

The Cycle.

VOL. I., No. 18.

BOSTON, MASS., 30 JULY, 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.

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.

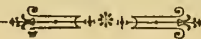
IT IS MANUFACTURED BY

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., 30 JULY, 1886.

No. 18.

TERMS OF SUBSCRIPTION.

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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.

THE Orange Wanderers are indignant at the attack made upon them by Karl Kron in the *Bulletin*. We think they are justly indignant, for nothing that they have done warrants the language used by the New York gentleman. Wheelmen in asserting their rights often forget that others have rights as well as themselves. The circumstances of this case go to show that the Orange wheelmen acted in a spirit of fairness towards those who use the highway, and were willing to put themselves to some inconvenience in the interest of the great public. Public safety will soon call for a lantern and bell after nightfall, and wheelmen will have to submit to highway regulations of this kind. Already laws of this kind have been passed in places near Boston, and we shall have more very soon. Karl Kron's intemperate language, if regarded, will lead to serious difficulties between wheelmen and town authorities.

1. THE Racing Board has voted to approve the rules of the A. C. U., and now there can be peace between the two organizations. This does not mean that the League abandons racing, for those who want to, can still employ League rules. The A. C. U. has agreed to admit none but amateurs to ama-

teur races, and this is all the League has ever asked of it. So long as amateurs are protected, it matters not to the League how many classes they divide all others into.

It has not been strange that the non-wheel press has been full of idle gossip and false reports during the little discussion between the L. A. W. and A. C. U. It was to be expected. The wonder is that a great many of the foolish articles have been reproduced in the *Bulletin*.

THE *Bulletin* is printing very long articles to show that the circulation of that paper is larger than that of any wheel paper in America. No need to dispute this. The *Bulletin* has a very much larger circulation than the CYCLE. We wish we could say otherwise, but we can't.

THE clergymen start on their tour next Tuesday. We suppose they have given Satan such a drubbing that he will not get up while they are away. It is very certain that they will be in better condition to meet him on their return.

THE man who really enjoys wheeling is he who avoids its squabbles and strife, does not spurt, and never rides too far. — *Globe*.

WE are inclined to offer a very liberal reward for the man who can fill this bill. Tastes differ. It was only the other day that a wheelman said to us: "I tell you what it is, there is n't any fun in wheeling unless you can go it like jingo." And yet we believe this man "really enjoys" wheeling. We wonder if our contemporary ever saw a happy man. If not, we would like to show him a wheelman just in from a run, who has "broken up" every other member of his club.

THE League having given up all jurisdiction over road racing, there was a very unusual mingling of professionals and amateurs on the occasion of McCurdy's ride. We don't know that any harm was done, but it cannot occur again, for the A. C. U. will take up what the L. A. W. has abandoned, and men must keep to their own class in road racing as well as path racing.

MR. A. KENNEDY-CHILD, who was one of the first to discourage the times made at Springfield and elsewhere, arrived last Monday and intends to remain with us for a year,

perhaps more. He will locate in Hartford, where he has friends. He appeared anxious to meet the editor of the late *Cyclist and Athlete*, who promised him a coat of tar and feathers, as he never liked to disappoint any one, and was also anxious to pay his respects to Mr. Aaron, of the *Bulletin*. He speaks well of the League, and thinks they have made a mark by standing by their rules, and is apparently not in sympathy with the N. C. U. of England for their recent backdown in the amateur wrangle. — *Jenkins in Sporting Life*.

THE Racing Board, in formal resolution, date of 9 July, disclaims all jurisdiction over road racing, as it "cannot be practised save in defiance of law," and the League "is an organization formed to secure to wheelmen all their rights under the law." As the Board has heretofore neither recognized nor disclaimed road racing, this formal declaration was called for in view of the fast increasing popularity of this department of the sport, and the disclaimer seems just and what should have been expected. As far as its influence on road racing goes, however, that will probably be small. Road racing is so essentially an amateur pastime, a practical sport, so to speak, that brings out the qualities of the every-day rider and the every-day machine, that it is a particularly attractive one, and where roads may be obtained without conflicting with the laws, or arrangements may be made with the authorities, the races may continue to be held and the records broken, while yet not antagonizing the position that the Racing Board takes, or asking of it what it cannot consistently give. — *Providence Journal*.

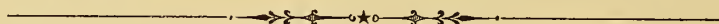
THE promateurs are to be confined to races among themselves, but the Pope Manufacturing Company controls Rowe, Hendee, Knapp, and Burnham, undoubtedly the best men in America. These four men are not to be allowed to race against each other, but are to be scattered around at various meetings to down all comers from the ranks of rival manufacturers. It is tolerably certain that every promateur race will fall to the lot of one of these men, and their less speedy rivals will be defeated time after time. It does not stand to reason that the employers of the defeated men will stand this state of affairs long, and in consequence they will withdraw their patronage. The only hope for this class that I can see at present is that some of the second-raters of last season will develop unexpected form, good enough to down the Pope Company and its flying employes, and this seems extremely improbable, as with the exception of the performances of Rowe, Hendee, and Knapp, we have heard of no startling time this season. If things continue as they have begun, the season of 1887 will find the four fast men forming "Promateur Class, Pope Manufacturing Company, managers and proprietors." — *Journal*.

THE 24-HOUR RECORD

MADE ON THE

★ ★ ★ ★ **STAR** ★ ★ ★ ★

280 $\frac{1}{32}$ MILES.



As a practical illustration of the superior application of power, and easier style of foot and leg motion, on the STAR, we will mention that McCurdy, immediately after doing 280 miles on the STAR, ran easily up a long flight of steps; while after his attempt on the crank machine last year, and riding a much less distance, he was unable to walk up-stairs unaided for a number of days. This shows conclusively that the imaginary disadvantage of having to "lift the legs" on a STAR is practically an advantage, and easier on the rider.

**Corey Hill, 3 times. 100-Mile Road Race, Twice,
50-MILE RACE, ETC. ETC.**

The STAR is *the* practical road wheel for all kinds of riding, and we challenge the world to show its equal. Sole Makers,

The H. B. SMITH MACHINE CO., Smithville, N. J.

Sole Agent for Eastern Massachusetts,

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

THE vagaries of bicyclers are extraordinary to the eyes of the non-wheeling citizen. It is not the fashion just now to be seen in knee breeches on ordinary occasions, and the schemes resorted to by out-of-town bicyclers to appear like other people on the streets, when they have come to town in cycling suits, are various and absurd. It is not an uncommon thing, among those who are in the intimacies of such things, to see a man wearing long trousers over his short ones.

But the most novel of all these methods of concealment that have come to the Historian's knowledge is that adopted by young Mr. Q—, of Waltham, who goes about these hot days wearing a long seersucker duster, that comes clear down to his heels, as a disguise. — *Record*.

THE wheeling mania seems to have a permanent hold in Hartford. Local wheelmen, particularly those of the new Hartford Wheel Club, are like the typical Irishman with the chip, always looking for a race. They have taken part in a number of races already, including a 20-mile road race of their own, the State road race of the same length, and the East Hartford spring meet. It is understood the Connecticut Bicycle Club will reserve one race for the Hartford Wheel Club at the big meet 8 and 9 September. But the riders cannot wait for that, and have races arranged at Charter Oak Park for Wednesday next. Half a dozen wheelmen on bicycles and tricycles can be seen speeding almost every evening at the park. Once a week also there is a miscellaneous gathering at the park of wheelmen from all the clubs within a radius of several miles, and there is some very good speeding. The women are riding a good deal this summer, though they prefer the cool evenings to the daytime. Several tandems are owned here, and these, with the light special tricycles made at the Weed shops here, are the sorts most used. — *Springfield Republican*.

THE Coventry Machinists' Co. have come out with a new tricycle which is thus spoken of by the *News*: "We have been enjoying a ride upon a tricycle which the Coventry Machinists' Co. have just made to the specification of a distinguished amateur. It differs but slightly from the standard pattern of the 'Marlboro' Club," but it is in these trifling details that the excellence of such a machine, for fast riding, consists. A twenty-four-inch steering wheel, combined with the coiled-wire springs on the fork ends, reduces the vibration wonderfully, and as the machine has full-sized rubbers in the hollow rims, the motion is exceedingly smooth and comfortable, albeit the low handles, full-length cranks, and sixty-inch gearing combine to make it essentially a tricycle for speed.

WILLIAM B. PAGE, of the University of Pennsylvania, high jumper and cyclist, arrived at Glens Falls, N. Y., 11 July, on his annual bicycling tour, which he proposes shall this season extend over a distance of two thousand miles. This is Mr. Page's fifth annual bicycle trip, and when it is completed he will have travelled nearly 7,000 miles. In 1882 he covered 260 miles; in 1883, 200 miles; in 1884, 1,400 miles; and in 1885, 1,188½ miles. During four con-

secutive days of his last trip he made 398 miles, and on a single day 141 miles.

THE committee on the illuminated parade at St. Louis have wisely seen the advantage of making it the centre of a series of cycling events, and grasping the opportunity changed the date of the parade to Friday, 1 October, with a road race Saturday morning, races at Union Park Saturday afternoon, a concert and general good time in the evening, with a run to DeSoto the day following. The whole occasion to be a Western inter-State meet. With this idea the chief consuls of the Western States have been addressed by Chief Consul Rodgers.

MR. SUMNER B. ELY, of Chicago, and Mr. Harry Slade, of Quincy, started for a trip to Portland, Me., last Tuesday, on bicycles.

CONTRIBUTORS' CLUB.

"REPRESSIVE" LEGISLATION.

Editor of the Cycle: The Orange riding district is composed of the city of Orange and the adjoining townships of East Orange, South Orange, West Orange, Bloomfield, and Montclair. In this district are about 100 miles of macadam roads, which offer to wheelmen very great advantages.

There have always been many cyclists in this district, but the past fifteen months have shown a remarkable growth in their number. This increase has been largely due to the opening of four stores dealing in wheels and their accessories, and to the activity of the local club. The dealers have rented cycles, taught numbers to ride, and sold dozens of machines. Beside these recruits, there are many who have hired tricycles and tandems occasionally, and so become more or less interested in cycling. The activity of the Orange Wanderers has resulted in doubling their club membership (now forty-six), and in a number of successful public entertainments. A new club, the East Orange Wheelmen, has also been formed.

Perusal of these facts will indicate that the riders living in the Orange district are now numbered by hundreds, while many others from the immediate vicinity, Newark, Elizabeth, etc., are constantly using our roads. This large number inevitably contains some persons not too careful of others' rights. It is noticeable here, as elsewhere, that there are some riders who often ignore the fact that others than themselves have any rights upon the road.

The Orange common council some time ago took into consideration an ordinance to compel cycles to carry lanterns after dark, and a bell or whistle at all times, in order to give notice of approach. When the Orange Wanderers learned that such action was certain to be taken, they decided to advocate it, in order to secure its passage in a reasonable form, and to put themselves on record as favoring suitable regulations. The club membership embraces business men, clerks, ministers, doctors, lawyers, and ladies. It is not a youthful organization, and it is fully competent to judge of the necessities of its situation.

It seems hardly necessary to enter upon a

defence of the practice of carrying lanterns and bells. The simple fact that a cycle moves noiselessly, without giving warning of its approach, and so startles both pedestrians and horses when suddenly meeting or passing them, *especially at night*, is sufficient reason why lanterns and bells should be carried. It is perfectly preposterous to assert that other vehicles move without noise on macadam roads. Their approach is easily distinguished at a considerable distance.

It is not pedestrians and teams, however, which *alone* may suffer. Accidents between wheelmen are constantly barely avoided, because cycles rush unannounced almost upon one another. I have seen accidents escaped by a hair's-breadth where the parties had no lanterns, which would not have been possible had they carried them.

A large proportion of our wheelmen are forced by their business hours to ride chiefly in the evening. Throughout the season, also, very many carriages are upon the road every night. It is consequently of the highest importance that such habits should be formed as will be most fair to all, and will reduce the possibility of accidents to a minimum.

Some wheelmen have complained of the passage of an ordinance bearing upon cyclists. I fail to see the force of their objections. They have gotten used to riding in the dark themselves, and do not want to be forced to carry a light. But reflection will surely show them that they have a duty to perform to others, and that they must respect the rights of others if they in turn wish to have their own rights respected. It is certainly a common right of every one to have reasonable notice of the approach of every vehicle, and this cannot be given by cycles at night unless a lantern is carried, and in the daytime a bell or whistle.

No one is more ready than I to demand for wheelmen their full rights, and no club will do more than the one of which I have the honor to be the executive officer, to maintain them. But I believe, with my club, that it is just as much our duty to secure fair play *from* wheelmen as fair play *to* wheelmen, and that by acting fairly toward others we shall best secure fairness toward ourselves.

The people of the Oranges are in every way favorably disposed toward cyclists, and few "road hogs" exist to annoy us. The ordinances passed by Orange and West Orange are not aimed at any rights, but are simply an attempt to protect non-wheelmen. I beg the cyclists of our vicinity to consider the matter in this light, and to act in accordance with the very simple requirements of the law.

There is no reason to suppose that strangers will be subjected to any undue annoyance. A kindly feeling exists toward wheelmen, and the police of the towns have often shown themselves to be considerate and obliging. The question is a simple one of fair play. Cycles advance very rapidly and entirely noiselessly. All other vehicles make a considerable noise, which gives warning of their approach.

If one occasionally finds it necessary to run a short distance upon a side path, it is proper that he should politely request pedestrians to give way, and not violently ring them off. But on the road, it is folly to try

Extraordinary Demand! A Perfect Wheel Appreciated!! Agents Wanted Everywhere!!!

ROYAL MAIL!

THE Wheel of the Year! The MOST COMPLETE and IMPROVED BICYCLE Ever Offered.

Best Road Record of 1885, 5,056 Miles on One Wheel, won by ROYAL MAIL.

Demand for these Superb, Strictly High-Class Machines Continues UNABATED.

ORDERS FROM ALL OVER THE COUNTRY.

ONLY WHEEL WITH TRIGWELL'S BALL HEAD!

*BARGAINS. — A few 1886 Model, Slightly Second-Hand, Exchanged for Other Sizes.
Send for our Second-Hand List, — Bargains.*

WM. READ & SONS, No. 107 WASHINGTON STREET,
BOSTON, MASS.

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

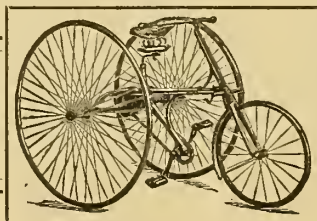
Syracuse, N. Y., July 1, '86.
To say that I am pleased
with the Apollo is very mildly
putting it. I can find only two
words that can express my
feelings: it is a "Jim Dandy."
Yours, etc.,
FRED. BRIGHAM.

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

to depend upon the voice, though of course it is sometimes best to use it. A bell or whistle is necessary.

When an educated man, presumably a gentleman, deliberately indulges in a violent attack upon a reputable organization, his conduct receives the contempt of all fair-minded men. When such a man not only makes an attack, but throws aside the habits of polite society, and even ignores common decency in the grossness of his language, he exhibits his character in a most unfavorable light. And the cause for all this is simply that the man does not approve of some action taken by the said organization, though it is none of his business at all. It is hardly necessary to add that the wishes of such a man need not be much respected.

A certain Mr. Lyman H. Bagg, known in the wheel press by the pen name of "Karl Kron," is such a person.

Mr. Bagg finds vent for his spleen in characterizing the action of the Orange Wanderers as "stupid betrayal;" "atrocious and unaccountable . . . act of treachery;" "unpardonable sin;" "accursed folly;" "intolerable effrontery;" and "a monumental blunder which is worse than a crime."

The Orange Wanderers care nothing for Mr. Bagg, or for any man capable of writing so vulgar a letter. They do, however, resent the use of the insulting language which characterized his attack on page 80 of the *Bulletin*. Every wheelman who is acquainted with the club knows the members full well as enthusiastic cyclists. Of course, the Orange Wanderers do not expect to have all wheelmen agree with them; but when they disagree, and publish their opinions, it is only fair to expect that ordinary courtesy will be shown.

Mr. Bagg tries to bolster up his attack by referring to what, he says, are the sentiments of their most experienced and distinguished member, L. H. Johnson.

I know Mr. Johnson as a gentleman, a fellow club member, and, I trust, a friend. It is somewhat singular that the assertion that he is "bitterly hostile" to the club's action should come first from a stranger and non-resident.

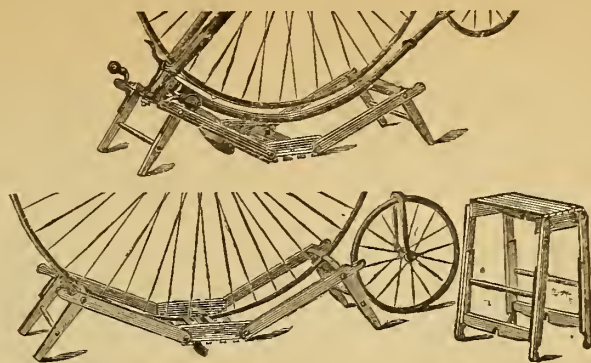
When the matter was discussed in club meeting, Mr. Johnson did not oppose it. I am not sure that he was in the rooms at the time, but if he was not, he was not farther off than down one flight of stairs at his office, and he certainly knew what was to be done. There was no dissenting voice on the motion.

I am loth to believe, under these circumstances, that Mr. Johnson has been correctly reported. The time for opposition was when the matter was being discussed. I cannot think that he, if opposed to it, would remain silent at the time, and afterwards attack his club.

Though, in Mr. Bagg's elegant language, the Orange Wanderers are but a "crowd of smooth-spoken camp followers," whom he wants to hold . . . up to the lasting execration of every wheelman," we shall pursue our course as peacefully, and probably quite as prosperously, as heretofore.

LUTHER H. PORTER,
President Orange Wanderers.

26 JULY, 1886.



BICYCLE STAND AND CAMP STOOL.
PATENTED AND MANUFACTURED BY A. W.
GUMP, DAYTON, O.

THE above cuts show the new bicycle stand and camp stool which has been patented by A. W. Gump, of Dayton, O.

As shown by the engraving, it can be used for holding the bicycle when not in use. The bicycle can be inverted when it is necessary to clean it, so that the wheels revolve, making it easier to remove mud and dirt. The bicycle stand can instantly be converted into a camp stool, or it can be folded into very small space. It is strong and light and holds the bicycle firmly. It is made of ash, varnished on the wood, and weighs five and one half pounds. It is easily adjustable to different sized bicycles.

The stand is meeting with popular favor, and it will undoubtedly have a large sale among riders and dealers. The manufacturers will supply it made of black walnut or other fine woods, and the trimmings can be nickel-plated. The clubs will probably go in for the better quality stands, and they will do for prizes.

THE JOHN O'GROATS' RECORD.

THIS record is coming down to very small figures. Now we have the eight hundred and sixty-one miles traversed by G. P. Mills, of the Anfield Bicycle Club, in five days, one hour and forty-five minutes, beating the best previous record by one day, six hours and forty minutes. He rode an ordinary bicycle, 53-inch Humber, with ball bearing head. Mr. Mills started from Land's End at midnight, 11 July, and helped on by pacemakers and fellow clubmen, he reached Edinburgh in three days. After leaving Perth he encountered a heavy wind, which blew against him till the finish, reaching John O'Groats at 1.45 on Saturday morning. Mills is not satisfied with this record, and says that if it had not been for wind, he would have made two hundred miles a day.

WILCOX'S RECORD.

GORMULLY & JEFFERY, Chicago, Ill.

Gentlemen: I have the pleasure to inform you that my champion and I have to-day covered the following distances in the following time, viz.:—Twenty miles in 1.15; 3.; twenty-five miles, in 1.42.2.; fifty-one miles, in 3.52., straight away, over a hilly road and a bad head wind, Messrs. Gleason and

Hutto, of Tipton; Wainwright and Allen, of Noblesville, and Wilson and Huess, of Greenfield, acting as timers. The hundred miles were made in 9h. 10m. I believe that these records have never been touched by a heavy roadster, and you understand that the route was fifty-one miles long, not crossing a ten-mile stretch of perfect road.— Respectfully yours,

E. H. WILCOX.

INDIANAPOLIS, 17 July, 1886.

G. LACY HILLIER'S OPINION.

CHAIRMAN BASSETT, of the CYCLE, is having a hard time of it in America; and if it will help him any in the lot he has chosen, he has the sincere sympathy of all right-thinking Englishmen, who can admire one man's efforts against the tide of popular feeling to keep some of the real meaning of "amateur" about the definition of a cycle rider. Mr. Bassett is being abused all round, as far as we can see, and any scribe who is hard up for a subject to write upon at once pounces on the unfortunate Chairman of the Racing Board, and does not rest till he has done his best to hold him in print up to the ridicule which touches the feelings so deeply of most men. Bassett, however, seems unaffected by these endeavors to turn him from the path of duty, and his list of suspends grows larger and larger. The respect we once felt for the American racing man gets less and less, and we wonder where sport and sporting instincts are going to in the gulf of time, and whether they will ever rise again to the respectable height they once occupied. People talk about the makers over here controlling the press; but no one can say the English papers, as a rule, lose all respect for their principles by backing up a state of things such as this, which is rotten to the core. Looking at the various American papers, the CYCLE seems to us the only one which goes heartily against the makers' amateur, and we respect Chairman Bassett for having principles, and not being afraid to stick to them.— *Bicycling News*.

NOTES OF A CYCLIST.

THE new Rover looks like a better machine than the earlier ones. The frame appears more rigid and decidedly stronger. I believe it is also lighter, and it seems a trifle less sensitive. If it will stand the strain of steady work, it ought to become popular.

A MONTHLY bicycle paper is to make its appearance in San Francisco in August. It is to be called the *Pacific Wheelman*.

RHODE ISLAND wheelmen have been eating clams this week at Crescent Park, Providence. After they have finished eating, it is thought there will be shells enough to build a new road across the State.

"I. C. U. are getting the A. C. U. and the N. C. U. confounded," said Brown to a newspaper reporter. "L. A. W. is that so?" said he of the press gang. The future is full of promises for confusion in this matter, and the lay press will soon get into a horribly dazed state regarding the two unions.

THE New Orleans tourists, A. M. Hill, C. M. Fairchild, and H. W. Fairfax, have published a letter of thanks to the members of the League for the kindness and courtesy shown them during their trip. The letter concludes as follows: "To all of these clubs and gentlemen we tender our heartfelt thanks. They made our tour pleasant and enjoyable when otherwise it would have been most tedious."

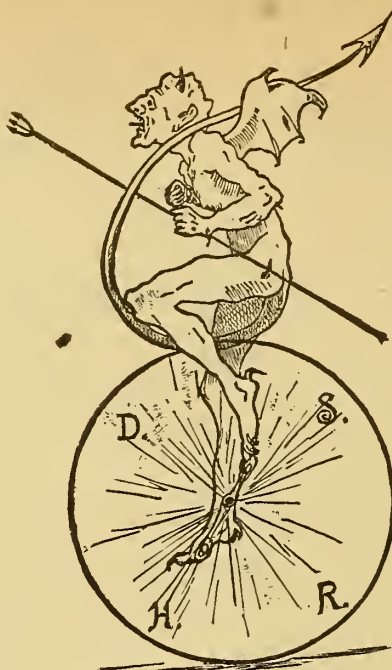
LAST Saturday afternoon, George A., the twelve-year-old son of Howard Perley, a well-known citizen of Lynn, and Neil, a young son of S. Henry Kent, went to Nahant on their bicycles. A visit to Spouting Horn was proposed, where the two lads alighted and walked upon the rock. In some manner young Perley slipped from the rock into the ocean and was drowned. The body could not be found, the strong undertow at this point evidently carrying it far out into the sea.

THE Citizens' Club, of New York, held their monthly meeting last week, and about twenty put in appearance. One or two members were elected, and the by-laws changed to allow the tricyclers to have a lieutenant who takes care of his division while on a run. Mr. George Martin Huss was unanimously elected, and T. C. Smith was selected as captain in place of Simeon Ford, who recently resigned, owing to increased business cares that prevented his giving the proper attention to the office. Mr. Fred G. Bourne, who recently returned from the other side, where he had gone in search of health, was warmly received.

WILLIAM FORBES, of Morrisonville, Ill., is a wheelman of more than local celebrity. He is a somnambulist as well. A few nights ago he arose in his sleep, put on his hat and his night-clothes, bestrided his bicycle, and struck out at a prize-winning rate through the streets of the slumbering village. He was headed off by the night watchman, who was not afraid of ghosts on wheels. With difficulty he was awakened from his dream as the champion wheelman of the world.

JO PENNELL has been escorted across the French border and allowed to return to England. He was in prison for ten hours on one occasion, and a whole day on another. He is now free to use his pencil, and will probably tell us all about his prison life.

FRED T. SHOLES, of Cleveland, is on a wheel trip from New York to the Catskills.



THE INVINCIBLE

Has not a very long list of records to show; but as it is the **BEST TRICYCLE MADE**, it does not need them. Quarter-mile **WORLD'S RECORD**, 41 2-5s., was made on an Invincible. Send for Catalogue to **GIDEON & BROWN - - - Philadelphia, Pa.**

THIS SPACE RESERVED

— FOR —

JENS F. PEDERSEN,

MANUFACTURER OF

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JOHN HARRIOTT, MEDALS and BADGES,

BICYCLE CLUB PINS OF EVERY DESCRIPTION.

DESIGNS ON APPLICATION.

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



LYRA * BICYCLICA :

SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

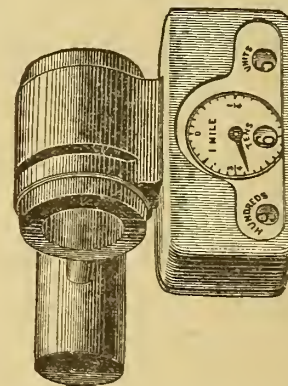
Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 40 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it.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

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.



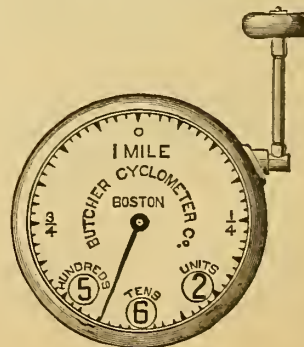
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Our "SPOKE" Cyclometer

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

FIVE DOLLAR.

THE last candidate for popular favor which has reached this side is a beautiful crank machine called the Regent. It is a light roadster, — very light, in fact, for it weighs somewhat less than the Rudge, and about the same as the Humber Light Roadster.

It is built by Trigwell, Watson & Co., of ball-bearing head fame, and of course has that valuable feature. It also has a new pattern direct spoke which does not screw into the hub. The spoke has a substantial head at the hub end, which keeps it firmly in place there, and is fastened at the rim with thread and nipple. The forks are full; the bar dropped at the ends, where it is curved slightly back, and has T handles. Backbone is oval; rubber seven-eighth and three-quarter, with very large surface exposed. Cranks with six-inch throw. Bown's bearings.

It is a very rigid feeling machine, and quite taking in its lines. I shall be anxious to see how it stands road work. It looks as if it ought to do well with a good light rider.

I HAVE become a thorough convert to the spade or T handle. I have recently put the former upon my light roadster, and I find them such an improvement that I wonder how I ever got along without them. I shall certainly never have another wheel with anything else. They make my bars over thirty-one inches long, and I find that they are far more comfortable than any other length or style I have previously tried. For ordinary pear handles, I found twenty-eight inches to be a very good length, and thirty inches was too long. The grip on the spade handle makes the difference. 5678.

PATENTS.

CYCLING patents granted 21 July, 1886: — H. J. Lawson, Coventry, Eng., velocipede.

F. H. Stevens, Gloucester, Mass., oil can.
A. Vick, Mount Carmel, Conn., velocipede.

CYCLETs.

THE illuminated parade at St. Louis is set down for 1 Oct., and a very elaborate affair is promised.

THREE Providence wheelmen have been making a run to New York. They went through all right, but they tell great stories of walking through Rhode Island and Connecticut sand under the broiling rays of a not too frigid sun.

ANOTHER party of Providence wheelmen have ridden to Boston and gone on to New Hampshire. Why is it that the Providence men are leaving the State? Can the enforcement of the prohibitory law have anything to do with it?

W. M. WOODSIDE is to shortly attempt the feat of riding a bicycle twenty-one miles in an hour, at either Springfield or Lynn, Mass. "Woody" is reported to be in grand shape now. He is under the care of Wm. J. Morgan.

PRINCE writes us that he will soon try and put twenty-one miles into sixty minutes at

Chicago. He has faith to believe that he can do it.

ENGLISH cycling firms have borrowed an American idea, and now the fences, rocks, and old buildings in the rural districts are ornamented with advertisements.

H. O. DUNCAN has won the championship of France over Terront and DeCivry. He made six and one quarter miles in 20.48.

PERCY STONE, of St. Louis, went down to Columbus and took in all the best prizes. Who says a rolling stone gathers no — prizes? Percy captured six firsts and one third prize. In the two-mile handicap, the limit man was given three hundred yards. Still Percy came in first by two hundred feet; made the first one half mile in 1.17, one mile in 2.52; two miles in 6.01.

A BOSTON wheelman rode on the sand from Crescent Beach to the Point of Pines last week. He said it was a harder job than a fifty-mile ride on the road.

THE Newburyport pike is now in fine wheeling order. We have n't had as much poetry written about this pike as has been put upon paper about the Lancaster pike, but we have an idea that there is a big field for poetry between Maplewood and Saugus.

NEW names are found on the championship list this year.

OYSTERS are to be avoided at present, but clams can be taken with impunity, likewise with melted butter.

THE Mayor, his wife, and the civil engineer of Chelsea, Mass., are all wheel enthusiasts. What a delightful town this should be! For instance, if Mrs. Mayor should happen to wheel into a rut, and get a shaking up, Mr. Mayor could issue an order for the improvement of the street, which the civil engineer would be only too happy to carry out. — *Wheel*.

THE CYCLE entered the race for public favor with a heavy handicap, but in spite of his arduous duties on the racing board, Editor Bassett has managed to send his paper well to the front. — *Globe*.

IRELAND is to be represented at the Springfield tournament this fall by a specially imported team of racing men.

THE Lynn cycle track will be ready for use in a few days. It is said to be much faster than it was before the improvements.

T. L. INGRAM, the champion amateur of the Southern States, has retired from the path after four years of most successful racing.

MR. F. W. PERRY, of the Massachusetts Club, started Friday afternoon to wheel to the home of his parents in Bridgport, Ct., via Worcester, Springfield, Hartford, and New Haven. We imagine that it will be a peripatetic trip very largely.

THE League membership rolls were last week increased by the addition of 124 new names.

THE Worcester Bicycle Club has arranged for a field day, to occur in about three weeks.

It is understood that L. D. Munger has retired from the racing arena for the rest of

the season. His connection with W. B. Everett & Co. has ceased.

It has not yet been decided whether or not the Boston Club will join the A. C. U., but there is every reason to believe that it will. The previous vote was conditional upon an expense of \$5 to join, but the club dues of the A. C. U. are \$10.

MR. C. S. HOWARD desires us to state that he is no longer the Boston correspondent of the *Wheel*, and therefore should not be held responsible for what appears in the Boston letter.

McCurdy's course was measured carefully with a cyclometer, and proved to be $\frac{3}{2}$ of a mile over 12 $\frac{1}{2}$ miles in two circuits. He made eleven double rounds, and is thus entitled to $\frac{3}{2}$ extra. Thus we have 275 miles plus 4 miles that he ran additional, and 1 $\frac{1}{2}$ for the overplus, or 280 $\frac{1}{2}$ miles in all. He made at the rate of about twelve miles an hour on the last few, and at the end ran up a long flight of steps as lightly as his attendants were able to. His friends claim that he was not so badly done up as has been reported.

A NORTHAMPTON man has invented a new cyclists' whistle, which he guarantees will produce a more fiendish noise than anything of the kind yet placed upon the market. It is a question whether this is one of the things that "supplies a long felt want."

A CYCLE picnic was gotten up by a suburban club, last week. Ten bikes, eleven trikes, six tandems, eighteen males and fifteen females made up the party. Beautiful day, fine roads, shady trees, mirth and merriment, bountiful lunch, nothing left, safe return. "We 'll try it again."

BEFORE Rowe went into racing he was a good laster. This is why he is so good a long-distance man.

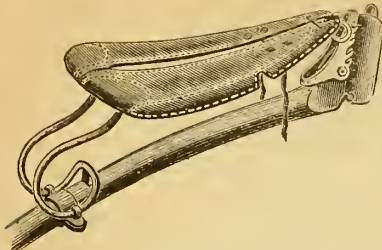
MRS. GARDNER's lodging-house at Springfield, has been enlarged preparatory to the reception of the racing men in the fall.

THERE will be a run of the Boston Club to Riverside, (Auburndale) on Sunday, starting from the clubhouse at 10 A. M. A picnic lunch will be served by the steward of the club, providing a sufficient number will attend. Ample opportunity will be afforded for boating, canoeing, and bathing.

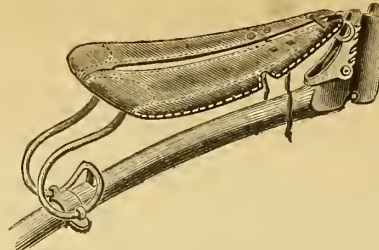
At the last meeting of the Northampton Wheel Club, C. H. Sawyer was elected second lieutenant and C. H. Johnson color-bearer. The club members voted to increase the annual dues to \$6.00 a year, and to take immediate steps toward the renting and furnishing of club rooms.

CYCLERS who go into photography should remember that the amateur and professional line is very clearly drawn among the photographers. Those who sell photographs cannot be amateur photographers.

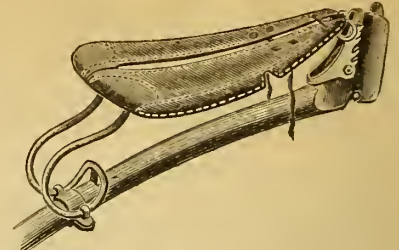
It is said that the only time McCurdy smiled after his attempt on the twenty-four hour bicycle record, was when a Waltham maiden slapped him vigorously on the back and exclaimed: "You're a daisy, old boy; give me your hand." — *Globe*.



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.

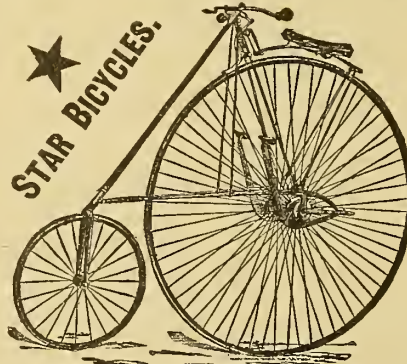
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THE BOSTON BICYCLE SHOE.

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

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SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

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.
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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.

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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.



Up to the end of June, Van Sicklen led the members of the Chicago Bicycle Club in riding distance, having covered 1,562 $\frac{3}{4}$ miles, W. O. Mumford came next with 1,362 miles, and F. A. Ingalls third with 1,283 $\frac{1}{2}$ miles.

THE form of the *American Wheelman* will be changed with the next issue. In future it will be the same size and form as the *Wheelman's Gazette*. Typographically this will be an improvement.

C. D. VESEY, the racing man of Surrey, is now in Canada, and may pay a visit to the States. Vesey has been with us before, and has taken home a good deal of portable property in the form of prizes.

THE five-mile L. A. W. championship, which was voted to the Connecticut Club, of Hartford, Conn., and declined when they decided to run under A. C. U. rules, has been located with the New York division, and will be run at the Buffalo races in September.

WE have received the bound volume, No. 12, of the *Bicycling World* from the publishers.

MR. AND MRS. PENNELL'S *Century* papers on tricycling in Italy are to be issued in book form, with the playful title, "Two Pilgrims' Progress from Fair Florence to the Eternal City of Rome."

ANDREW WELTON, of New Haven, intends to leave this week on a two weeks' trip to New York, thence up the Hudson to Albany, where he will strike the Erie tow-path and follow it to Buffalo. From there he will proceed along the southern coast of Lake Erie, and through northern Ohio and Indiana to Chicago, his destination. Mr. Welton expects to accomplish this journey of over 1,000 miles in fifteen days. He will return by rail.

THE second edition of the Essex County Handbook will soon be issued in an enlarged and improved form. George Chinn, of Beverly, is getting it out.

THE Bluenose riders are back. Judging from the color of the noses that they have brought with them, the land is misnamed. One rider who has just come from Maine after a hard ride, says he is going to call the Pine Tree State the Land of Broken Noses.

A STOCK company is being formed in Troy, with a capital of \$25,000, for the purpose of building a new quarter-mile board bicycle track, with an elegant grand stand and other conveniences, at Saratoga. Among the subscribers to the stock are members of the Troy Bicycle Club, W. M. Woodside and W. J. Morgan, the professionals. It is proposed to have the first races in August. Pools will be sold on all races.

PUT a bicycle track down in Saratoga, and the young bloods will have one more thing to gamble on. Money changes hands freely in Saratoga.

T. G. BLINN, of the Highland Park Wheelmen, left Oakland, Cal., at 5 A. M. 9 July, bound for Santa Cruz. At 9 A. M. he took breakfast at San Jose, and then started over the Santa Cruz mountains, reaching the summit at noon; stopped there an hour for rest and lunch, reached Santa Cruz, *via* Soquel, at 6.10 P. M.; distance, ninety miles;

actual riding time, 11h. 10m. This is the first time that a wheelman has ridden from Oakland to Santa Cruz over the mountains in one day.

WILFORD H. BARBER is said to have beaten the world's unicycle record at Rochester, N. Y., 22 July, by making a mile in 3.51. Best previous record, 4.00, by N. E. Kaufman on same track.

IN consequence of the disposition shown by certain bicycle riders to disregard the Philadelphia Park regulations, and the reasonable restraints of the law within the built-up portion of the city, the Association for the Advancement of Cycling has decided to lend its aid to prevent "coasting" and reckless riding in the Park, and excessive speed in riding around the City Hall.

THE Massachusetts Club headquarters are at East Gloucester, at the Sea Shore House, kept by Mrs. D. C. Voss. The house is situated at a fine beach, which offers excellent opportunities of bathing and fishing. The view from the house is unsurpassed. Situated opposite the entrance to Gloucester Bay, all the vessels entering or leaving the harbor can be seen; also the green heights of Magnolia, Norman's Woe, the scene of Longfellow's "Wreck of the Hesperus," can be seen from the piazza of the hotel. The following members of the club have been stopping there for the last two weeks where they have been having a grand time. Second lieutenant J. M. Burr, A. D. Salkeld, T. F. Salkeld, C. B. Goldthwait, E. R. Eaton, and S. R. Eaton. They had as their guests, last Sunday, Capt. A. D. Peck, Jr., W. M. Farrington, Harry Salkeld, N. Ethier, and C. A. Collins.

THE Iowa Division L. A. W. is looking forward to issuing a road map, or rather a series of road maps, of the riding districts of the State.

THE case of D. H. Renton against Dr. Beckwith and E. F. Hill came up before Justice Alston last Friday, at Port Richmond, Staten Island, in a preliminary hearing. The witnesses for whom subpoenas were issued not being within reach of the process of law, an adjournment was taken till 22 September, when the case will come up again.

INVESTIGATION will reveal the fact that all the records of the present day are held by riders of wheels fifty-six inches or less in size.

ELMER G. WHITNEY is appointed a representative for Massachusetts.

THE PATH.

THE COLUMBUS TOURNAMENT.

THE Southern bicycle tournament was held at Columbus, Ga., 15, 16, and 17 July. There were a number of visiting wheelmen in attendance from St. Louis, Memphis, Montgomery, Macon, and other cities. The attendance of spectators each day was very large. The races were good, and the Southern mile record, 2.56 $\frac{1}{2}$, was taken by P. W. Stone, of St. Louis.

FIRST DAY. 15 JULY.

One Mile Novice. — C. H. Dillingham (1), 3.26 $\frac{1}{2}$; E. L. Pease (2); J. F. Barnett (3).

Half Mile Amateur. — R. H. Polk (1), 2.21; C. H. Dillingham (2).

Five Mile State Championship. — T. L. Ingram (1), 17.24 $\frac{1}{2}$; C. T. Gurnsey (2).

Half Mile for Boys. — G. H. Mason (1), 1.48 $\frac{1}{2}$; W. Bedell (2).

One Mile Handicap. — C. H. Dillingham, 250 yds. (1), 2.44; E. L. Pease, 250 yds (2); P. W. Stone, scratch (3), 2.56 $\frac{1}{2}$.

Half Mile Amateur. — J. A. Lewis (1), 1.26.

Half Mile Handicap. — J. A. Lewis (1), 1.26.

Quarter Mile Amateur. — Percy W. Stone (1), 40s.

SECOND DAY. 16 JULY.

Road Race. — P. W. Stone (1).

Two Mile Handicap. — P. W. Stone, scratch (1), 6.01; C. H. Dillingham (2).

One Mile State Championship. — T. L. Ingram (1), 3.02 $\frac{1}{2}$; C. T. Gurnsey (2).

Half Mile Handicap. — C. H. Dillingham (1), 2.02 $\frac{1}{2}$; R. H. Polk (2).

One Hundred Yards Slow Race. — J. B. Whitlock (1), 4.05; C. H. Dillingham (2).

Three Mile Lap. — P. W. Stone (1), 9.57 $\frac{1}{2}$; J. A. Lewis (2).

Trick and Fancy Riding. — C. H. Dillingham (1).

Half Mile Handicap. — Jno. A. Joseph (1), 1.22 $\frac{1}{4}$; J. A. Lewis (2); C. H. Dillingham (3).

THIRD DAY. 17 JULY.

Hill Climbing Contest. — Percy W. Stone (1).

One Mile Handicap. — C. H. Dillingham (1), 2.56 $\frac{1}{2}$; C. H. Dillingham (2).

Half Mile Professional. — Best two in three. Jno. M. Horton (1), 1.31 $\frac{3}{4}$, 1.24 $\frac{1}{2}$; J. H. Polhill (2).

Half Mile Safety Handicap. — R. H. Polk (1), 2.04; C. H. Dillingham (2).

Half Mile Boys' Handicap. — A. Welborn (1), 3.12 $\frac{1}{2}$; M. Brannon (2).

Ten Mile State Championship. — R. A. Brantley (1), 34.54; C. T. Gurnsey (2).

Half Mile Ride and Run. — C. H. Dillingham (1), 1.20 $\frac{1}{4}$; C. Jackson (2).

One Mile Time. — C. H. Dillingham (1), 3.54; J. A. Lewis (2).

One Mile Professional. — J. H. Polhill (1), 3.08; J. M. Horton (2).

One Mile Handicap. — P. W. Stone (1), 2.56 $\frac{1}{2}$; C. H. Dillingham (2).

Half Mile Star. — W. Cook (1), 1.46; C. G. Gauls (2).

The races were run under L. A. W. rules, and the tournament was a success in every way, and will probably become an annual fixture hereafter.

INDIANAPOLIS, 15 July. — Races under the auspices of the Indiana L. A. W. Division.

One-Mile Novice. — M. Goodwin (1), 3.11 $\frac{1}{2}$; W. J. Dixon (2).

Five-Mile State Championship. — L. M. Wainwright (1), 17.03 $\frac{3}{8}$; S. P. Hollingsworth (2).

Half-Mile Heat, 1.40 Class. — H. Hulman (1), 1.27 $\frac{3}{8}$; C. R. Crain (2), 1.35.

Two-Mile State Championship. — A. Hulman, 6.28 $\frac{1}{2}$; W. McWorkman (2).

One-Mile, 3.30 Class. — A. Hulman (1), 3.33 $\frac{1}{2}$; C. R. Crain (2).

One-Mile State Championship. — L. M. Wainwright (1), 3.10 $\frac{3}{8}$; H. Hulman (2).

One-Mile Handicap. — J. Zimmerman, 15 seconds (1), 3.15 $\frac{1}{2}$; S. P. Hollingsworth (2).
Consolation Race. — L. J. Keck (1); A. B. Cosand (2).

WEST NEW BRIGHTON, N. Y., 17 July. — Races run under auspices of the Staten Island Athletic Club.

Two-Mile Handicap. — A. B. Rich scratch (1), 13 $\frac{2}{5}$; E. J. Halstead, 225 yards (2), 14 $\frac{2}{5}$.

EAST HARTFORD, 21 July. — Races under auspices E. H. Club.

One-Mile Handicap. — S. S. Terrill, 75 yards (1), 3.07.

Two-Mile Amateur. — H. E. Bidwell (1), 6.16; W. A. Prior (2). Bidwell continued to ride against time for five miles, and made the distance in 16.06 $\frac{1}{4}$.

One-Half-Mile Amateur. — S. L. Forbes (1), 1.34 $\frac{3}{4}$.

WINONA, MINN., 5 July. — *One-Mile Professional.* — Best two in three. First heat, Grant Bell (1), 3.12 $\frac{1}{2}$; R. H. Spear (2), 3.13 $\frac{1}{2}$. Second and last heat, Bell (1), 3.34; Spear, 3.34 $\frac{1}{2}$.

One-Mile Amateur. — H. C. Schroeder (1), 3.13 $\frac{1}{4}$; E. A. Savage (2).

Five-Mile Professional. — Grant Bell (1), 18.01 $\frac{2}{5}$; R. H. Spear (2).

Half-Mile Club. — J. R. Marfield (1), 1.30 $\frac{1}{2}$.

Half-Mile Amateur. — H. C. Schroeder (1), 1.28; E. A. Savage (2).

One-Mile Club. — J. R. Marfield (1), 3.07 $\frac{2}{5}$; J. J. Wilson (2).

CINCINNATI, O. — Races under auspices of the Avondale Club.

One-Mile Novice. — Frank Address (1), 3.21 $\frac{3}{4}$; M. J. Bell (2).

Two-Mile Amateur. — E. H. Croninger (1), 6.48 $\frac{1}{4}$; D. Sammett (2).

Half-Mile Dash. — E. H. Croninger (1), 1.35.

One-Mile Amateur. — B. Burroughs (1), 3.06 $\frac{1}{2}$.

Half-Mile Consolation. — T. Estabrook (1), 1.33 $\frac{1}{2}$; T. Wayne (2).

ROCHESTER, N. Y., 22 July. — Races under auspices of the Genesee Club.

One-Mile Amateur. — H. S. Kavanaugh (1), 2.50 $\frac{3}{4}$.

One-Mile Novice Heat. — H. J. Sinclair (1), 3.12 and 3.18 $\frac{1}{2}$.

One-Mile 3.10 Class. — E. P. Cochrane (1), 2.58.

Half-Mile L. A. W. Championship. — C. E. Titchener (1), 1.20.

Two-Mile Western State Championship. — E. P. Cochrane (1), 6.25.

Boys' Quarter-Mile. — B. Kenyon (1).

Three-Mile Club Championship. — J. G. Elbs (1), 10.17.

One-Mile Handicap. — E. P. Cochrane, 60 yds. (1), 2.57 $\frac{1}{2}$; A. B. Rich, scratch (2).

Five-Mile Amateur. — H. S. Kavanaugh (1), 15.54.

Consolation. — S. H. Rich (1), 3.11 $\frac{1}{2}$.

Wilford S. Barber rode to beat the unicycle mile record, and succeeded, time 3.51, beating record by nine seconds.

TROY, N. Y., 23 July. — Races under the auspices of the Troy Club.

One-Mile Handicap. — H. S. Kavanaugh, scratch (1), 3.01 $\frac{3}{4}$; A. F. Edmands, 50 yds. (2); A. P. Dunn, 50 yds. (3).

One-Mile Handicap Club Race. — A. F. Edmands, scratch (1), 3.08 $\frac{3}{4}$; Smith, 75 yds. (2).

One Hundred Yards Dash. — T. Kennedy (1), 11 $\frac{1}{2}$ s.

Half-Mile Horse and Bicycle. — 1st heat, W. J. Morgan (1), 1.30; 2d heat, W. J. Morgan (1), 1.32.

Five-Mile Horse and Bicycle. — Kittie F. (1), 16.32; W. M. Woodside (2), 16.35 $\frac{1}{2}$.

WHEELING, W. VA. — W. D. Banker, of the Allegheny Cycle Club, won the thirty-mile road race, held at Wheeling, W. Va., 13 July, under the auspices of the Wheeling Wheelmen. L. E. Shoup, same club, won the fifteen-mile race. The course for the first race was from Wheeling to West Alexander, over the National road, and return, and the course for the second race from West Alexander to Wheeling. The road was rather muddy. Banker's time was 2h. 52 $\frac{1}{2}$ m. Shoup's time was 1h. 29 $\frac{1}{2}$ m. L. A. Bell was second and Charles Siddell was third.

JOHN S. PRINCE was defeated at Akron, O., 20 July, in a five-mile race for \$100 by W. W. Richardson's trotting mare, Eva R. The mare won by half a second. Time, 16.09 $\frac{3}{4}$. The track was sandy.

THE Capital Club held a five-mile race for the Flint cup and the district championship at Washington, 23 July. The contestants were Messrs. Philip Brown, Crist, Seufferle, and Barbour, all of the Capital Club. Brown won by a few feet, with Crist second.

THE fifty-mile road-race of the New Orleans Bi Club, which was fixed for the 20th inst., did not come off. After changing the date twice, and keeping the entries open for a month or more, but three men could be found who were willing to start. A day or two before the 20th, one of the three withdrew, and as it required three starters to make the race, and as no others were willing to attempt the run, the race was declared off. It is possible that if enough entries can be secured, the race may yet be run, sometime or other, just when nobody knows.

THE fifth annual tournament of the Scranton (Pa.) Club will be held at the Scranton Driving Park, 24 Aug.

THE Troy Bi Club will hold races 1 Sept. There will be nine open events.

THE Weedsport Bicycle Club will hold its third annual race meeting at Weedsport, N. Y., Thursday, 19 Aug. The races will be run under L. A. W. rules, and consist of the following events: Half-mile novice, one mile open, half-mile boys' race, one-mile 3.20 class; one-mile tricycle 100-yards slow race, one-mile club handicap, one-mile championship of Central New York, half-mile hands off, one-mile ride and run, three-mile lap race — L. A. W. members only, half-mile time race, time 1.40, and one-mile consolation. Entries close 17 Aug.; entry fee 50 cents for each event. For entries and further particulars address

H. E. RHEUBOTTOM,
 Secretary.

FOREIGN RACING NOTES.

THE five miles tricycling championship of Scotland was decided at Glasgow on 3 July. The track was four laps to the mile. Furnivall, who was suffering from the effects of a header, and who rode with knee bandages, was beaten in the final. Summary — First heat — F. W. Allard, 16.24; George Gatehouse, by six yards. Second heat — P. Furnival, 18.32 $\frac{2}{5}$; J. M. Inglis, by a yard. Final heat — Allard, 20.42 $\frac{2}{5}$; Furnivall, by six yards; Gatehouse, by a like distance.

THE first race for the fifty-guinea Irving Challenge Cup — five mile tricycle — was run at Lillie Bridge on 3 July, A. E. Langley winning in 16.27 $\frac{2}{5}$; J. Lee, second.

W. F. BALL won the mile handicap at Leicester, on Saturday, 3 July, in brilliant style, winning from the twenty-five yards mark, by ten yards, in 2.33 $\frac{1}{4}$.

THREE Irish championships were decided at Dublin on the 3d, R. J. Mecredy winning the one-mile tricycle in 3.14 $\frac{2}{5}$, the mile bicycle in 2.47 $\frac{1}{2}$, and the four-mile bicycle in 11.45 $\frac{2}{5}$.

At Leicester, Eng., 3 July, F. J. Lees won the mile handicap from the fifteen-yards mark in 2.36, and riding out the full distance, made the mile in 2.38, beating the record by 1 $\frac{1}{2}$. Howell beat Wood in the five miles; time, 14.59.

Wheeling will not accept Hendee's record as an amateur one, and claims the world's amateur record for Speechly, at 2.34 $\frac{1}{4}$.

TRADE NOTES.

THE American Champion is meeting with unqualified favor, wherever sold; and Gormully & Jeffery have their hands full in filling orders for it. This wheel has the endorsement of many expert riders; and editorial comments have been numerous and outspoken for its easy running qualities. It is not so much to be wondered at, as it is unquestionably a first-class wheel at a second-class price.

WHEELMEN who use it speak in the highest terms of Adhesive Tire Tape. Send twenty-five cents to Howard A. Smith & Co., Newark, N. J., for a package.

How many more victories? The one-mile bicycle championship of the world (first prize 50), open to all comers, was won on a Rudge. Besides this, over one hundred prizes have already been won this year on Rudge Roadsters, Racers, Royal Crescents, Rotaries, and Bicyclets. — *Cyclist.*

CHAS. WARE, of Marblehead, has lately been covering himself with glory. He won four first prizes at Montrea races, and two first and one second on Boston Common the 5th of July. He rode a 55-inch Rudge Racer.

V. C. FLACE pushed his 58-inch Rudge Racer to the front in the one-mile L. A. W. championship at Cleveland.

COMING EVENTS.

JULY.

31 Saturday. — Races of the Chicago Bi. Club, on the ball grounds. Entries close 24 July, to F. A. Ingalls, 189 Michigan avenue.

AUGUST.

3 Tuesday. — Clerical wheelmen's tour starts from New York City. Rev. Sylvanus Stall, Lancaster, Penn., promoter.

- 9 Munday. — Iowa division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.
- 14 Saturday. — Race meeting by Iowa division, at Spirit Lake.
- 19 Thursday. — Annual meet and races of the Pennsylvania Division as guests of the Williamsport (Pa.) Bi. Club.
- Weedsport (N. Y.) Club races. Entries close 17 August. Address H. E. Rheubottom.
- 24 Tuesday. — Fifth annual tournament of the Scranton (Penn.) Club. F. C. Hand, Scranton, Penn.
- 26, 27, and 28 Thursday-Saturday. — Race meeting of the Cleveland Bicycle Club.
- 28 Saturday. — Annual meet and races of the New Jersey division, at Millville, N. J.

SEPTEMBER.

- 1 Wednesday. — Race meeting of the Troy (N. Y.) Club, nine open races. R. S. Coon, Troy, N. Y.
- 3, 4 Friday, Saturday. — New York division meet and races, at Buffalo, N. Y. Five-mile L. A. W. championship.
- 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.
- 8, 9 Wednesday, Thursday. — Annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn.
- 10, 11 Friday, Saturday. — Annual tournament Berkshire County Wheelmeo, at Pittsfield, Mass.
- 14 to 17 Tuesday to Friday. — Springfield Bi. Club's annual tournament, at Hampden Park, Springfield, Mass.

18 Saturday. — Races at Pittsburg, Penn.

21, 22, 23 Tuesday-Thursday. — Bicycle races at Junction City, Kansas. Apply to Charles S. Davis, Junction City, Kansas.

23, 24, 25 Thursday-Saturday. — Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.

OCTOBER.

1 Friday. — Illuminated parade of wheelmen at St. Louis, Mo. J. S. Rogers, care of *American Wheelman*, St. Louis.

1, 2 Friday, Saturday. — Interstate 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.

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

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

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

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

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

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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.

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WASHINGTON, D. C.

THE THIRD ANNUAL TOURNAMENT

OF THE

CONNECTICUT * BICYCLE * CLUB

Will be held September 8th and 9th, at Charter Oak Park, Hartford.

NOTICE THE PROGRAMME.

FIRST DAY, SEPT. 8.

1-Mile Bicycle, 3.10 Class	Amateur
1-Mile Bicycle, 2.40 Class	Promateur
3-Mile Open	Professional
1-Mile, A. C. U.	Championship
2-Mile Handicap	Amateur

FANCY RIDING.

1-Mile Tricycle, Open	Promateur
3-Mile Bicycle, Open	Amateur
10-Mile Lap Race	Promateur
1-Mile Team Race	Amateur

SECOND DAY.

1-Mile Bicycle	Hartford Wheel Club
3-Mile Tricycle, Open	Promateur
1-Mile Bicycle, Handicap	Professional
1-Mile Bicycle, Open	Amateur
1-Mile Bicycle, Open	Promateur
5-Mile Bicycle, Lap Race	Professional
2-Mile Tandem Tricycle	Amateur
5-Mile Bicycle, Open	Promateur
5-Mile Bicycle, State Championship	Amateur
Consolation Race.	

Over \$2,000 will be expended in prizes, and it will be the study of the managers to make these the most satisfactory races ever given by the Club.

Address, for Entry Blanks,

GEO. H. BURT, P. O. Box 414 - - - HARTFORD, CONN.

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.

1-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)	19.33.
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 Russiaville, 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),	
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