they will never believe that they were smitten at all." All right! We'll all go to Hartford! A lot of us will have to do some tall smoking this year.

H. F. SEIFERTH is to be editor of the *Bicycle South*.

NEW ORLEANS has a "light" ordinance, which requires light vehicles as well as cycles to carry a light after dark, but it seems to be enforced only against cycles.

CAPT. PECK, of the Massachusetts Club, tells us that a run to Allen's swimming bath for a swim is about as enjoyable an outing as can be arranged.

MR. HENRY W. WILLIAMS, ex-president of the Massachusetts Bicycle Club, has been obliged to give up cycling for a time on account of a serious affection of the left eye. He has been unable to ride since the latter part of June, but having undergone a painful operation upon the eye, confidently hopes to be able to mount his wheels during the fall of this year. He is still under treatment.

THE Pope Manufacturing Company will have a tent on the grounds at Springfield, and will welcome all visitors. Accommodations will be furnished for correspondence, etc. etc. An office will be opened at the Massasoit House as well.

THE Massachusetts Division, L. A. W., meets at Young's Hotel on Saturday evening. A full attendance is desired. We are going to do great things, so be on hand. Perhaps Consul Hayes will cut a watermelon.

WM. H. LANGDOWN, the amateur champion of New Zealand, has arrived in Springfield after a journey of 1,600 miles. He was met at the depot by President Ducker and members of the club. He left home 15 July. He scales 165 lbs. and stands five feet 8½ inches high. He will be the guest of the Springfield Club during his stay in America.

POLLS for the mail vote close at Philadelphia on Saturday, at noon. Send on your vote if you have not already done so.

G. LACY HILLIER publishes a *fac simile* of a forged letter containing his signature. We know of a letter written by this illustrious individual, which is not a forged one, asking that his expenses be paid to attend a certain meeting, which was refused.—*Gazette*. This is a serious charge. Will Mr. Hillier meet it?

SPRINGFIELD will distribute a large number of watches this year. There is less silverware than last year, and the selection has been made with a view to have articles which will be useful and of value to young men. Seventy five hundred dollars was at the disposal of the committee, and \$2,700 has been used for purses in the professional

racers. The prizes for the one-mile race for the world championship, while given in the list for the first day, will not be decided until the last, as two heats will be ridden each day. The man who goes into the races and comes out without a watch will have made very bad time.

KNAPPY came down to the track the other day with a bit of a cold. He showed it in his voice. "Come, young fellow," said Asa, "you must n't talk hoarse around here; this isn't a trotting track." And then Harry brought out his camera and took a photograph of the joke.

THE A. C. U. executive has voted to recognize the action of the L. A. W. in disqualifying the racing men, and all such cannot enter amateur events under A. C. U. rules.

THE Star people will have a tricycle on the track at the fall races that promises to beat everything on three wheels. Kluge will ride it.

BURLEY AYERS thinks the strong road rider should have as much honor as the fast track rider. The world, however, likes to see competition, and the speediest man or thing gets the applause every time.

THE Goodman brothers of Hartford have been awarded the score card privileges of all the great race meetings.

THE A. C. U. will not allow Rowe or Hendee to make pace for Woodside in his attempt to cover twenty-one miles within the hour.

"THAT machine 's a centre-gear," said the clerk to an inquirer. "A cent a gear? Then it must be worth about two cents," answered the customer. The clerk explained.

THE Connecticut Division of the League will have a parade on the morning of the first day of the races. The matter of having a parade has been carefully weighed, and the desire for one seemed to be so general that it has been decided to have one. The indications are that this parade will be the largest ever given in Connecticut, and that the representation of clubs all over the State will be excellent.

A MAN who called himself a count hired two tricycles of W. B. Everett & Co., last month,—one for himself and one for his valet. He failed to return the wheels. He was found later and arrested. The wheels were returned. The count proved a no 'count sort of a fellow.

KNAPP, of the Columbia team, is going to name his wheel "Cleveland." He says that Cleveland always wins, and moreover, he came from Cleveland.

MINNEAPOLIS is to have another six-day race. It will be managed by T. W. Eck, and contested in November. It is hoped that the foreign riders will go in.

A GOOD road runs one hundred and twenty-five miles from Chicago to Janesville, Wis. Western wheelmen are talking of road races thereon.

THE position made vacant by the death of Major Durell has been filled by the Pope Manufacturing Company, who have selected

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

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

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

FIRST DAY.

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

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

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

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

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

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

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

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

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

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

Address for Blanks, **GEORGE H. BURT, Box 414, HARTFORD, CONN.** ENTRIES CLOSE 3 SEPTEMBER.

SECOND DAY.

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

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

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

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

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

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

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

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

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

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

SEPTEMBER 30th,

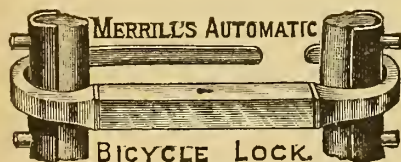
OCTOBER 1st and 2d,

ARE THE DATES FOR THE

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

\$2,000 IN PRIZES!

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



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

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

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.

MARLIN FIRE & RMS CO., New Haven, Conn.

The Road Book of Boston and Vicinity

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

PRICE, 15 CENTS.

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

PATENTS

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

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

WHEELMEN, ATTENTION

A Hydrometric Paradox.

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

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

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

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

for the position Mr. R. D. Garden, a gentleman well known in various parts of the country. Mr. Garden is an athlete of some repute, and was formerly a member of the New York Athletic Club. He has been in the Boston office for some months past.

MR. R. P. GORMULLY, of Gormully & Jeffery, sailed from Liverpool for New York, 21 Aug.

A QUESTION that has been agitating French cyclists for the past few months is the employment of velocipedes in time of war. It has been announced that a squad of cyclists were attached to one of the German army corps, and, under the ægis of the Union Velocipedique de France, a request was addressed to the minister of war for permission to organize a squad of cyclists to operate with the troops in the autumn manoeuvres. The cyclists offered to place themselves for the time under military regulations, pay, food, accommodation, and discipline, believing that their services would be found welcome for the conveyance of orders, despatches, etc. Some delay occurred in the receipt of a response, but at last the answer arrived with the permission of the minister of war for two cyclists to follow the operations under the direction of the brigadier, and for their services the sum of two francs, forty cents, a day was offered.

THE Citizens' Club have had a stirring time with their road officers. The resignation of Capt. Ford caused a general move-up of the junior officers, but, of course, as no one could hold two offices at once, the lieutenants were forced to resign and take their chances of promotion. This, of course, delayed the matter of a vacancy for a month, and at the last meeting A. E. Paillard was elected first lieutenant to fill the place of T. C. Smith, who had been elected captain. As Mr. Paillard formerly held the office of first color-bearer, he of course resigned, and so another vacancy was in order. The new wheel-room, which now extends the full depth of the lot, gives great satisfaction. It is 20x40 feet, lighted by two skylights, and the floor is lined with concrete, making a serviceable and clean room. A tool bench has been put up at one end and the members can hammer away to their heart's content and try all sorts of improbable experiments. — *Jenkins in Sporting Life.*

WE have been asked to draw attention to the racing costumes of some of the men now on the metropolitan path, and though we do not wish to mention names, we trust that several riders whom we could name if it were necessary, will take the hint that public feeling is against their appearance in costumes more suitable for bathing, than racing before an assemblage of both sexes. — *Wheeling.*

A SUBSCRIPTION is being raised in Ireland to pay the expenses of an Irish team to Springfield. The Springfield club has put itself down for \$150.

AN English firm has made a tricycle for racing which has a forty-inch wheel on one side and a thirty-six-inch on the other. It is claimed that this will take the curves easily, and will go well enough on the straights.

TRIGWELL and Watson, of London, have

put upon the market a non-vibrating handle bar. A joint is made in the bar midway between the handle and head, and here the bar is imbedded in rubber and allowed play.

I ATTENDED a meeting of the executive committee of the Illuminated Parade, this week. They are getting along swimmingly. Letters were read from wheelmen all over the country, asking for information as to rates for transportation, hotels, etc., and the places they were to be assigned in the parade. A good amount of business was gotten through with, and the indications are that the parade will be a large success, as everybody seems to be willing to put their shoulder to the wheel. The procession will probably consist of the mounted police, the bicycle brass band, of fourteen pieces (on wheels), the demon drill squad, the flambeau division, and a bicycle and tricycle division, the fireworks being probably sent off from the latter. Many of the wheelmen have already hit upon novel ideas for the decoration of their wheels. Any one who will send to W. M. Brewster, 305 Olive street, will receive suggestions for decorations. Edward R. Stettinius has been chosen grand marshal, and Ab. Lewis captain of the Flambeau division. — *Spectator.*

THE Coventry track bids fair to give Springfield a pull. The English records are flying fast, and very soon we may expect our own to be touched. We do not find that the English officials are any more strict than our own, and we do not see that they give us any more reliable records than we make over here.

Wheeling puts it down as a fact worthy of note that a manufacturer entered one of his racing men in a race without consulting the rider.

RICHARD GARVEY is at San Diego, Cal., managing a stage route and a mine. We all remember Dick Garvey, and it would n't be a bad idea for some of us to go out and ride on his stage.

A CINCINNATI paper has offered a medal to be contested for by local wheelmen.

THE A. C. U. is sending out blank certificates which they require racing men to sign. These call for a statement regarding the status of the signer. The Union proposes to classify all men now on the path.

COL. ALBERT A. POPE and Mr. George H. Day arrived in Boston on the Cunard steamship "Pavonia," on Saturday last. The gentlemen have been absent about two months. They visited England and France.

THE Massachusetts Club is planning for a series of Saturday evening entertainments, to begin early next month.

THE other day a Boston reporter told a wheelman that Dick Howell was dead. He did it to see how far the story would go. It went quite far enough to satisfy him.

WHEN Americans beat the Englishmen at cycling, perhaps the great public will get up as much interest in our sport as they now show in yachting. It pays to win.

MR. GULICK, of the L. A. W. Committee on Rights and Privileges, will take steps at an early day to test the Orange ordinance which compels cycles to carry lights.

A TEST case has been started in North Carolina. Two young wheelmen have been

arrested for riding bicycles on the turnpike, and the L. A. W. will defend them. The case will come up next month. The League has secured some of the best legal talent in the State.

A NEW JERSEY man has built a tricycle twenty-seven feet high. He will use it to go to vessels in distress, propelling it through the breakers, and taking off passengers and cargo. Two men will drive it, and the builder has no fear that the breakers will throw it over. We are glad to know that the money spent upon this thing will go into the hands of deserving mechanics.

LACY HILLIER says he has finally decided not to come to America this fall.

AT the meeting of English manufacturers held to take concerted action towards contesting the Bown patent, a guarantee fund was started, and a committee of three was appointed to canvass the trade with a view to its increase.

THE English wheelmen are talking of starting a guarantee fund for legal expenses in proceedings against the makers' amateurs.

A FREIGHT car struck a passenger car on the Albany Railroad last Saturday. If the blow had come three feet forward of where it did strike, the A. C. U. would now be in mourning for its president. Mr. Ducker has carefully preserved pieces of wood from the wreck.

THIS is the way the jockey encourages his trotter in a race: "Up-ah-r-r-r-r-r-r-ooph!" While the pedestrian's trainer yells: "Go arne, Dinney, oure father's eye is on ou!" And the professional trainer of wheelmen ejects one stentorian "Ah!" that frightens everybody in the neighborhood, and quickens the spurting cyclist at least ten seconds in a mile.

FRIAR'S POINT, Miss., has organized a bicycle club, the only one within a radius of fifty or a hundred miles.

CHARLES WIESINGER, of Adrian, Mich., started to ride from Michigan to New York on a 54-inch Apollo bicycle. He arrived safely at his journey's end, and came to Boston, where he spent a few days.

ONE of the favorite beverages of the New Orleans wheelmen is a glass of seltzer sweetened with raspberry or some other fruit syrup. It is known at their rendezvous as a "bicycle punch."

SOME few months ago Mr. F. W. Perry, of the Massachusetts Club, had his Apollo bicycle stolen. He made a strong effort to recover it, and although in his search he found several other stolen machines, his own was not discovered. Last week W. B. Everett & Co. received a letter from a Lowell wheelman who wished to have the handle-bar to his machine altered. He said it had too low a drop and spade handles. The firm knew at once that this must be Perry's wheel, for no other machine had been sold fitted in this way. Mr. Gilligan was at once sent to Lowell, and he identified the machine at once. It was in the hands of a party who had bought it of a pawnbroker. The thief took it to Lowell and pawned it. Moral: It is well to have your machine a little different from the standard pattern.

HURRAH FOR LYNN!

First Grand International Fall Tournament

OF THE

LYNN CYCLE CLUB TRACK ASSOCIATION,

At LYNN, MASS., September 23, 24, and 25, 1886.

A. C. U. RULES TO GOVERN.

\$5,000 in Prizes! Races for Amateurs, Promateurs, Professionals. \$5,000 in Prizes!

BEHOLD THE GRAND LIST OF RACES AND PRIZES!

FIRST DAY, THURSDAY, SEPTEMBER 23.

- 1-Mile Novice, Bicycle, Open, 1st, Gold Medal; 2d, Gold and Silver Medal; 3d, Silver Medal.
- 2-Mile Amateur Bicycle, 5.45 Class, 1st, Fruit and Flower Stand; 2d, Silver Revolving Butter Dish; 3d, Silver Bell Spoon Holder, gold lined.
- 1-Mile Promateur Bicycle, Open, 1st, Snowflake Silver Embossed Tea Set; 2d, Silver Engraved Ice-Water Set; 3d, Cake Basket, hammered, Venetian chased, gold lined.
- 3-Mile Professional Bicycle, Handicap, 1st, \$60 Cash; 2d, \$40 Cash; 3d, \$20 Cash.
- 2-Mile Amateur Tricycle, Lap, 1st, Base Parlor Lamp, gold and oxidized; 2d, Silver Vase, gold inlaid and oxidized; 3d, Russia Leather Satchel.
- 10-Mile Promateur Bicycle, Lap, 1st, Fine Gold Watch, stem-winder; 2d, Silver Festoon Chased Tea Set; 3d, Gold Watch Chain.
- 1-Mile Amateur Bicycle, Open, 1st Silver Water Set, snowflake chased; 2d, Silver Vase, gold and oxidized; 3d, Gold Watch Chain.
- 5-Mile Professional Bicycle, Lap, 1st, \$75 Cash; 2d, \$50 Cash; 3d, \$25 Cash.
- 3-Mile Promateur Bicycle, Handicap, 1st, Silver Tilting Water Set, gold ornamentation; 2d, Clock, Persian chased, appliqué, candelabra, plaque; 3d, Pair Pearl Opera Glasses.

SECOND DAY, FRIDAY, SEPTEMBER 24.

- 1-Mile Professional Bicycle, Open, 1st, \$50 Cash; 2d, \$30 Cash; 3d, \$20 Cash.
- 1-Mile Promateur Tricycle, A. C. U. Championship (time limit, 3m. 5s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
- 10-Mile Amateur Bicycle, Lap, 1st, Lynn Prize Cup; 2d, Dessert Set, coral rose, glass and silver; 3d, Nut Bowl, gold lined, oxidized finish.
- 5-Mile Promateur Bicycle, Handicap, 1st, Gentleman's Fine Gold Watch; 2d, Épergne, engraved, oxidized, gold finish; 3d, Snowflake Chased Tilting Ice-Water Set, gold lined.
- 1-Mile Amateur Bicycle, 3.05 Class, 1st, Fishing Set; 2d, Cake Basket, gold lined, oxidized finish; 3d, Fine Russia Leather Satchel.
- 5-Mile Professional Bicycle, Lap, 1st, \$75 Cash; 2d, \$50 Cash; 3d, \$25 Cash.
- 1-Mile Amateur Bicycle, A. C. U. Championship (time limit, 2m. 50s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
- 3-Mile Promateur Bicycle, Lap, 1st, Double Walled Silver Ice-Water Urn; 2d, Shot Gun, double-barreled, breech-loader; 3d, Silver Watch.
- 3-Mile Amateur Bicycle, Handicap, 1st, Centre Piece and Fruit Dish, Crystal Dishes; 2d, Flower Stand, cut glass, gold, oxidized finish; 3d, French Pearl Opera Glasses.

THIRD DAY, SATURDAY, SEPTEMBER 25.

- 1-Mile Promateur Bicycle, Open, 1st, Lynn Prize Cup. (Special Prize for Record.) 2d, Base Lamp, gold inlaid and oxidized finish; 3d, Diamond Breast Pin.
- 3-Mile Amateur Bicycle, 9.10 Class, 1st, Base Lamp, old silver and hammered; 2d, Vase, gold finish; 3d, Gentleman's Gold Ring.
- 2-Mile Professional Bicycle, Lap, 1st, \$50 Cash; 2d, \$30 Cash; 3d, \$20 Cash.
- 3-Mile Amateur Tricycle, Lap, 1st, Photographer's Outfit; 2d, Silver Watch; 3d, Fishing Set.
- 5-Mile Promateur Bicycle, A. C. U. Championship (time limit, 15m.), 1st, A. C. U. Gold Medal, diamond setting; 2d, A. C. U. Gold Medal; 3d, A. C. U. Gold and Silver Medal.
- 1-Mile Amateur Bicycle, Lap, 1st, Fruit Dish, rich cut glass, gold, oxidized; 2d, Cigar Box, oxidized; 3d, Gentleman's Gold Chain.
- 10-Mile Professional Bicycle, Lap, 1st, \$100 Cash. (\$50 extra for Record.) 2d, \$50 Cash; 3d, \$25 Cash.
- 3-Mile Promateur Bicycle, Handicap, 1st, Handsome Oil Painting; 2d, Silver Cashmere Band Tea Set; 3d, Dessert Set, coral rose and glass.
- 1-Mile Amateur Bicycle, Consolation, 1st, Half dozen Napkin Rings, gold ground, satin case; 2d, Silver Watch; 3d, Russia Leather Satchel.

ENTRIES CLOSE SEPTEMBER 16.

All Events have Three Prizes where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., furnished upon application to E. M. BAILEY, Secretary Lynn Cycle Track Association, LYNN, MASS.

SEPTEMBER impends.

LET us call it the tournamonth.

IT is the month of months for wheelmen.

IT gives us beautiful weather for riding, and it gives us the big race meetings.

THE tournament managers have, however, given us little time to ride in this year.

WE hope to be around, and if we can squeeze a little fun into the month of hard work, we shall surely do it.

WE have often wondered if wheelmen wouldn't like to alter Dr. Watts on "Heaven," and call it a place where racing never stops, and meetings never end. What a place that would be for the makers' amateurs.

THE makers' amateurs have been pretty well abused of late, but American wheelmen are going to entrust to them the duty of maintaining America's glory on the path. We think they will do it.

WE went down to Lynn last week to see the boys ride, and we have a good report to make. They are riding in most excellent form.

WE are not going to tell you the time they made, for we don't know. The coaches and trainers keep that to themselves, and they work things so that outsiders can't get the time.

AT one point in the Lynn track there is an old broom stuck up, and the end of a house comes in at a convenient place. These are points used by the timers for starting the men, and if by any possibility the starting-points should be guessed, an outsider could hardly tell the final point. We did n't see any watch nor hold one, but we believe the boys went as fast or faster than three minutes to the mile.

IF John Bull beats Jonathan, he will have to go as fast or faster than three minutes to the mile.

THEY have got one of Victoria's subjects down at Lynn. His name is Fred Foster, and he comes from Canada. He is subject to the Queen, but we are going to put down his victories as American for all that. He is only a foster-child.

GETCHELL goes down to Lynn from Cambridge every morning, and returns at night, giving several hours each day to training. If Getch. gets a prize this fall, it can be well said that it was earned.

HENDEE and Knapp ride in couples, while Rowe goes around the track with Neilson. Burnham chooses Crocker for a mate, and that little bunch of riders going about together is made up of the pure amateurs.

THE Springfield Bicycle Club will repeat its excellent minstrel entertainment two evenings during the tournament. The boys are now reading up for new jokes.

THE Springfield track is now the centre of great attraction, and the boys are making good reports of themselves.

PERCY STONE has arrived and is now a member of the Victor team.

THEY tell of marvelous performances on the part of Rhodes and Ives, both of whom have run a mile inside of 2.33.

WOODSIDE is also riding wonderfully well, and the twenty-one miles an hour has got to go on record.

LANGDOWN, the New Zealander, is looked upon as a surprise party of the future. He is a little stiff yet from his journey, but promises well. The boys have been to walk with him, and they say if he can ride as fast as he can walk, he will go well to the front.

THE entrants for the international championship must have a record of 2.45, and to enable candidates to get such a record, a special record-breaking meeting will be held at Springfield, 4 September.

THE prizes for the promateurs and professionals at Springfield are of like value. The amateur prizes are of less value.

A TELEGRAM has been received announcing the death, 21 August, from typhoid fever, of Geo. E. Weber, the famous Star rider. This is a great blow to the racing interests of the sport, as well as to the many friends of Mr. Weber.

RATES from Boston to Buffalo for Officers' meeting, \$8.52. To be had at Fitchburg office, 250 Washington street.

EVERY one should have his machine in the best possible condition. This can be done by using a bottle of Ardill's Liquid Enamel, price 75 cents. Stoddard, Lovering & Co., agents, 152-8 Congress street, Boston.

CONTRIBUTORS' CLUB.

BELLS IN NEW ORLEANS.

Editor Cycle:—As there is quite a controversy going on in your columns on the subject of cycles being compelled by law to carry lamps and bells, this communication may not be amiss. Down here (New Orleans) we have had a law of the same kind in operation for some time past, and though there was a feeble kick at first, the kickers, in common with the rest of us, gracefully gave in without causing trouble.

From actual experience, I can testify that the carrying of a lamp or bell is little or no hindrance whatever, and in face of the fact that other vehicles are compelled to do likewise, at least as to the lamp, it is but fair that cycles should do as well. I might add, however, that the bell is of little service, there being but little occasion to use it; still, it once in a while comes in handy.

It seems to me that to take the matter into court would but endanger the cause of wheeling generally. Better submit to the law. It is but just. BI.

FROM ROBERT TODD.

LONDON, 12 August, 1886.

ABBOT BASSETT, ESQ.,

Chairman Racing Board L. A. W.,

BOSTON, MASS., U. S. A.

Dear Sir,—I duly received your letter of 27 July, with reference to the position taken up by the L. A. W. and the A. C. U. towards each other, and towards amateur riders. I have thought it best to publish your letter for the information of English riders. It is by your letter made perfectly

clear that the N. C. U. cannot consent to English amateur riders competing against the pro-amateurs of the A. C. U., a class against whom the amateurs of the L. A. W. would not be allowed to compete.

Believe me,

Yours very faithfully,

ROBERT TODD,

Hon. Sec.

ELECTRIC TIMING.

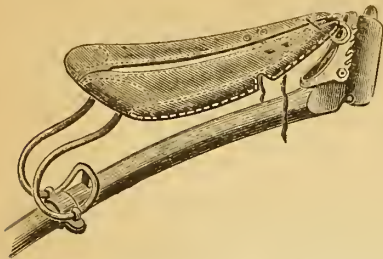
THE timing at Springfield will be done by electricity. A wire will be stretched across the path two inches beyond the tape, and one inch high. As the wheel passes over this a circuit will be closed and the time recorded. Regular time-keepers will be employed in addition to the mechanical apparatus. There will be a similar wire at the quarter pole for timing the quarter-mile distance. Electric bells will be placed at the handicap marks along the track, and as the pistol is fired these will be rung from the scratch at the moment the pistol is fired. The rider will get his signal to go before he gets the report of the pistol.

A big clock will be placed in front of the judges' stand, on which will be recorded the time in minutes and seconds of each quarter and half mile. By this means people in the grand stand will be enabled to see how fast the men are riding, and moreover, the time for the quarter will have been announced before the men have reached the half-mile. In addition to this, previous to the starting of each event, there will be displayed on a large board the best recorded time for the event about to be run, thereby enabling the spectators to know, at the finish of the race, whether or not the record has been broken.

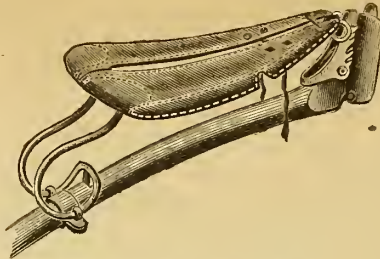
THE TANDEM RECORD.

ABOUT ten days ago Harry Corey, of the Massachusetts Club, thought it would be a good idea to make a twenty-four tandem tri-cycle record on the road, and Mr. Ducker, president of the American Cyclist Union, was notified that an attempt would be made by himself and Mr. W. H. Huntley, of the Nonantum Club, of Newton. Neither of the above-named gentlemen had been in training, with the exception of three days before on a Rudge Humber tandem which they intended to use. It was their idea simply to make a record for the time being, and if it was beaten they would try it later on. Precautions were taken by the various members of the Nonantum Club, including J. H. Lewis, vice-president of the A. C. U., to carefully check the cyclometer and attend to the riders during their rests. The tandem was fitted with 42-inch driving wheels and geared to fifty-five inches. It weighed about one hundred pounds.

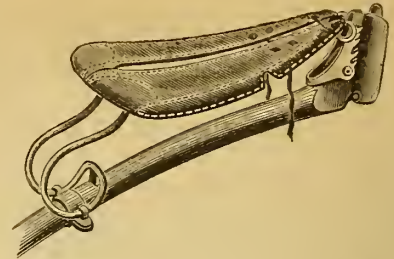
At precisely two o'clock they started from Newtonville, with Drummond and Doane in charge as pacemakers. They first went to West Newton over across Centre street to Crafts, down Crafts to Washington, thence to Babcock street, Allston, *via* Newton and Brighton, returning through Babcock street, Brighton, to Chestnut Hill Reservoir, round the Reservoir, down Chestnut Hill avenue to Brighton, through Newton to West Newton, and then back to Newtonville, arriving at 3.55; distance ridden, 24 $\frac{3}{4}$ miles. Time for



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Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

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

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The Perfect Shoe for Cycling.

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

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

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

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LYRA * BICYCLICA:

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By J. G. DALTON.

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

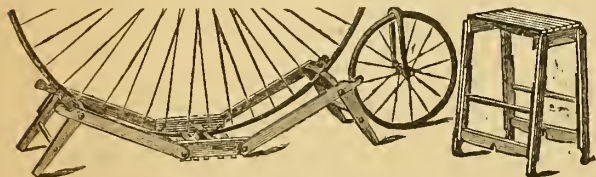
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MEDALS and BADGES,

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DESIGNS ON APPLICATION.

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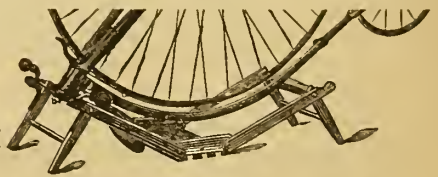


DAYTON BICYCLE STAND and CAMP STOOL.

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

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

Price, \$2.00 each.



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



RUDGE TELEPHONE MAN.

HELLO, MR. BASSETT!

I see that **Huntley** and **Corey** have made 202 miles in 24 hours on a **RUDGE HUMBER TANDEM**. Well, that's not bad, you know. I've got one of the same machines, and I tell you it is great. It catches the girls every time. Guess they think I am about right up to date.

twenty-five miles, 1 h. 57 m. They stopped four minutes for refreshments, and with the same pacemakers started at 3.59 P. M., and after circling Washington Park, they rode through Walnut street to Newton Centre, round the Lake, up Highland avenue to Needham, returning *via* Highland avenue to Beacon street, up Beacon street to Sign Boards, and returning to Walnut street, then to Newtonville. Distance, 26 $\frac{1}{2}$ miles; time of arrival, 6.04 P. M.; total, 50 $\frac{1}{2}$ miles; time for fifty miles, 3 h. 59 m. Stopped twenty-four minutes, and started at 6.28 P. M., with Kirk Corey and H. A. Fuller as pacemakers. They took the Newtonville course through Waltham, Auburndale, and West Newton, then back through Newtonville, Brighton, and Allston, circling the Reservoir, and returned to Newtonville by West Newton, arriving at 9.17 P. M. Distance, 29 $\frac{1}{2}$ miles; total distance, 80 $\frac{1}{2}$ miles. They rested ten minutes and started at 9.27, with McCurdy and Ellison in charge. They rode over the Needham course as before specified, and returned to Newtonville at 12.20 A. M. Distance, 25 $\frac{1}{2}$ miles; total, 106 $\frac{1}{2}$ miles. Rested twenty minutes and started at 12.40 A. M., and started over the Newtonville course, with Drummond and Kirk Corey in charge, returning at 1.23 A. M. Distance, 7 $\frac{1}{2}$ miles; total, 113 $\frac{1}{2}$ miles.

Stopped five minutes, and started at 1.28 A. M., with Fuller and Kirk Corey, who attended in charge, and rode over the Brighton and Allston course, returning to Newtonville, arriving at 4.30 A. M. Distance, 22 $\frac{1}{2}$ miles; total, 135 $\frac{1}{2}$ miles. Stopped thirty-seven minutes and started at 5.07 A. M., with McCurdy and Williams in charge. Rode through Waltham, West Newton, and Auburndale, returning to Newtonville at 6 A. M. Distance, 7 $\frac{1}{2}$ miles; total, 142 $\frac{1}{2}$ miles. Stopped two minutes and started at 6.02 A. M., with Drummond and Williams, over the Needham course, returning at 9.18 A. M. Distance, 26 $\frac{1}{2}$ miles; total, 169 $\frac{1}{2}$ miles. Stopped twenty-two minutes and started at 9.40 A. M., with Sidwell and Porter, over the Newtonville course, returning at 10.20 A. M. Distance, 6 $\frac{1}{2}$ miles; total, 175 $\frac{1}{2}$ miles. Stopped seven minutes and started at 10.27 A. M., with Sidwell and Marple in charge, over the Brighton and Allston course, returning, *via* Newton Centre to Newtonville, at 12.47 P. M. Distance, 18 $\frac{1}{2}$ miles; total miles, 194. Stopped three minutes and started at 1 P. M., with Drummond and Williams in charge. Went through Waltham, returning, *via* West Newton, to Newton-

ville at 1.52 P. M. Distance, 8 $\frac{1}{2}$ miles; total, 202 $\frac{1}{2}$ miles for the twenty-four hours.

Had it not been for the severity of the weather through the night, which stiffened Corey's muscles, a higher record would have been made; but being on the front of the tandem, and the night being very cold, he got the full benefit of the dampness and wind.

Both riders feel confident that they can make close on to two hundred and fifty miles, and will probably try it again later on if a suitable time can be found.

They will attempt some of the shorter records very soon, and feel confident they can make fast time.

A few days before the race, they rode ten miles in forty-four minutes. The tandem used was a Rudge Humber, similar to the one Jos. Pennell, the author of the articles in the *Century Magazine*, "A Canterbury Pilgrimage," used during his tour in Italy.

ENGLISH RECORDS.

At the Coventry track, on Friday, 6 August, Englehart made a run for a safety record on a Kangaroo. He made the following records: two miles, 5.37; that beats English record, but is behind the American. Three miles, 8.27; four miles 11.14; five miles, 14.01 $\frac{1}{2}$. The three-mile time beats the world's safety record. The four-mile time beats the world's safety record and the English record of the ordinary bicycle, which was 11.24. The five-mile time beats the amateur record for the world on any kind of machine, but is behind Rowe's promateur record of 13.57 $\frac{1}{2}$.

At the Coventry track, on Friday, 6 August, F. S. Buckingham make a run for a tricycle record. He succeeded in scoring the following times. Those marked with an asterisk are best English record. The American record was not touched:—

MILES.	M.	S.	MILES.	M.	S.
$\frac{1}{4}$	0	43 $\frac{1}{2}$	$\frac{2}{4}$	*8	29 $\frac{1}{2}$
$\frac{1}{2}$	1	26 $\frac{1}{2}$	$\frac{3}{4}$	*9	17
$\frac{3}{4}$	*2	11	$\frac{1}{2}$	*10	6
1	2	56	$\frac{3}{4}$	*11	44 $\frac{1}{2}$
$1\frac{1}{4}$	3	44 $\frac{1}{2}$	$\frac{1}{2}$	*12	34
$1\frac{1}{2}$	4	32 $\frac{1}{2}$	$\frac{3}{4}$	*13	22 $\frac{1}{2}$
$1\frac{3}{4}$	5	20	$\frac{1}{2}$	*14	11
2	6	6 $\frac{1}{2}$	$\frac{3}{4}$	*15	0
$2\frac{1}{4}$	*6	53	$\frac{1}{2}$	*15	40 $\frac{1}{2}$
$2\frac{1}{2}$	*7	40 $\frac{1}{2}$			

A run for a record was made at Paignton, on 4 August. Fenlon, Ball, and Bucking-

ham (on his safety) did the running. The records were not touched till the eighth mile, when Fenlon knocked a fifth of a second off English's record of 23.28 $\frac{1}{2}$, making the fraction three fifths. At the eleventh mile the English records began to fall and were broken by Fenlon, with one exception, to twenty-five miles. Rowe holds world's records to twenty miles, and these were not touched, but above the twenty miles the English hold the world's records, and the times below take this record:—

MILES.	OLD.	NEW.
11.....	0 32 16	0 32 19 $\frac{1}{2}$
12.....	0 35 14	0 35 15
13.....	0 38 12	0 38 16
14.....	0 41 8	0 41 26
15.....	0 44 5	0 44 29 $\frac{1}{2}$
16.....	0 47 7	0 47 26
17.....	0 50 11	0 50 22
18.....	0 53 11	0 53 20
19.....	0 56 15	0 56 15
20.....	0 59 16	0 59 6 $\frac{1}{2}$
21.....	1 2 27	1 3 45
22.....	1 5 31	1 6 51
23.....	1 8 35	1 10 9
24.....	1 11 40	1 13 26
25.....	1 14 38	1 16 41 $\frac{1}{2}$

One hour, 20 miles, 380 yards.

G. P. MILLS, the English rider, who made so much fame in his John-o'-Groat's ride, has just put up the English twenty-four hour bicycle record to 273 miles.

THE greatest safety for night riding is a thorough *reliable* lamp. The celebrated "King of the Road" has the above quality in a very marked degree. Stoddard, Lovering & Co., 152 and 158 Congress street, Boston.

THE PATH.

NEWCASTLE, PA., 19 Aug. — Races under the auspices of the Newcastle Club.

One-Mile Novice. — C. D. Pierce (1), 3.20 $\frac{1}{2}$; L. N. Crawford (2). *Half-Mile Open*. — S. P. Hollingsworth (1), 1.27 $\frac{1}{2}$; C. M. Brown (2). *One-Mile 3.10 Class*. — C. M. Clark (1), 3.35 $\frac{1}{2}$; Elder Morehead (2). *One-Mile Open*. — C. M. Brown (1), 2.59 $\frac{1}{2}$; S. P. Hollingsworth (2). *Two-Mile Open*. — C. M. Brown (1), 6.54; S. P. Hollingsworth (2). *One-Mile 3.00 Class*. — S. P. Hollingsworth (1), 3.09 $\frac{1}{2}$; W. A. Crawford (2). *Quarter-Mile*. — L. A. W. Pennsylvania State Championship, C. M. Brown (1), 42 s.; W. S. Crawford (2). *Boys' Quarter-Mile*. — F. Johnson (1), 1.03; L. Seckler (2). *Two-*

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RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE No. 4263.

Miles 2.30 Class, — S. P. Hollingsworth (1); Banker (2).

WILLIAMSPORT, PA., 19 Aug. — Races under auspices of the Pennsylvania Division, L. A. W. — *One-Mile Novice*, — A. Monnies (1), 3.08½; J. B. Nallen (2). *Half-Mile Ride and Run*, — N. R. Hubbard (1), 2.05; J. B. Nallen (2). *Half-Mile Williamsport Club Championship*, — J. W. Rowman (1), 1.23. *Quarter-Mile Heat*, — H. C. Hersey (1), 39½s.; W. J. Wilhelm (2). *Two-Mile Amateur*, — G. W. Hank (1), 6.36. *One-Mile State Championship*, — J. R. Schlager (1), 2.47. *One-Mile Hands Off*, — B. Brown (1), 3.23½. *Three-Mile State Championship*, — J. R. Schlager (1), 9.22; W. J. Wilhelm (2). *One-Mile Team*, — Scranton team (1), 2.48½. *Five-Mile Lap*, — W. J. Wilhelm (1). *One-Mile Club*, — E. L. Sheffer (1), 3.08½. *One-Mile Consolation*, — E. Gohl (1), 3.02.

WEEDSPORT, N. Y. — Races under the auspices of the Weedsport Club.

Half-Mile Novice, — L. W. Putnam (1), 1.35; W. B. Perry (2). *One-Mile Open*, — J. R. Rheubottom (1), 2.58; E. H. Gamble (2). *Half-Mile Boys*, — Bert Kenyon (1), 2.17; Henry Brewster (2). *One-Mile Handicap*, — J. R. Rheubottom, scratch (1), 3.04½; L. W. Putnam, 100 yards (2). *One-Mile 3.20 Class*, — B. A. Pratt (1), 3.20½; W. B. Perry (2). W. F. Herring (3). *One-Mile Central N. Y. Championship*, — C. E. Titchener (1), 3.09½; J. R. Rheubottom (2). *One-Hundred Yards Slow*, — J. R. Rheubottom (1), 1.56; J. G. Elbs (2). *Half-Mile Hands Off*, — J. R. Rheubottom (1), 1.42; J. G. Elbs (2). *One-Mile Tricycle*, — W. F. Herring (1), 4.46½; J. R. Rheubottom (2). *One-Mile Ride and Run*, — W. H. Stone (1), 4.42½; John G. Elbs (2). *Three-Mile Lap*, — C. E. Titchener (1), 9.4.4, 24 points; J. R. Rheubottom (2), 18 points. *Half-Mile, 1.40 Class*, — W. H. Stone, 1.40; C. J. Connelly (2). *One-Mile Consolation*, — F. L. Dunbar (1), 3.44; E. J. Rice (2).

THE Ilderan Bicycle Club, of Brooklyn, will hold a twenty-five-mile road race for the club championship on 13 Sept. A score or so of members have entered, and first and

second are to be rewarded with gold medals, while the first six will constitute the team to represent the club in the New York and New Jersey road race in November.

IN the competition for the twenty-five-mile amateur bicycle championship of Victoria, on the Warehousemen's Ground, Melbourne, 10 July, Con Dwyer was credited with lowering the record for twenty-five miles to 1h. 15m. 1½s. Maltby and Rollinston, the American cyclists, have been giving exhibitions of trick-riding at Botany, near Sydney, their feats causing something of a sensation.

THE North Attleboro' Club will hold a race meeting 15 Oct.

THE first prize in the five-mile race at the Orange Wanderers' Cycling Tournament, 4 Sept., is a Beeston Humber Racing Bicycle, value \$150, donated by Llewellyn H. Johnson, Humber & Co.'s United States agent. So desirable and valuable a trophy will undoubtedly attract a large field of flyers and add greatly to the interest of the meet.

DENVER is at last to have a race-course worthy of her wheelmen. Arrangements have been perfected by the Colorado Wheel Club, whereby the exposition half-mile track will be put in first-class order for bicycle racing, a grand stand and dressing rooms built, and everything done to make an attractive place. The track will be forty feet in width, and the fastest one in the West.

THE Massachusetts Club will hold a series of road races the latter part of September.

THE Farmers and Mechanics Association will hold bicycle races at their fair to be held in North Attleboro', 14 Sept. The races will be managed by the Columbia Bicycle Club of North Attleboro'.

A CABLEGRAM from Berlin, on 16 Aug., says: "The races for the bicycle and tricycle championships of Europe took place today. The bicycle race was won by Hale of Gainsborough, and the tricycle race by Kid-erlen of Delft."

As predicted early in the season, the Buffer Saddle has had a most flattering run, and it well deserves it. Stoddard, Lovering & Co., sole United States agents, 152-8 Congress street, Boston.

COMING EVENTS.

AUGUST.

26, 27, and 28 Thursday-Saturday. — Race meeting of the Cleveland Bicycle Club.

27, 28, Friday, Saturday. — Annual races of the New Orleans (La.) Club.

28 Saturday. — Annual meet and races of the New Jersey division, at Millville, N. J.

Races of the Albany Wheelmen, at Albany, N. Y.

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

SEPTEMBER.

1 Wednesday. — Race meeting of the Troy (N. Y.) Club, nine open races. W. M. Thiessen, 556 Fulton street.

3, 4 Friday, Saturday. — New York division meet and races, at Buffalo, N. Y. Five mile L. A. W. championship.

4 Saturday. — Race meeting of Orange Wanderers, and opening of Roseville track.

6 Monday. — Grand tour of the L. A. W. from Niagara Falls and Buffalo, through Central and Southern New York, Virginia, and the Shenandoah Valley, winding up at Harper's Ferry, 18 September. Entries now open with the Marshals.

Annual meet Ohio division, at Massillon, Ohio, on invitation of Massillon, Canton, and Alliance Clubs. Apply to Jos. S. Meyer, Jr., 37 N. Market street, Canton, Ohio.

Annual meet Ohio division, at Massillon, Ohio.

8 Wednesday. — Third annual race meeting of the Connecticut Bicycle Club at Charter Oak Park, Hartford, Conn.; two days.

9 Thursday. — Meet and race meeting of Cal. Div. Three mile L. A. W. championship.

10 Friday. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass.; two days.

11 Saturday. — Races of Harlem Wheelmen at Manhattan Grounds, New York. Entries close 4 September, to F. L. Bingham, 49 Rose street, New York.

10, 11 Friday, Saturday. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass.

13 Monday. — Road race of Ilderan Bicycle Club, of Brooklyn, N. Y.

14 Tuesday. — Races at Cortland, N. Y., by Cortland Co. Cyclists Club.

Races at Farmers' and Mechanics Fair, No. Attleboro', Mass.

- 14 to 17 Tuesday to Friday.—Springfield Bi. Club's annual tournament, at Hampden Park, Springfield, Mass.
- 18 Saturday.—Races of Associated Clubs at Allegheny City, Penn.
- Races of Passaic County Wheelmen, at Clifton, N. J.
- Fall race meeting of K. C. W., at Brooklyn, N. Y. Entries to C. Schwalbach, 124 Penn street, Brooklyn. Close 11 September.
- 21, 22, 23 Tuesday-Thursday.—Bicycle races at Junction City, Kansas. Apply to Charles S. Davis, Junction City, Kansas.
- Races at Queen's County Fair, Mineola, L. I.
- 22, 23, Wednesday, Thursday.—Races of the Winona (Minn.) Club, and meet of Minnesota Division, on the 22d, five-mile N. W. championship; 23d, twenty-mile L. A. W. championship.
- 23, 24, 25 Thursday-Saturday.—Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.; three days.
- 27 Monday.—Annual 100-mile race of Boston Bicycle Club. Entries to R. J. Tombs, 36 St. James street.
- 28 Tuesday.—Kansas L. A. W. division meet and races, Junction City, Kan.
- 30 Thursday.—First day of tournament of New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederic Jenkins, manager, Oraton Hall, Newark, N. J.

OCTOBER.

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

MISCELLANEOUS

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

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

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

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

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

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

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

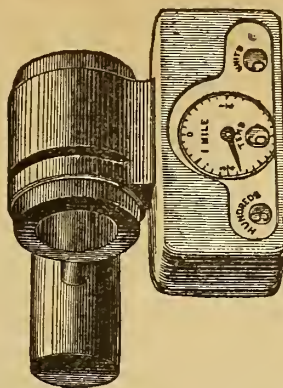
BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

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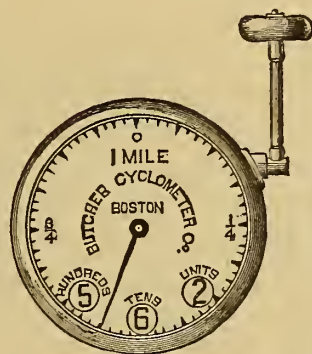
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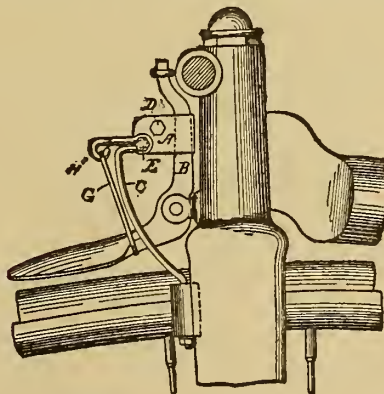
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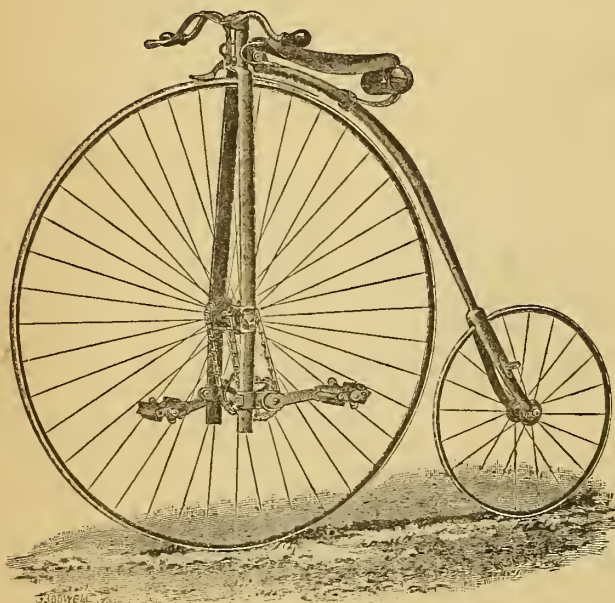
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