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Presented to

Chas. A. Howard Esq

by D. G. Sawyer

Faneuil St

Boston Jan 16th 1895



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"PROMINENT WHEELMEN,

AND

# BICYCLE CLUB DIRECTORY,

OF

MASSACHUSETTS,

1894. //

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GARFIELD PUBLISHING CO.,

5 PARK SQUARE, BOSTON, MASS.



EDITED AND COMPILED BY DANIEL J. DWYER.

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## INTRODUCTION.

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In attempting a work of this kind, the publishers are aware that they are undertaking something that has never been done before, and therefore may be liable to criticism, for many reasons and from various sources. We judge a man's title to prominence by his intrinsic worth more than by the position he may hold, and yet it can be truthfully said that the men whom we read about in the affairs of cycling in Massachusetts, deserve all the prominence they receive: sometimes they deserve more credit than they actually get. In this work we have tried to be only fair and just to all concerned. Not a word has been said in any man's favor that we have not felt its justice, and we deem ourselves only doing justice to the TRADE AND THE SPORT, in the compilation of this work, to write as we have written.

We are aware that more can be said in regard to cycling affairs in this state than we have inserted in this book, but as we intend to have an edition out each year, that which we have not in this edition, and which may be of interest to wheelmen, in Massachusetts especially, shall appear in a future work.

Massachusetts is the banner cycling State of the Union, and has nearly one-quarter the entire League membership. Such being the fact it is only proper that a record of her cyclers and cycling interests should be kept. In trying to do simple justice to the Bay State, we spared no pains or expense in the attempt. The stock and style of the book speak for themselves.

We expect, and are already assured, of a generous recognition of our endeavors. To the kind friends who have assisted us in this work we tender our sincere thanks, and trusting that the book will succeed to some extent in the encouragement of the cycling sport.

We remain

Yours fraternally,

THE PUBLISHERS.

## *Shall You Ride the Best?*



Before buying your new bicycle look the field over carefully. The superiority of Victor Bicycles was never so fully demonstrated as at present. Our '94 line will bear the most rigid scrutiny, and we challenge comparison.

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# The Evolution of the Bicycle.

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IN glancing at the evolution of the wheel from its primitive crudeness, and tracing the many forms it has undergone, to its present high scale of perfection, we find that the first effective efforts were made in France and Germany.

The beginning of the present century witnessed the first attempts to produce a machine that could in reality lay claim to the title of predecessor of the cycle.

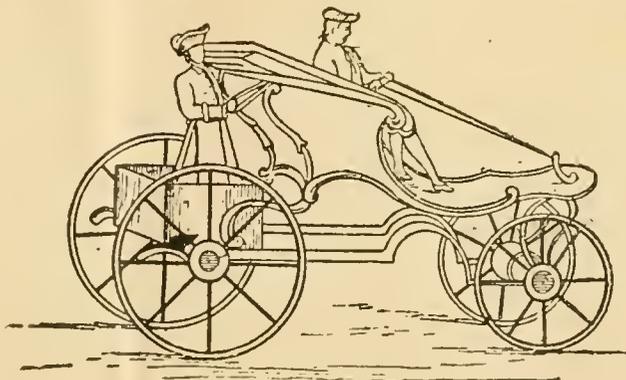
From 1865 inventions and improvements became more rapid; and 1876 ushered in the ordinary or high bicycle. In the meantime many varieties of the tricycle also made their appearance and as time passed on, improvements kept replacing improvements on both bicycle and tricycle 'till in 1884 the forerunner of the modern safety was invented. Within two years, owing to the improvements made it took firm hold in England, and two years later it had very nearly crowded out the ordinary there; as it also did in this country in 1890.

During the last century attempts were made to construct vehicles which could be propelled by the riders, resulting always in much labor, burthensome and clumsy productions.

The first vehicle intended to be driven by its rider, of which we have record, is one described by the English periodicals of 1769.

In the *Gentleman's Magazine*, a writer signing himself "*Hibernicus*" referred to it then, as having been mentioned by a professor in Trinity College, Dublin three years before. Concerning it the *Tricyclist's Vade Mecum* of 1885 says:—

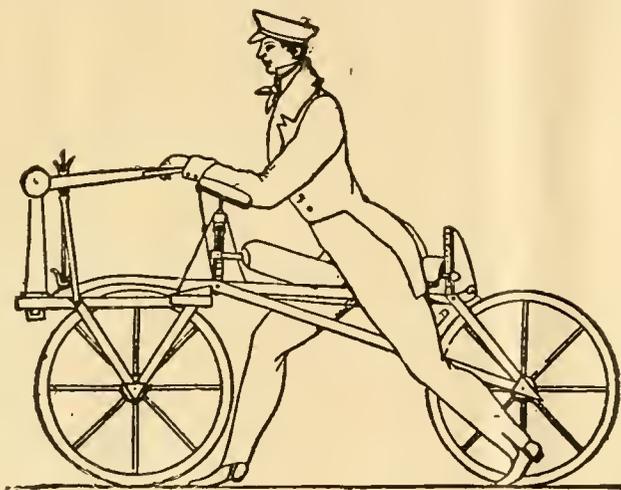
"The Machine described was a cumbrous affair, being merely a heavily-constructed four-wheel chaise, the two front wheels of which were steered by means of a handle coming up through the flooring, and the two back wheels being driven by means of a pair of clumsy ratchet wheels on their axles. After explaining this by the assistance of diagrams '*Hibernicus*' continues: "The method of putting this Chaise in motion is this: a person being seated in the body of a common chaise (which is placed in the usual manner on the springs) takes hold of the handle to direct it, while another person gets into the box, and treading alternately on the planks behind turns the pulley which makes the plates of iron catch hold of the notches in the little wheels and consequently sets them and the great wheels in motion, and forces the machine along, quicker or slower according to the rapidity of the motion of the person's feet who stands on the planks."



THE QUADRICYCLE OF 1766.

This was the quadricycle of 1766; many like attempts were made but without satisfactory results. Yet they were all attempts to an end, culminating in the high degree of perfection attained by the wheels of the present day. If we think that it took the generations a very long period to advance from the quadricycle of 1766 to the bicycle of 1894, we must also consider that it took many centuries to improve marine architecture from the open, oared galleys of the ancients, to the great modern leviathans of the *Columbia*, *New York* and *Tudiana* patterns, or the slow going freight ox to the ponderous and swift freight train.

Some authorities state that two distinct but similar vehicles were produced almost simultaneously in 1816,



DRAISINE OF 1816

the Draisine and the Celeripede. The latter it is stated appeared in the Luxembourg Gardens in that year with its rider, "who managed his machine with great skill and showed startling speed."

It was made up of two wheels in line connected by a perch on which the rider partly sat propelling it by thrusting his feet upon the ground, and guiding it by a vertical bar connected with the steering steel.

The Draisine was the one said to have been used by Baron von Drais while doing his duties as master of forests for the Grand Duke of Baden. This also was exhibited in 1816, and patented in France. Its frame was constructed a little more elaborate than that of the Celeripede, and had also a rest for the forearms.

This rider carried also a part of his weight upon the perch, and propelled his machine by rapidly striding along level ground, but on down grade he raised his feet and let it go. No break was used, and the wheels were of equal size. The forks of the front wheel were swiveled to the forward part of the perch, so that the bar above enabled the rider to steer it.

This invention of Baron von Drais is considered of much importance, as such titles as "Father of the Draisine," and "Father of the Bicycle"; which he has received go to show. His right to such honor seems to rest on solid merit, as may be judged from the following account, given in the *Court Journal* of May 2nd, 1891:—

"On Sunday last Carlsruhe the native city of Carl von Drais, Baron of Sauerbrunn discharged her debt of honor to the inventor of the bicycle.

Baron von Drais was born in 1785. Originally a forester, he devoted most of his time to inventions which swallowed the whole of his fortune, and procured for him the nickname of 'Professor of Meechanics.'

Although to-day the bicycle is in universal use, scarcely anything is known of the inventor who gave the new locomotor the name 'Draisine.'

It has been decided to erect a handsome monument over the grave of the inventor: the expenses of which will be exclusively borne by bicyclists; thereby carrying his name down to the sportsmen of prosperity."

In 1818 the Draisine was somewhat improved on in England by one Dennis Johnson, who procured a patent on his production which he called the Pedestrian Curricie. It was less clumsy than the Draisine with elaborate arm rests, and steering gear somewhat different.

This vehicle became very popular with riders, and it is stated that the method of propulsion was so hard on foot wear, that iron-shod shoes were specially made for riders. The names "Hobby Horse" and "Dandy Horse" were applied by non-riders in derision to these machines, and their riders were made subjects of ridicule and caricature. Though this machine was patented in this country in 1819 it did not attract much patronage. Several attempts were made both in France and England to improve it, and a Lewis Compertz produced one in 1821, having an improved body rest; but its principle feature was a lever connected with a segment cog, gearing in a pinion on the front wheel, and this enabled the rider to drive by the hands, and spare much of his shoe irons.



CELERIPEDE OF 1816

Twenty years after this or about 1840, Kirkpatrick McMillan (a Scotchman) made some improvements on the Draisine type machine, by inventing and applying a driving gear which enabled him to run much better than those who ran the primitive ones. This McMillan was a blacksmith; and Thos. McCall a countryman of his who in later years became a velocipede-maker says of McMillan:—"I remember when a boy on coming out of school one day seeing him with his velocipede. I followed him as he led it up a long hill, and made a thorough inspection of it. On gaining the top of the hill, the man got on and rode away. I ran for over half a mile, but he out-stripped me. It was after his principle years after, that I made velocipedes."

In 1845 one Gavin Dalzell got up in Scotland a rear driving safety: and it is said, that he made as high a mark as 12 miles an hour on it. His improvements it seems were based on McMillan's machine. It was constructed mainly of wood. The rear wheel—the driver—was about 40 inches in diamiter, and had 12 spokes an inch thick. The front wheel was 30 inches in diamiter; it had a wooden mud guard, and a wooden dress guard: on principle like modern ladies' safeties.

Probably to Michaux of Paris (a blacksmith) must be given the credit for *evolving* the *crank* and *pedal*, and attaching them to the Draisine in 1855: which may be considered as the starting period of modern cycling.

Another Frenchman, Pierre Lallement produced a machine in 1863 which was considered superior to Michaux's: and in '65 built the first two-wheeled velocipede having the front wheel both driver and steerer, and driven directly by cranks and *loose pedals*. He did not anticipate the fortune involved by his invention, for he sold his interest in it to his employer in France and came to this country, where he built another velocipede in 1866; and in November of that year got out a patent for it with a Mr. J. Carrol.

This embodied some of the principle features of the ordinary bicycle. On a straight steel spring, attached to the curved perch was placed the saddle midway between the two wheels, and seated in this, he started his velocipede with feet on ground — Draisine fashion — then raised them to the loose pedals and sped ahead.

The front wheel was both driver and steerer, driven by cranks and loose pedals.

The inventive Frenchman not again foreseeing its remunerative value disposed of his interest in the concern and returned to his own gallant land, where he continued making the same or kindred vehicles.



PEDESTRIAN CURRICULE OF 1818.

(ONE OF THE HOBBIES.)

Paris at this time was the centre of cycling. The Parisian velocipede was the rage of its day. Though its wheels were of hickory (wood) the bearings were admirable, and are reported as "elegant and highly luxurious." They were handsomely finished. One manufacturer named Machand is said to have made 300 each week. The prices ranged from \$125 to \$150. The springs cost about \$25 each: the wheels were 40 inches front, and 36 rear. It was all the rage of fashionable Paris — a regular furore — and every Parisian who could buy one was speeding on the bone-shaker of '66 and '67.

The unfortunate Prince Imperial is said to have been an expert rider. Schools were opened to teach riding. The rider was taught to sit erect on his saddle and run so. Stooping forward, as in the Safety was "out of the question."

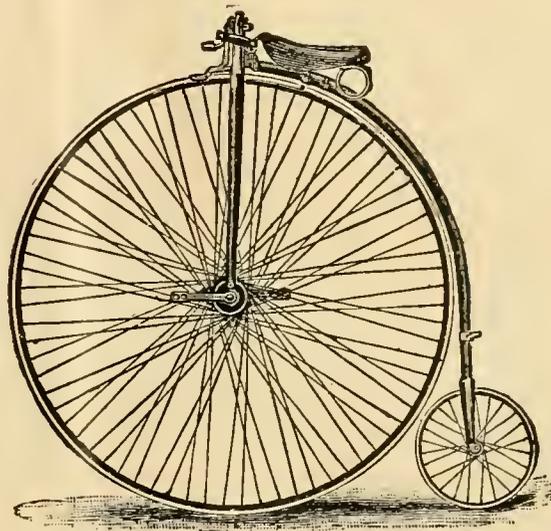
In the mean time the cyclists of England were not in a comotose state. They made many propositions, suggestions, &c, &c. in the *English Mechanic*, particularly improvements in the construction and propulsion of the trieycle, such as the rejection of wooden wheels and flat iron tires, and substituting metal wheels, 1-4 inch rod for spokes and half round iron one inch tire. Practically all this amounted to little at the time.

In 1868 the first bicycle worthy of note was produced by the combined application of three men's inventions. An American C. K. Bradford suggested rubber tires; Luis Riviere (French) advocated the construction of the front wheel larger than the rear one; E. A. Cowper (English) added the suspension wheel and anti-friction bearings. This combination produced an excellent machine.



ORDINARY BICYCLE OF 1876.

In July 1868, the acrobats, Hanlon Bro's, took out a patent on an improved velocipede. They increased the size of the front wheel, used a slotted crank, and improved the frame. Both in this country and in Britain this machine was enthusiastically received: so much so, that the next year in 1869, riding schools, halls, rinks, &c. &c, were established in all the principle cities and towns in the United States. "Old Glory" floated over the factories proudly. Manufacturers were taxed hard to meet the demand; but employer and workmen "pushed things" in Gen. Grant's style, and were equal to the emergency.



ORDINARY BICYCLE OF 1886.

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Men of all grades and callings eagerly adopted it.

1869 saw the climax of the American velocipede mania. In this year also the "Phantom," double steerer, appeared. The frame was diamond shaped and its peculiar characteristic was that both wheels ran independently: making the steering difficult. This was caused by a rod dividing the diamond-like frame connecting both wheels: this rod served as a pivot for the rear wheel. Owing to its steering defect it did not become popular.

1873 ushered in the Ariel bicycle. It was constructed of metal and rubber: had a step, and embraced most of the points then known.

1876 gave us the ordinary bicycle which was mostly made of wood — saddle block, brake cord and tires excepted. The ordinary of 1886 was very similar to that of ten years before.

1891 gave us an ordinary bicycle built on the rational ordinary lines, but having the front wheel geared in the front hub. It looks much like the other ordinary, but many points in its construction are quite different.

Take a look at the Quadricycle of 1766: at the Draisine and Celeripede of 1816, down through the hundreds of inventions and improvements on the wheel to this year of grace 1894: and compare all the foregone and *far gone* ones with one of our modern safeties — take any one—: the Columbia model 37 for instance, and the comparison is astounding.



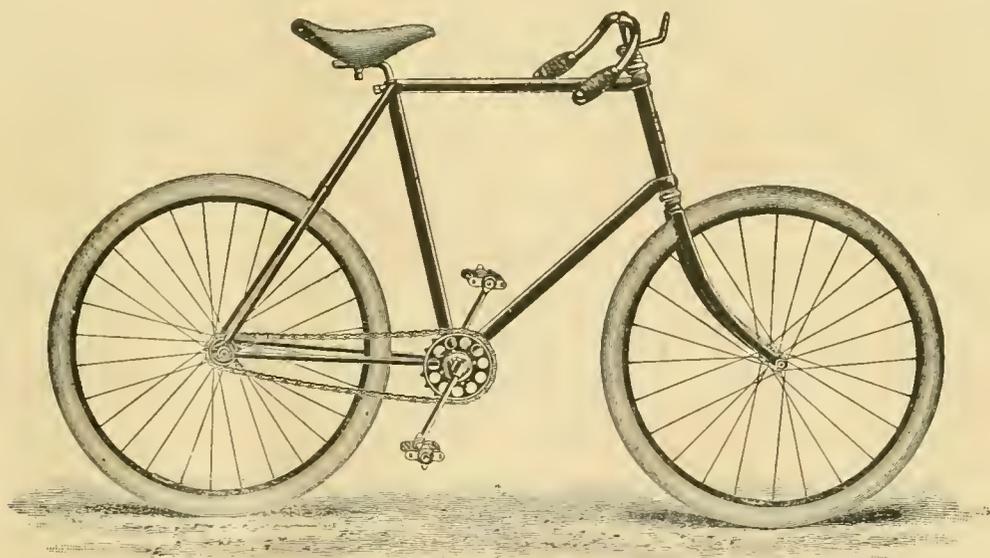
COLUMBIA MODEL 37.

It is a pretty machine and attracts attention for elegance and lightness, combined with sufficient strength and durability. It is a semi-racer, particularly built for track work and for road racing under reasonable conditions, as well as a regular mount for light and careful riders, who are willing to do without brake and coasters.

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The frame and forks are made throughout with 22-gauge Columbia Seamless Steel Tube, with forgings to correspond, and to the handling of these extra-light materials, the removal by handwork of all superfluous weight, and the construction of the entire machine, have been devoted the services of only the most skillful and highly paid mechanics.

It has a Columbia double diamond frame: 9-inch ball-bearing steering-head: 28-inch wheels: 1 5/8-inch Columbia Single Tube pneumatic racing tires: wooden rims: special tangent spokes, 32 rear, 28 front: Columbia ball-bearings all round: detachable sprocket wheels: Elliott self-oiling chain: detachable round cranks, 6 1/2 inch throw: Columbia rat-trap pedals: 22 1/2 inch handle-bar, tapered and downward curve: cork handles: L seat rod: Columbia racing saddle: detachable lantern bracket: square tool bag with tools: round gear 66: finish, enamel with nickel fittings and spokes: weight, 21 1/2 pounds.



VICTOR FLYER.

Now take a look at a model wheel made by the Overman Wheel Co., the Victor Flyer. The wheel is up to date in all respects, is made of the best material throughout, and while being a light wheel, is made to stand rough usage.

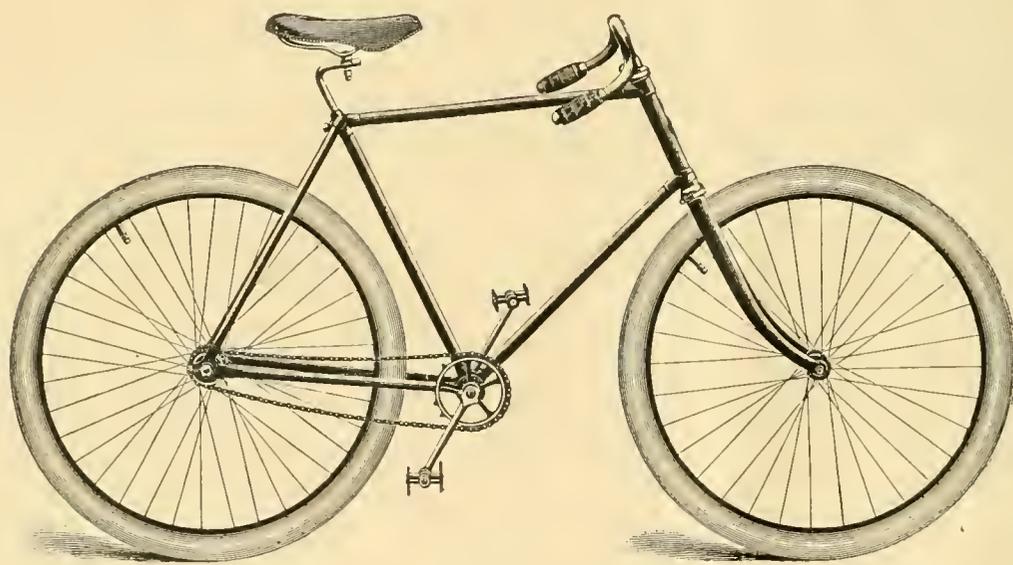
It is fitted with the well-known Victor pneumatic tires, which have won such enviable distinction through the length and breadth of the land, and what with its light weight, its easy running qualities, the position of ease and grace which it affords to the rider, its great strength and durability, it is a model specimen of mechanical art.

Now we come to the Union Q. T., a light road wheel weighing 26 pounds, with a handsome Diamond frame of 18 gauge tubing, braced with tubular braces of great strength. It has the celebrated Union dust-proof bearings, which are tool steel, tempered in oil: tangent spokes of the finest music wire: each spoke will stand a tensile

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strain of 1000 pounds; a very narrow tread with straight cranks, and that very unique feature, the new Union Pedal, which is an entirely new departure, the body of the pedal being made from a solid forging. The tread is further reduced by abolishing the nut on the inside of the crank, the pedals screwing directly into the cranks, which are round tapered forgings toughened. The chain is the Humber pattern, 5-16, with forged steel chain adjustment. The bearings have 5-16 balls.

All axles and screws are gun-screw stock hardened. The front sprocket is forged steel, screwed on and keyed to the axle. Rear sprocket, detachable forged steel, screwed on to hubs and secured by four screws. Finish is the Union Superb, finest nickle on copper, and black enamel.



UNION Q. T.

The Warwick Cycle Manufacturing Company, of Springfield, Mass., early in the season recognized the demand for a very light bicycle, constructed without diminution of rigidity or durability.

Warwick Models 17 and 19 are the result. That they fully meet said demand their record of success and increasing popularity strongly attest

Either of these models, fitted with wood rims and road tires, weighs only twenty-five pounds. But at no point of construction has strength been sacrificed. Each carries the same guarantee as the heaviest wheels, which shows the unbounded confidence of the manufacturers.

The only difference between Models 17 and 19 lies in the size of frame and head. In the frame and steering head, Model 17 represents the need of the major part of the cycling fraternity, by being of medium height: while Model 19 is built more especially for riders of extra reach.

---

The easy riding qualities of the Warwick wheels have passed into a maxim. Scientifically constructed to a degree of absolute accuracy of adjustment, they represent the maximum possibilities for speed, with the minimum expenditure for strength.



WARWICK MODEL 19.

The interest already manifested in wheeling this season exceeds that of any other, and such wide-spread attention demonstrates that bicycle riding is more than ever taking the lead of other forms of out-door recreation.

Time and space are becoming more and more annihilated by invention following invention: so that none can tell the possibilities which the future may produce.

The evolution of the wheel up to the present is really marvellous. But it would be presumptuous to say that the climax has been reached. In fact, looking at the various stages it has undergone, from the first crude attempts to the magnificent productions of the present day, we may well ponder and conclude that the *real* perfection of the wheel may be in the future — near or far — according to the productions of the inventive genius of men who make, and will make the wheel a study.

From Robert Fulton's little crude punt, paddling up the Hudson at the rate of about five miles an hour, to the present great "grey hounds" of the oceans, there have been much startling changes.

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---

 We wish to inform the Clubs of Massachusetts that we have for sale, at the small price of 25 cents each, engravings with large border, of all prominent wheelmen, done on heavy coated paper.

By ordering samples you will find that you can furnish your rooms in first-class style with them.

GARFIELD PUBLISHING CO.

5 PARK SQUARE,

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 BOSTON

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## CLUB RUNS.

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The vitality of the cycling sport, outside of the recreation which individuals experience, is mainly due to the racing men, cycling writers, enterprising and open-hearted manufacturers and last but not least, club life.

The development of a club requires good organization powers, prudence and foresight, and among the many things to be carefully looked after in a club, the club run is foremost. Cycling papers have noticed the decadence of the club run attendance of recent times; but we believe there is a remedy for such falling off.

The following causes are, we believe, responsible, and by applying the proper remedies, there is no reason why the club run in future should experience a dearth of members:—

FIRST. Club runs are often called too early in the morning. The majority of the members require a good rest on Sunday mornings, as they have to rise early during the rest of the week. Starting at 10.30 or 11 A. M. the club can arrive at any reasonable destination in time for dinner.

SECOND. They are called too frequently. No member can attend every Sunday. The boys want, on an average, every second Sunday free, and consequently on many occasions the very best members cannot attend.

THIRD. Scorching makes the club run an agony for riders, who cannot keep up. New riders especially should be made at home on all such occasions, and in their interests, rests should be taken, when all together could enjoy themselves.

FOURTH. Members who cannot be gentlemen enough to stay with the club, but will act against the club's rules and custom, by scorching, should be "called down," on such occasions.

FIFTH. The destination should not always be a long distance. When a club run is called, if the day should happen to be hot, it would be better to change from a long distance to some shorter one.

SIXTH. A notification to each member to attend, on all such occasions is desirable.

SEVENTH. It is better to go a few miles out of the way, than travel a dusty road, especially if there are many carriages on the road.

A proper recognition of the above causes, cannot fail to bring up the club runs to the old standard.

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In the start of the World's Record Race, which appears on page 53, the names are written in the order commencing with Graves at the pole.

This explanation will enable the reader to distinguish the old veterans of the track, who appear there.

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# Historical Outline of the L. A. W.

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In Newport, R. I., was organized in the last day of May 1880, the splendid organization of wheelmen known as the League of American Wheelmen.

Men of brain, muscle and determination were required for the occasion: and the men who assembled in Newport were worthy of the occasion.

Nearly two years before (1878) in England, was organized what was then known as the Bicycle Touring Club, and the wheelmen of America increasing daily, even under adverse circumstances, (such as bad roads, popular prejudice &c. &c.) determined to organize into a solid phalanx; to get the "right of way"; which has since been obtained, by pluck, intelligence, and above all by *organization*.

Though the "ground had been broken" to a certain extent, before the Newport meeting, yet from that date may be taken, the inspiration so to speak, which has culminated in the grandest organization of athletes that the history of the world can show — The League of American Wheelmen.

Read about the ancient Greeks and Romans, Very well. They produced great *individuals* as athletes. So has America; so has France; so has Germany, England, Ireland and every other country of civilization, but to the L. A. W., must be given the palm for making in so short a time, a national and international name and record: and of producing the sublime spectacle of an organization of the most stalwart, intelligent, brave and plucky citizens that any country in the globe has ever produced. *This is a fact.* This statement cannot be contradicted in *truth*. Let the challenge come from where it may. The *fact* remains.

Grand, and powerful as the L. A. W., is at present, if it continues to be guided in the future with the foresight and determination of its past honorable record, every citizen of these United States may well feel assured that the country which produces such an organization can rely on it to be the first to uphold its honors, and its honored flag, in the hour of danger.

Before the bicycle, the velocipede became so unpopular with civic bodies that they passed restrictive laws against its running in the highways of most of our Eastern States. Even the year before the Newport meet, the mayor of that city ordered the police to exclude bicycles until a special permit was obtained to ride in the city.

The Newport "meet" came about in this way:—In the beginning of 1880, the N. York Club, C. Kirk Munroe, president, suggested a meet of wheelmen, and after correspondence with the Boston, and Essex, N. J., clubs, an invitation was extended to all wheelmen in the United States both club members, and non-club men: to meet on Decoration Day at Newport. The New Yorkers however intended only a social gathering with a parade &c., but it so happened that the *Bicycling World* of which C. E. Pratt was editor had this to say in an editorial on the 20th of March:—"We wish to suggest now for consideration in season, whether this proposed meet will not offer a suitable occasion for a meeting of delegates from all the clubs, for the organization of a Bicycle League, which may serve to protect and to further the general common rights and interests of wheelmen throughout the United States and Canada, and combine the best points of the Bicycle Union and the Bicycle Touring Club abroad".

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This same Editor (Mr. Pratt) in the *Bicycling World* of May 1st issued a call to all the wheel clubs in the country asking each club to send two delegates to Newport for the purpose of meeting in convention and to organize an American League of bicyclists,

The call was issued by Mr. Pratt as president of the Boston Bicycle Club.

The call was responded to with a will. The convention opened at 9 A. M., Decoration Day, Monday, May 31; but delegates began to arrive as early as the preceding Friday from Chicago, Philadelphia, New York, and Boston: so that the next day witnessed one hundred wheelmen in the city.

The convention was composed of club delegates and unattached members; the former sat on one side of the hall, and the latter on the other. A constitution was drafted and adopted; the name of the League of American Wheelmen proposed by Mr. Sam'l. T. Clark of Baltimore was accepted and a board of officers elected, composed of Chas. E. Pratt of Boston, President; Thos. K. Largstrett, Philadelphia, Vice-President; C. Kirk. Munroe, New York, Commander; Albert S. Parsons, Cambridge, Mass., Corresponding Secretary; J. Frank Burrill, New York, Recording Secretary; Hugh L. Willoughby, Saratoga, N. Y., Treasurer.

These officers, with two directors from each State in which a bicycle club was organized, constituted the governing body of the League.

Mr. Pratt inspired the constitution which provided: "To promote the general interests of bicycling, to ascertain, defend, and protect the rights of wheelmen: and to encourage and facilitate touring".

The afternoon parade had 151 wheels: captained by Edward C. Hodges, of the Boston Bicycle Club. This was followed by a banquet which was quite informal with much enthusiasm and congratulations for the result of the convention.

As Baron von Drais was called "Father of the Bicycle", so was Mr. Pratt called "Father of the League", and in recognition of his worth and services in this direction he was later on presented with a silver pitcher appropriately inscribed by his many friends and admirers.

At a meeting of the Board of Officers held in New York on Sept. 18th, 1880, a set of by-laws was adopted: and the first official discussion on the amateur rule took place. This discussion was spirited. Mr. Joseph Pennell representing Pennsylvania urged the necessity of a strict amateur rule excluding all dealers and cycling editors from the amateur ranks. This was not carried, but a rule similar to the English rule was adopted. The Board adopted a League badge designed by Joseph Pennell and A. S. Parsons, which was of silver, the size of half a dollar, showing a sketch of North America in relief, surrounded by a wheel, with the words "League of American Wheelmen" and dependent from a handle bar. It was called the "Continent Badge" at first, but this name was changed to "Ham Badge", and this finally gave place to the one designed by C. H. Lamson of Portland, Me., at the fall meeting of the Board of Officers held in New York in 1881.

The first case concerning the road rights of wheelmen that the League had to grapple with was known as the Haddonfield (N. J.) Turnpike case: the League making a test case in court, fighting the company which had ordered its gatekeepers not to admit wheels upon the pike. The company was persuaded finally to revoke the order, and wheelmen were not hindered to ride there afterwards.

The second meet of the League was held in Boston, May 30th, 1881. The parade numbered 750 wheels in line, under Commander Munroe. At the meeting, the membership was reported to be 1654: and the election of officers resulted in the choice of Chas. E. Pratt of Boston, President; J. M. Fairfield of Chicago, Vice-President; C. K. Munroe, New York, Commander; Kingman N. Putnam of New York, Corresponding Sec'y; Samuel T. Clark, of Baltimore, Recording Sec'y; Dillwyn Wistar of Philadelphia, Treasurer.

In the fall the first races under the auspices of the League took place on the Polo Grounds, New York. Lewis T. Frye of Marlboro, Mass., winning the one mile L. A. W. championship in 3.12 1-2. William Smith of England, won a two mile American championship in 6.35 1-4. W. M. Woodside won a 5 mile race in 19.30 1-4.

The third annual meeting took place in Chicago, May 30th, 1882; a new code of by-laws was adopted which provided for the election of Chief Consuls in states, and representatives based on membership. The office of Commander was abolished; and the membership reported to be 2500. The election of officers resulted in the choice of Wm. H. Miller, Columbus, O., for President: Albert S. Parsons, Cambridge, Mass., Vice-President: Kingman N. Putnam, New York, Corresponding Secretary: Angus S. Hibbard, Milwaukee. Recording Secretary: William V. Gilman, Nashua, N. H., Treasurer. Election of state officers was by mail vote in June.

The fourth annual meet took place in New York City, May 28th, 1883. The principal matter of importance at the meeting was the discussion on the matter of a League organ. The *Bicycling World* was the organ at Newport, but its independent criticisms on officers and management made it unpopular with those who were the object of attack. This feeling resulted by the meeting voting the *Wheel* of New York as organ. The *Bicycling World* had never charged for publishing the notices, but members were obliged to subscribe for the paper. The League voted a copy of the *Wheel* to each member, and also agreed to pay fifty cents for each subscription whether for one week or one year. This cost the League \$1950 the first year, and left the treasury empty. A call for a popular subscription was answered by the sum of \$380.

The parade of 723 wheels in line took place in Central Park by special permission of the park commissioners, and such a demonstration had a powerful effect in breaking down the prejudice held by many against wheeling.

The officers elected were N. Malon Beckwith, New York. President: W. H. Miller, Columbus, O., Vice-President: Frederick Jenkins, New York, Corresponding Secretary: A. S. Hibbard, Milwaukee, Recording Secretary: Wm. V. Gilman, Nashua, N. H., Treasurer. Total membership reported, 2131.

The fifth annual meet was held in Washington, D. C., May 19th, 1884. Strength of membership reported, 4250. Six hundred wheels were in the parade. The official organ business again came up for consideration at the meeting, resulting in the appointment of a committee to retire and report on the expediency of the League publishing an official organ. The committee reported adversely. The League then made a contract with the *Amateur Athlete*, the agreement being that the paper should be furnished to members for five-sixths of a cent a copy. Eugene M. Aaron of Philadelphia acted as official editor for one year without compensation. He was elected Recording Secretary of the League also. The following were the officers elected:—N. Malon Beckwith, New York, President: W. H. Miller, Columbus, O., Vice-President: C. K. Alley, Buffalo, N. Y., Corresponding Secretary; Eugene M. Aaron, Philadelphia, Recording Secretary; Stephen Terry, Hartford, Conn., Treasurer.

The sixth annual meet was held in Buffalo, N. Y., July 2nd, 1885. The *Amateur Athlete* not giving satisfaction to the organization, Mr. Aaron produced a specimen paper at this meeting, and a vote was passed to continue it as the organ of the L. A. W.—The *L. A. W. Bulletin*.

An effort was made also to strike out the word "amateur" from the constitution, and to permit professionals, but it was voted down with a vim, and a more stringent amateur clause inserted. The officers elected were N. Malon Beckwith, New York. President: Stephen Terry, Hartford, Conn., Vice-President: T. J. Kirkpatrick, Springfield, O., Executive Committeeman: Frank P. Kendall, Worcester, Mass., Treasurer: E. M. Aaron, Philadelphia, Secretary-Editor (new). The total membership for the year ending December 1885 was 5176.

In 1885 bicycle makers commenced to put teams of racing men on the track to race with amateurs. These men were paid regular salaries, expenses paid, and trainers accompanied them. They were known as "makers"

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Amateurs." The stringent rule adopted at the Buffalo meeting was the entering of the wedge which broke up the "Makers' Amateurs."

In the spring of 1886 the chairman of the Racing Board appeared before the Executive Committee and reported that he was ready to attack the "Makers' Amateurs," with the object of breaking up that body. He was told to proceed, with assurances of support. The Racing Board had made previous efforts to prove that men had violated the amateur rule: though it was quite certain that such were the facts, yet direct evidence was in most cases impossible to get; but the Racing Board now determined to make men *prove* themselves innocent in this manner:

Blanks were sent to the men and to the manufacturers, containing questions as to the relations between them. The men were asked if they had ever received money for their riding, and the makers were asked if they ever paid this, that, or the other man anything in the shape of a salary, and the limit of time given for answers was thirty days. This was "a crusher." The press contained letters of indignation. Law suits were threatened, and confusion reigned in the camp of the "Makers' Amateurs." The time expired: no answers were given to the questions asked: and all the "Makers' Amateurs" were declared professionals. The result was that fifty men were taken out of the amateur ranks, embracing nearly every racing man of note in the United States.

This threatened the success of the fall tournaments.

The League's jurisdiction over racing was now threatened by a movement on the part of the racing men to organize themselves into a new league unless the acts of the Racing Board would be recinded.

Threats had no effect on the board: they were firm, and forged ahead.

The seventh annual meet was held in Boston, May 28th, 1886. The "Makers' Amateurs" question was the great topic of the meeting, and the action of the Racing Board was enthusiastically endorsed by an overwhelming majority, and received a vote of thanks for its brilliant campaign. The election of officers resulted as follows: N. Malon Beckwith, New York, President: T. J. Kirkpatrick, Springfield, O., Vice-President; John C. Gulick, New York, Executive Committeeman; E. M. Aaron, Philadelphia, Secretary-Editor; Sanford Lawton, Springfield, Mass., Treasurer. The total membership for the year ending December, 1886, was 10,264.

The action of the League by endorsing the action of the Racing Board in its contest with the "Maker's Amateurs," resulted in the latter forming the American Cyclists' Union, on the 29th of May, or the day following the League's meeting. It undertook to legislate for amateur, "promateur," and professional racing. The promature riders did not race with professionals, nor for money. They were allowed to draw salaries for riding. The fall tournaments were nearly run under the rules of the A. C. U., but it was short-lived, and the next year it collapsed.

The spring meeting of the Board of Officers was held in New York Jan. 17th, 1887. The official organ was a financial failure, and the League's treasury was empty. The Secretary-Editor, Mr. Aaron, handed in his resignation, which was accepted, and a ballot for his successor resulted in the election of Abbot Bassett of Boston. Mr. Bassett went to Philadeldhia, assumed the duties of his office, and after two months removed the League's headquarters to Boston.

The eighth annual meet of the League was held in St. Louis May 20th, 1887. Officers elected were: T. J. Kirkpatrick, Springfield, O., President; H. W. Hayes, Cambridge, Mass., Vice-President; Geo. R. Bedwell, New York, Executive Committeeman; W. M. Brewster, St. Louis, Treasurer. Total membership for the year ending December, 1887, 11,939.

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On the 27th of June of this year, a bill was signed by Governor Hill of New York, which was of great importance to wheelmen generally, but to New Yorkers particularly. It is known as "The Liberty Bill," which opened Central Park to wheelmen. In 1879 the Park Commissioners by a united vote excluded bicycles from the Park: and though many petitions were presented to them to get the right to wheel there, they (the commissioners) were obdurate. Finally it was decided to make a test case and bring the matter into Court, in order to establish the right of the bicycle to go anywhere unobstructed where other vehicles went unhindered. Col. A. A. Pope backed the undertaking, agreeing to pay all the legal expenses. Three New York wheelmen, Wm. M. Wright, S. Conant Foster, and H. H. Walker rode into the Park at 9 A. M. Saturday, July 2d, 1881. They were promptly arrested. The case was carried from one court to another, always resulting in the wheelmen's defeat. The case cost \$7,000.

In the Meet of 1883 at New York, the Commissioners allowed the use of the Park roads for the parade; and the exhibition and conduct of the men made such a favorable impression on the public that it broke down the barriers of prejudice which existed previously, and paved the way for "The Liberty Bill." Wheelmen were restive under the restraint of Gotham's sages. They went to work with a will. The courts and the law gave them the "cold shoulder." They would make a law in their own favor which the courts should recognize, *and they did*. To Geo. R. Bidwell, then Chief Consul of New York, and to Isaac B. Potter, Attorney for the Division, must be given the honor, to a very large degree, for the successful termination of a contest which cost much labor, time and money. After months of labor these gentlemen had the satisfaction of seeing their object crowned with success in the shape of a bill which passed the Legislature, and became law by the signature of Governor Hill on June 27th, 1887. This was "The Liberty Bill" which, among other good things, provided such an interesting clause as the following:—

"Commissioners, Trustees, or other authorities having charge or control of the Highways, or Park Driveways shall have no power or authority to pass, enforce or maintain, any ordinance, rule or regulation, by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any of the Park Highways or Driveways, at any time when the same is open to the free use of persons using other pleasure carriages."

The wheelmen's rights were at length recognized by law—by a law, too, they themselves forced through. This was indeed a grand victory. Other States had to follow the example laid down to them by New York, and similar bills were shortly afterwards passed in several States.

The ninth annual meeting was held in Baltimore, June 18th, 1888, at which a new constitution was adopted. The Board of Officers was abolished, and in its stead was substituted a National Assembly, composed of all Chief Consuls and Vice-Consuls, and delegates, one for each two hundred members. The constitution also provided for two Vice-Presidents, the second Vice-President taking the place of the Executive Committeeman; and a Standing Committee on Improvement of Highways was another feature of the new constitution.

The officers elected were: President, T. J. Kirkpatrick, Springfield, O.; First Vice-President, H. W. Hayes, Cambridge, Mass.; Second Vice-President, W. S. Bull, Buffalo, N. Y.

In March, this year (1888), the *L. A. W. Bulletin* and the *Bicycling World* became one paper, retaining both names.

The election of officers held heretofore at the annual Summer Meet was changed by the new constitution to the annual meeting of the National Assembly, which first occurred in February, 1889. This was the tenth annual election. The elected officers were: President, Chas. A. Luscombe, N. Y.; First Vice-President, James R. Dunn, Massilon, O.; Second Vice-President, Wm. H. Emery, Boston, Mass.; Treasurer, Wm. M. Brewster, St. Louis,

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Mo.: Dr. C. S. Butler, Buffalo, N. Y., Chairman of new Committee on Highways. The change of programme from the old way and time of election — the Annual Meet — resulted in the loss also of a very potential amount of interest which members used to take in the former, but who could not participate in the latter. Total membership reported up to April 30th, 1889, given as 12,193.

At the meeting in February, 1889, the following officers were elected: President, James R. Dunn, Massilon, O.; First Vice-President, William H. Emery, Boston, Mass.; Second Vice-President, Geo. R. Bidwell, N. Y.; Treasurer, W. M. Brewster, St. Louis, Mo. Total membership to April 30th, 1890, 12,703. The Annual Meet was held at Niagara Falls on August 25th, 26th and 27th (1890).

There was a constitutional convention held at this time also, which made important changes in league business. The President's term of office was extended to two years: and an amendment allowing non-wheelmen to be enrolled who sympathized with the roads improvements idea, and who were contributors to funds relating to same, was also passed.

February 16th, 1891, in Washington, was held the twelfth Annual Meet for election, which resulted in the choice of the following gentlemen: President, Jas. R. Dunn, Massilon, O.; First Vice-President, Chas. L. Burdett, Hartford, Conn.; Second Vice-President, G. Carlton Brown, Elizabeth, N. J.; Treasurer, W. M. Brewster, St. Louis, Mo.

The Annual Meet was held at Detroit July 16th, 17th and 18th. No business meeting took place on this occasion. Total membership to April 30th, 1891, 18,504.

The convention of 1892 was held at the Chittenden Hotel, Columbus, O., on February 15th. Officers elected: President, Chas. L. Burdett, Hartford, Conn.; First Vice-President, T. F. Sheridan, Illinois; Second Vice-President, G. C. Brown, Elizabeth, N. J.; Treasurer, Wm. M. Brewster, St. Louis, Mo. Total membership, 23,680.

On February 20th, 1893, at Union League Hall, Philadelphia, was held the convention for that year. Officers: President (2 years), Chas. L. Burdett, Hartford Conn.; First Vice-President, T. F. Sheridan, Illinois; Second Vice-President, G. C. Brown, Elizabeth, N. J.; Treasurer, Wm. M. Brewster, St. Louis, Mo. At this convention an attempt was made to draw the "color line"; that is, to permit none but white persons to membership in the League, but it proved unsuccessful. Total membership reported, 34,304. The basis of representation to the National Assembly was changed from one representative to every 200 members, to one representing 400 members.

At Louisville, Ken., on Monday and Tuesday, February 19 and 20, 1894, the convention of the National Assembly was held. Roll call showed a total of 179 delegates.

President Burdett presented his report, and recommended the formation of a stock company to enable the organization to carry on necessary business, to make contracts, etc.

Treasurer Brewster reported the receipt of \$12,759, and expenditure during the year of \$14,709.31, and a balance on hand of \$761.33.

Secretary Bassett made his official report, covering all the details of his office.

Vice-President Brown, as Secretary of the Executive Committee, also submitted his report.

Chairman Raymond of the Racing Board, made his report, which was received with much enthusiasm, anticipating the adoption of classes A and B.

The special Auditing Committee reported having found all the accounts of the League strictly correct.

One of the most important reports was that of Sterling Elliott, Chairman of the Publications Committee. His recommendations were on the different ways by which the *League Bulletin* could be published, either by the organization or some publishing house, etc.

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President Burdett tendered his resignation, which was accepted: and Messrs. Chas. H. Luscomb and T. F. Sheridan were nominated for the Presidency. The vote resulted in the election of Mr. Luscomb. The officers elected were: President, Charles H. Luscomb, New York: First Vice-President, A. C. Willison, Maryland: Second Vice-President, George A. Perkins, Massachusetts: Treasurer, Wm. M. Brewster, St. Louis, Mo. Mr. Brewster was elected by a large majority. Total membership close on to 40,000.

Amendments to the constitution came up for consideration, the color line being the first. This was carried by a vote of 127 to 54: so that in future none but white persons can become members of the League.

Mr. Raymond having been re-appointed as Chairman of the Racing Board, took the floor, and forcibly advocated the adoption of the two-class rule, which on vote was almost unanimously adopted.

Power was given the Assembly, or Executive Committee, to fine any Division refusing to comply with their rulings.

The annual dues were increased to one dollar and a half: fifty cents to be the subscription price for the *L. A. W. Bulletin*. The Executive Committee was empowered to contract for the publication of the *Bulletin*, and to arrange with the *Bicycling World* for its discontinuance as the League organ for the present.

At a later meeting the Executive Committee decided to make the subscription to the *L. A. W. Bulletin* voluntary, and that organ is now being published by the League, while the *Bicycling World* is run as a private concern—a consummation very much desired by the owners on account of the increasing responsibilities which the swelling League membership demanded of them. The L. A. W. at present is on a basis firmer than ever. And all true cyclists will hope that it will keep on in its good work as the years roll by.

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## ALONZO D. PECK,

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Alonzo D. Peck, is a wheelman who needs no introduction to his fellow-wheelmen. Familiarly known among wheelmen as "Lon Peck," full of life, energy, and good nature, a born leader, a man whose friends are legion.

From his earliest boyhood he was an enthusiast in all sorts of outdoor sports. Having a superb physique and a mind fitted for leading and organizing, he naturally became a leader in all the sports which claimed his attention.

The same was and is true of his connection with cycling, which he began in 1883.

He became a member of four different clubs, and in 1883-84 he was made first lieutenant of the Boston Ramblers, and the next year he was elected to the same office in the Massachusetts club. Meanwhile he had been actively interested in Nonantum clubs.

Mr. Peck was chosen captain of the Massachusetts club in 1886, and still holds that office.

In the early days of Boston cycling he was prominently identified with the events which were regarded as nine day wonders.



As a tourist, he has a cyclometer record of 45,746 miles up to Jan. 1st 1894, and his private cycling tours have covered Prince Edward Island, Cape Breton, Nova Scotia, and all of the Middle and Eastern States South to the Carolinas.

In 1887 he was first lieutenant of the "Big Four" tour through Canada. In 1886, when the league met in Boston, he was a member of eight different committees, and at the present time is a member of the executive and chairman of the bicycle committees of the B. A. A.

He is captain of the Corey Hill Snowshoe Club and vice-president of the Corey Hill Toboggan Club. He has been active in the management of what might be termed "feature runs." He has managed a century run and two ladies' runs, all of which have been very successful.

He is located with the Pope Manufacturing Company and his desk there is always the rendezvous of all the wheelmen visiting in town. He is in great demand during the racing season as a starter and official.

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## GEO. L. SULLIVAN.

Mr. George L. Sullivan, one of the most prolific and pointed writers that the cycling world has produced, is but 22 years of age. He was born in Somerville, and educated in the public schools of that city. Upon his graduation in 1889 he became member of the reportorial staff of the Boston Globe. Through his excellent work and knowledge of the sport of cycling, he succeeded Secretary—Treasurer Howard as cycling editor of that paper. As a cyclist Mr. Sullivan is an enthusiast, putting his energy into whatever task he sets about, while his genial companionship has won for him a legion of warm and true friends.



He joined the Massachusetts Bicycle Club in 1890, and is now a member of the Malden and Union Clubs. His signed articles have attracted considerable attention throughout the country, and especially was this the case with his letters anent the Chicago meet of 1893. He has also done clever work as a special story writer for his paper. Mr. Sullivan is one of the leading spirits of the cyclers of to-day having been identified more or less with all the race meets held in this vicinity. For two years he has been a member of the board of officers of the Massachusetts Division, L. A. W., and was this year a delegate to the national assembly.

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## EDWARD A. NELSON.

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Edward Almon Nelson, was born in West Springfield, on Jan. 4th, 1873. He commenced riding a wheel in the spring of '91, and on August 14, of that year, rode and won his first race which was a 13 mile handicap road race, riding a 50 lb. Wheel he covered the distance in 42.14 2-5.

At the Springfield races of Springfield in September '92, he won the 2.40 class in 2.34 3-5 beating many fast riders, including Charlie Murphy and Billy Campbell. He also won the 1-2 mile handicap from the 20 yard mark, 2nd prize in the one mile handicap, and also 2nd in the 1-2 mile handicap the first day, being defeated by Windle in 1.02 2-5.

In 1893 he commenced the season by winning the 1-2 mile open at Worcester on May 29, and establishing a new world's record for a 1-2 mile scratch race in 1.08 2-5. On this day he also won the one mile open to Mass., and Conn., riders. Going to Waltham the following day, he not only twice defeated Tyler and McDuffie, but Taylor also, and won the heat and final of the



3 mile open, in 46 seconds. On July 4th, at Hartford, Conn., races he established a new world's record for a standing start 1/4 mile, in 30 1-5 seconds, and rode 2nd, to Sanger in the one mile open. He also received a special prize for the fastest half mile in competition which was done in 1.05. July 8, '93 found him on Manhattan field, N. Y., where he had a very bad fall, receiving injuries which did not heal for 2 weeks, not mounting his wheel until July 15, when he rode 2nd to Zimmerman at Rockville, Conn., in the one mile open in 2.27. Ed. won 4 prizes at the Detroit races on Aug. 1 and 2. At Pittsfield on September 2nd, he won the 1-2 mile open. At Hartford, Sept. 4th, he rode 3rd, to Windle and Tyler in 2 races and the day following he won 2nd, prize from scratch in the half mile handicap, and also 2nd, in the 2.30 class. Ed. also won the 1-2 and 2 mile State championships, and holds nineteen track records. He acted as a pacemaker for Windle and Tyler last fall, and has ridden a quarter in 26 seconds, a half mile in 57 seconds, and a mile in less than 2 minutes.

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## ARTHUR K. PECK.

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Arthur K. Peck a brother of "Lon" Peck, is the bicycle editor of the Boston Post and the Boston correspondent of "The Wheel," "Cycling Life," "Cycle Record" and a number of other wheel papers. He became actively interested in cycling a year ago. His executive ability and his writings found prompt recognition and he at once arose to a position in the front rank. His articles show marked individuality with a spice of wit running through them. His opinions are independent and honestly expressed, regardless of consequences.

Mr. Peck for a number of years has been very prominent in Boston society. Has been the leader in a number of large social events, the list including dancing and coaching parties, tennis, tournaments, and social clubs. When interested in tennis he organized a club which stood second to the Longwood Club in this state, in size and influence. His work on the Post has made



that paper widely popular as a wheelman's paper. His first step in journalism and as an active member of the cycling community was taken in conjunction with Ed. McGillem; they planned the Paul Revere's ride and colonial night at the Massachusetts Club, one of the most unique and successful bicycle events ever conducted. Through his efforts and those of Spencer T. Williams the movement to secure the National meet for Boston was started. Mr. Peck was instrumental in getting the matter before the A.C.C. The unanimous verdict of approval given, the executive committee tendered him the chairmanship of a committee to secure appropriations and plan the preliminaries of the campaign. Studying the situation he at once entered into controversy with the followers of Denver and Ashbury Park carrying on the discussion through the different wheel papers with great earnestness. He clinched the arguments by a petition signed by seven thousand L. A. W. members. Massachusetts was thereby enabled by the evidence of her determination, to secure a strong hold on the '95 National Meet.

Mr. Peck has been judge, scorer or referee at nearly every race meet hereabouts last season, served on several committees of the '93 Spring Meet, is a road officer of the Massachusetts Club, a delegate to the National Assembly a member of the Massachusetts Division Board and the state committee on tours, was chosen chairman of the committee on prizes, and has full charge of the solicitation of the flyers for the Spring Meet. Socially Mr. Peck is one of the most perfect gentlemen one can meet, one of those who give tone, stability and impetus to the cycling sport. Such is the verdict of one who has known him for many years.

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## GEORGE A. PERKINS.

Chief Consul George A. Perkins is a Cambridge man. He was born in that classic city Sept. 4, 1856, and is therefore 38 years of age.

His early education was acquired in the schools of that city, from which he graduated at an early age.

His mind had always been turned to the study and practice of Law, and, when he graduated from the high school he entered the law school of Boston University, where he spent some time in the study of his chosen profession.

Graduating from there in due course he was admitted to the Suffolk bar in 1878, and as he says, "I have been practising ever since."

A man of marked and unusual ability, his fellow-citizens were not long in finding out that he was a good man to represent them in the General Court.



He was a member of the House of Representatives in the years 1886, 1887 and 1889. He served on the most important committees, such as the judiciary and other like committees and was looked upon as a valuable man.

His connection with cycling dates back to 1884. When he began to ride, he joined the Cambridge club, and held every office in that organization.

At the same time, he became a member of the League of American Wheelmen. His inherent qualities soon made him an officer in that organization and at the present time he is a member of some of the most important committees both of the division and national bodies as well as second vice-president of the league. He is also chairman of Mass. Highway Committee, appointed by Gov. Russell.

He has been a member of the board of officers several times.

He is an enthusiastic cyclist, and is very well fitted to the positions which he has been elected to fill. His legal training will be of great use to him, and his public service will stand him in good stead among the more influential men for the advancement of wheeling.

Mr. Perkins' popularity among wheelmen was well demonstrated at the state elections of the L. A. W., in the Fall of 1893, when not receiving the regular nomination for Chief Consul he ran independently, and got elected by an overwhelming majority.

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## D. EDWARD MILLER.

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Every wheelman, who has attended the big meets of the Springfield Bicycle Club will recognize the face of D. Edward Miller, its president. Mr. Miller undoubtedly is, as he was once happily introduced to a meeting of wheelmen, "one of the greatest living experts on bicycle tournaments." It has been under his presidency that the Springfield Bicycle Club with the advent of the safety, has revived and carried on its tournaments so successfully.

Mr. Miller, naturally a business man, has during a long experience made a constant study of tournaments, both of his own and of other clubs, with whom he is much in demand as a judge, until he is thoroughly acquainted with the details of the work.

Beside his business ability, Mr. Miller is particularly qualified for his position as president by a natural facility for entertaining and meeting men: and consequently he has an extremely large number of friends and acquaintances all over the country.



President Miller, although an "old timer" from a bicycle standpoint is still a young man, having been born in Holyoke, August 12, 1862. He is practically a Springfield boy, however, going there when but eight years old and having lived there ever since. It was in 1882 that he first rode a bicycle and in 1883 he joined the infant Springfield Bicycle Club. He early had experience in tournament management, serving as clerk of the course in the series of big ordinary meets. When the club met its memorable reverse in the loss of its tournament receipts, Mr. Miller was one of the "old guard," who stood by it and carried it on. He was always popular in the club and while it was still a purely riding organization, he held the then important office of lieutenant. He was made vice-president of the club in 1887, and in 1890 became president, a position to which he has been chosen ever since. Although for years a member of the L. A. W., he was not prominent until three years ago, when he became a representative from Springfield, a position to which he was re-elected until this year, when he was made vice-consul of the Massachusetts division.

## CHAS. T. NELSON.

Chas. T. Nelson was born in Worcester, Mass., on the 2nd, of April, 1875, where he lived until 7 years of age, but has resided in Springfield, Mass., ever since.

He began racing on August 12, 1892, starting in a road race from Springfield to Chicopee, and return, twice. He had five out of 7 1-2 minutes handicap, and rode in a field of 29 riders, with his brother, E. A. Nelson, and R. S. Williamson as the scratch men. C. T. Nelson finished 3rd. in this race of 14 miles in 50 minutes. and 17 seconds, over a muddy course, being defeated by a limit man for first place by a few yards, and for second by his brother "Ed."

His next race was on Hampden Park, September 14, 1892.

In the one mile 2.50 class, he finished 3rd, and on the same day won first place in the one mile Scholarship race, entitling him to one year's course at Childs' Business College. Before entering that institute, however, he rode in Holyoke, Oct. 6, a 16 mile race, another in Pittsfield, October 21.

In the former race, he had 3 minutes out of a limit of 10, and finished in 5th, position, in a field of 30 riders.

In the latter he was scratch man, finished in second place, and won the time prize, out of a field of 17 riders, over a rough course of 15 miles.



Nelson again started in the Spring of 1893, and raced first at Worcester, Mass., May 30, 1893.

At Hartford, July 4th, he finished second to Sanger, by 25 yards in the one mile handicap, from the 100 yard mark, the 'Giant's' time being 2.14 3-5 and a world's record in competition for that distance at that time. Again, at Hartford, September 10th, he finished second to Tyler in the one-half-mile handicap from the 50 yard mark, Tyler's time being 1.01 2-5, a world's record for that distance at that time.

At Danbury, Conn., October 3rd, Nelson finished almost a dead heat with A. W. Warren, of Hartford, and E. A. Nelson his brother, in a 1-2 mile open race, and the judges announced the finish in this order; Warren, C. T., and then E. A. Nelson.

He holds two track records made at North Adams, and also the World's record for a novice for one mile, at 2.22 3-5 made in the famous track at Springfield, Mass., on the 15th, of September, 1892.

C. T. Nelson has a record in a race of 2.24 3-5, and a flying half mile record of 58 seconds.

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## CHARLES S. HOWARD.

Secretary-Treasurer Charles S. Howard was born in Boston in 1865. At an early age he went South, and at the age of 10 years returned to Boston, where he has resided since.

He spent two or three years with the Pope Manufacturing Company, and the experience gained in this position was of practical use to him later when he became widely known as an authority on cycling.

His first experience in journalism was in 1882, at which time he conducted a cycling column for the Sunday Courier. Later in the same year he became connected with the Globe, and was the first to start a regular cycling department in any Boston daily paper.

Since that time he has been a correspondent for all the leading cycling papers in the country, under various nom de plumes.

In 1883 he organized the Boston Ramblers, which quickly won recognition as one of the leading cycling clubs of America. They were the originators of many features in club life which have since become popular and widely copied.

For two years he was chairman of the Massachusetts division, L. A. W., racing board.



In the days when a mile in three minutes was considered phenomenal time he won a few prizes on the race track, both on the bicycle and tricycle. He was an expert on slow riding, and still holds the record for 100 yards, 14 minutes, which has never been approached. He was also prominent at one time as a fancy rider of no mean ability.

He has been a representative to the Massachusetts division board of officers since 1885, and a delegate to the national assembly since that time. He has attended all but three meets held by the league and always manifested a deep interest in league affairs.

In 1889 he was unanimously elected secretary-treasurer of the Massachusetts division, and re-elected to the same office unanimously in 1890.

Beginning as a reporter and writer on sporting matters, he has filled various responsible positions on the Globe. He has been news editor and night city editor, and at present is dramatic and musical editor.

Since 1885 he has been a member of the Boston Bicycle Club, the oldest and at one time the most prominent bicycle club in America.

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## Col. ALBERT A. POPE.

The name of Col. Albert A. Pope, will be for ever inseparably linked with the history of the wheel. He is the "Father of the American Bicycle," and as such his name has gone abroad among the nations. He is a typical American business man of whom we can all feel proud, one whose genius has given employment to thousands, and the history of whose life is a beautiful study for young men of to-day.

Born in Boston on the 20th of May, 1843, Col. Pope is yet a comparatively young man.

He inherited the best traits of a sterling New England ancestry, and such inheritance has been his best friend.

A poor boy he had to work his way up and how he has succeeded is a question well known to the nation. His title to Colonel is no empty one. He earned it on the field of battle, for bravery and skill, always winning the encomiums of his superiors, and the love of his companions, and inferiors.



He always takes a particular interest in the affairs of his workmen, his philanthropic schemes for their welfare in Hartford, where his factories are located, drawing forth the unstinted praise of the local press. In the lesson of a useful, upright, and brilliant life, in his establishing bicycle-making as an American industry, in his well-known efforts for the cause of good roads, Col. Pope has endeared himself to the hearts of all his fellow citizens in general, and wheelmen in particular. His beautiful store on Columbus Ave., Boston, is an ornament to the vicinity, and will well repay visiting wheelmen to inspect. A motto which can be seen on Col. Pope's desk is a good indication of the man's character. They are the following lines of Canon Farrar:—

"I will wish to do good to all men,  
I will do good to many men,  
I will do wilful injury to no man."

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## ALBERT H. OVERMAN.

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Albert H. Overman, the well known manufacturer of the celebrated Victor bicycles, was born in Fulton county, Illinois, March 21st, 1850.

Beginning in a minor position with the publishing house of Jansen, McClurg & Co., Chicago, he steadily worked his way up the ladder as far as the limited range of promotion open to him would allow, after which he left their employ to embark in business for himself.



In 1881 Mr. Overman saw his opportunity in the manufacture of bicycles, then a new and struggling industry of little profit and uncertain prospects. General McClurg, one of his former employers, had sufficient confidence in Mr. Overman to give him financial aid in organizing the Overman Wheel Company.

The new industry went to Chicopee Falls, Mass., and in the face of the keenest commercial rivalry has grown to its present immense proportions. The Victor plant now comprises three mammoth factories: where every part of the bicycle is made.

Mr. Overman is a resident of Springfield, Mass., where he has a palatial home.

One of his characteristics is his well known public spirit, which has manifested itself on many important occasions. The factories at Chicopee are one of the great features of the western part of the state, and he who may gain the privilege of inspecting them is treated to a sight he can never forget.

## J. B. McCUNE.

What Massachusetts wheelman has not heard of "Papa" McCune? Who has not seen his good natured countenance on mostly all occasions where there were gatherings of wheelmen? He has always mixed with the boys, and while recognized as a typical gentleman, he never allowed himself to be carried away by any spirit that would savor of unbecoming reserve.

Mr. McCune was born in Brattleboro, Vt., on April 26th, 1837. He engaged in the manufacturing business when only fourteen years old — principally that of sewing machines.



Since '84 he has been interested in the bicycle business, making his commencement in Wallingford, Conn. He claims to be the first man to start the bicycle business in connection with the sewing machine trade in the United States. His place of business in Boston in '86 was at the corner of Washington Street and Cornhill, when he sold the Springfield Roadster.

He was the organizer of the Union Co., and its president for the first two years.

He drew out of that when his son, W. E. McCune, started the McCune Cycle Co., in Everett, the present quarters of the re-organized company, the Everett Cycle works. When the McCune Co. went into the hands of the assignees, C. S. Fisher and J. B. McCune became the only parties financially interested in the company. They make a specialty of light wheels and racers, and cater more to that trade than any other. Mr. McCune backs up his faith in the light wheel by riding a 19 1-2 lb. wheel, although his weight is 215 pounds.

He rode that weight wheel in the Century run of the Roxbury Wheelmen in the run to Newburyport in November, 1893, finishing with the club.

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## HARRY. C TYLER.

Harry C. Tyler, is distinctively the Springfield Bicycle Club's rider. He is now 25 years old, is pleasant, modest and gentlemanly, and one of the fairest riders in existence.

He was born in Plattsburg, N. Y., but speaking from the standpoint of a bicyclist, his whole career has been as a Springfield boy.

He made his first impression on the bicycle public in the races at Detroit in 1891, when he did wonderful work on a heavy road wheel. His performances during the rest of the season were not so noticeable, although he held a half mile record at its end. The next year, however, when he joined the Springfield Bicycle Club's Riding Team, his career as a racer really began.

He distinguished himself particularly during the Springfield tournament of 1892 by a mile, standing start, in 2.08 4-5 which was then wonderful time. In 1893, however, he had his greatest success, during the first of the season he was not well, but under the training of Harry Leeming he got into prime condition towards the last of the season. At Chicago his performance were not a fair test of his ability, as he was not in condition, and being under treatment for catarrh at that time, but in spite of that he made a showing second only to Zimmerman's.



His work on the Western circuit was also good, but it was at the Springfield tournament that he made his most marked achievements, taking second place in the big mile invitation race of the first day and first places in the mile international record and the half mile handicap of the second day. At the end of the season he held the quarter half, three-quarters mile and one and a half mile records, with standing start, the one hundred yards, eighth and quarter mile with flying start and the half mile in competition. His last prize of the season was Miss Edith E. Thompson to whom he was married, October 19, '93 at her home Plattsburg, N. Y.

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## J. M. LINSOTT.

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Mr. J. M. Linscott whose well known features appear below, is probably as well known as any bicycle dealer in Boston vicinity. Though comparatively a new comer in cycling circles, having only been engaged in the wheel-business about three years he has established a reputation for progressiveness, fair dealing, and liberality that would be hard to equal. Everybody has heard of the Linscott Road Race. This event, which is held annually under his auspices is undoubtedly the leading road event in the East. It opens the season each year and is eagerly looked forward to by all the hard road riders of New England.



The firm of J. M. Linscott & Co. of which Mr. Linscott is the senior member is located in Malden, Chelsea, and Woburn, the Malden store being one of the finest retail bicycle stores in New England.

Besides the tremendous retail business that this firm do each year they also have a large wholesale trade, handling the Spalding Wheel for eastern Massachusetts, and the Falcon for northern New England.

Mr. Linscott is president of the Winnisimmet Cycle Club of Chelsea, where he resides; a delegate to the A. C. C. from Chelsea, and a representative at large in the Massachusetts Division, L. A. W. board of officers. He is also a member of the Malden Bicycle Club, the Maverick Wheel Club of East Boston, the Charlestown Cycle Club, the Linden Bicycle Club, the Everett Cycle Club, the Maplewood Cycle Club, and the East Boston Cycle Club; he is also a member of the Review and Suffolk Club, the two leading social organizations of Chelsea.

Mr. Linscott is personally very popular among his clubmates and business associates, by whom he is universally known as "Jim."

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## GEORGE F. TAYLOR.

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George Fulton Taylor succeeded R. H. Davis as the cycling celebrity of Harvard College, and furthermore held the honor of being known as the fastest college rider in the world. Mr. Taylor began racing in 1889, winning the Boston Athletic Association road race of that year. Nothing further of especial note was heard of him until the grand circuit of last fall at Hartford, Springfield and Peoria. Mr. Taylor showed wonderful speed for a new man, winning six special time prizes for fast quarters made during the tournaments. Since the racing season closed he has been going for the records at Springfield in company



with Windle and the rest of them. At the Springfield track he captured the one-mile intercollegiate record in 2m. 21 1-5s., and on the same track he created a new two-mile world's record in 4m. 48 4-5s., and a new mile record of 2m. 11s. The following year he held his own with the leading riders of the country, doing some exceedingly fast work, and completed the season among the top notchers. Last year was an off year with him, for he did not do himself justice, although capturing some excellent prizes. He is at present a member of one of the fastest racing teams in the country, and it is reasonable to suppose that he will do much better this season than he did last.

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## MASSACHUSETTS BICYCLE CLUB.

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The Massachusetts Bicycle Club has the honor of being one of the oldest bicycle clubs in the country, and it has been an active organization in all that pertains to wheeling. It is recognized as one of the leading clubs of the East. It was organized in March, 1879, and of the original eleven charter members five still remain. The initial meeting was held in a loft in 89 Summer Street. The Secretary sat on a box, and utilized an empty barrel for a desk. In a year's time a wheel room was hired at 140 Eliot Street. The next year, rooms were secured on Columbus Avenue, from which the Club moved to a palatial residence at 152 Newbury Street—a magnificent structure adjoining the Boston Art Club. Thus the Club rose to a high standard, it being conceded that it is the leading bicycle club in the country, having the largest active membership.

The Club began to entertain royally, and out-doors the sport was advanced enthusiastically. A series of road races were undertaken, and in the shorter distances world's records were established. The idea of lantern parades originated with the Club, and has been imitated widely at home and abroad. Thomas Stevens, the world-renowned traveller, who was the first to tour around the world on a bicycle, was the guest of the Club on his return to America. In December, 1885, a fancy dress carnival was given in the Mechanic's Building, Boston. Large numbers of cyclists from all over the state appeared in fancy costume. Pierre Lallemont, the inventor of the velocipede, rode on his original wheel. But there is an end to all good things. There came a period when cycling was on the wane. At this time the Boston Athletic Association opened its doors. There was a general exodus from the Massachusetts Club, and its fall then was as rapid as its rise. The club-house was sold, and the club, but for its annual banquet, almost ceased to exist. On Nov. 16th, 1892, a number of the members re-organized it, and once more brought it to the front. The Club voted to admit ladies, and their aid has contributed much towards winning the numerous prizes on parade. The Club is further indebted to them for many pleasing entertainments.

The laurels won during one season for best appearance and largest membership were as follows: At Cottage City a mantle clock; at Springfield an arm chair and banner; at Worcester a large picture; at Somerville an engraving. The club is essentially a social one, and a review of the entertainments, discloses a long and varied list. In '93 the Club won the prize for best appearance at the Spring Meet of the Massachusetts Division, L. A. W., held in Boston. It has been called the club of original ideas. The Paul Revere ride and Colonial Night of 1893 scored a brilliant success, and its repetition this year under the management of E. W. McGlennen, Arthur K. Peck, Dr. Whittemore, and Edgar Evans Wood won universal praise and wide distinction. This patriotic celebration by this club, in a great degree, helped to bring about the state holiday of April 19th.

The elections are annual. Its present Captain Alonzo D. Peck, is an officer who both in private life and in his official duties is one of whom the Club can justly take pride, and one of the best known wheelmen in the country. Its President is also considered one of the ablest executive officers of the clubs of the country. The Club will in all probability make touring and sociability its main features in future. The present officers are: President, J. Emory Tippet; Vice-President, E. W. McGlennen; Secretary, Ed. C. Wade; Treasurer, Joseph Swan; Captain, A. D. Peck; First Lieutenant, E. F. Prior; Second Lieutenant, Frank M. Bertsch; Third Lieutenant, Geo. B. Arnold; Ensign, Arthur K. Peck.

Its present home is at No. 6 Batavia Street, and is one of the handsomest and best located bicycle club-houses in the country.

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## BOSTON BICYCLE CLUB.

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The history of the Boston Bicycle Club is an important one in the history of cycling in the United States. Founded on Feb. 11, 1878, it was the first bicycle club organized on the American continent, and has, since that time, by its members individually and collectively, held a distinguished position in cycling affairs. The club has always maintained a high standard in the calibre of its members, and a qualification for membership is that a member must have a cycling experience of ten years.

It was the first club to join the league, and its president at that time was the first president of the L. A. W. Its secretary was elected the first president of the A. C. C. of Boston and vicinity. It originated the first "Century" run, the first bicycle race, the first 100 mile road race, the first tricycle road race, the first hill climbing contest, and gives an annual "Wheel Around the Hub." in commemoration of old times.

Its dues are small, as it has no club house to maintain, and is therefore free from worry of many kinds. At one time it was very active in cycling affairs, and took pride in its well-filled ranks in parades. It no longer takes part in parades. The club has only a silver star to distinguish its members, and takes its greatest pleasure in quiet country runs. At one time the club had a magnificent club house on Boylston Street, but decided to discontinue its use. Its officers are:

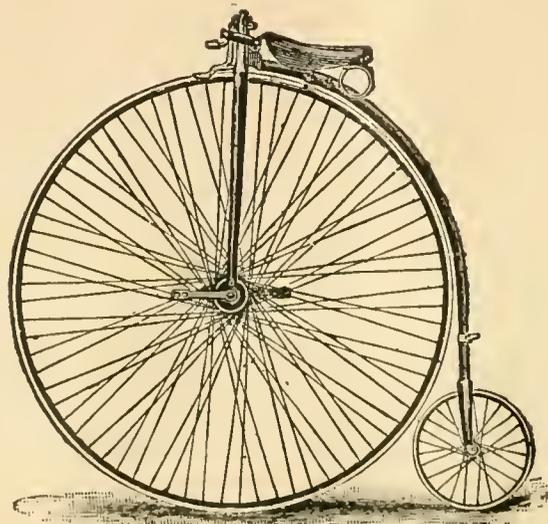
President, EDWARD C. HODGES,  
Secretary, JOSIAH S. DEAN,

Captain, W. G. KENDALL.

### GOVERNING COMMITTEE:

WM. B. EVERETT,  
G. B. WOODWARD,  
C. P. DONAHOE,  
E. G. WHITNEY,

W. WESTON,  
EDWARD C. HODGES,  
JOSIAH S. DEAN,  
W. G. KENDALL.



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## JOHN C. KERRISON.

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Mr. John C. Kerrison, cycling editor of the "Boston Herald," is well known throughout the state, and in national cycling councils as a strong writer, an original organizer, and a loyal friend.

While he is but 25 years of age, his influence has been felt in division and national affairs for some years, and he has reached many thousands of minds through his clever work in the press.

Born in England, his family moved to this country when he was 11 years of age. He comes of a journalistic stock, his father being a well known journalist. Fourteen years ago they moved to Charlestown, and Mr. Kerrison acquired his education in the public schools of that place. He commenced to ride in 1882, and rode an old ordinary and a three-track tricycle. He has been riding ever since. In 1883 Mr. Kerrison came to the "Boston Herald" and entered the lowest round of the ladder as an office boy. He was promoted to the city staff, and later, was transferred to the bicycle department as its editor.



For four years he has been a member of the state board of officers, L. A. W., and has represented the old Bay State at every national assembly meeting in that time. He has served on the state committee on rules and regulations, and is now a member of the division racing board. He was the first organizer of the first Press Cycling Club in the world, and has been its president and lieutenant. He is well known as the originator and manager of the famous 1892 Boston tournament at Saugus, which the Press Club ran in connection with another club. He has managed tournaments for the Malden and the A. C. C., and they have been very successful. He is a member of the Press, Malden, and Rovers cycle clubs. His utterances through the press have always been looked on as authoritative, and he has been correspondent from Boston for several bicycle papers. He is also L. A. W. Official Handicapper for District No. 10.

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## ABBOT BASSETT.

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The name of Abbot Bassett stands in the same relation to cycling, or at least to organized cycling, that the name of Ballington Booth sustains to the salvation army. Administrations have come and "strut their brief hour upon the stage" and the places that knew them once know them now no more for ever. Constitutions and by-laws have been made, amended and discarded: political factions have had their fights: many a battle has been fought with varying results but anon the clearing away of the smoke, reveals the sturdy form of Abbot Bassett. League Bulletins, white, salmon, yellow and green have been created: racing rules have been amended, amateurs have raced for glory and got it, (in the neck.) The head-quarters of the League of American Wheelmen have been moved from town to town.



But the name of the L. A. W., and the name of its Secretary belong together. The mention of the one, suggests the other: they are inter-dependent as are the names of Damon and Pythias.

Mr. Bassett was born in Chelsea, Mass., in 1845. At the age of seventeen he went into the hardware business and followed it as employee and proprietor for about ten years. In 1872 he became editor of the Chelsea Public, after a brief apprenticeship as reporter, compositor and all-round man. In 1881 he came to Boston as a member of the editorial staff of the Manufacturer's Gazette and shortly after became managing Editor of the *Bicycling World*.

In 1884 he was made Chairman of the Racing Board of the L. A. W., and was a success in that capacity. In 1887 he was elected Secretary Editor of the League, a position for which he is eminently fitted and in which he gives satisfaction to as large a percentage of the membership as any one man could hope to. The League expects every man to do his duty, but it certainly has a Secretary who is noted for doing his.

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## JOHN P. CLARKE.

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John P. Clarke, (familiarily known as "Patsey Clarke") was born in North Adams, Sept. 14th. 1867. His first step in athletics was when he joined the Old Dorchester Bicycle Club in '88. The Clubs he has represented and held office in, are Old Dorchester Bicycle Club, 1st Lieut. 2 years: Trimount Athletic Club in '91. He helped form the Dorchester Athletic Club, and has been Treasurer of it ever since its organization. In '93 he joined the Press Cycling Club, and was made 1st Lieut. He has competed in the following events:— Bicycling, Boxing, Bowling, Throwing the 16 lb. Hammer and putting 16 lb. shot, in all of which he has made a good showing.

Some of the principal events he has won are:— 2 Miles National Championship in Bicycling in '89. 1 Mile Bicycle Championship of New England, June 11. '92. Middle-weight Boxing Championship of New England, Jan. '91.

Events in which he won 1st prizes are as follows:— In '88, July 4th, Boston, 1 Mile Novice: Sept. 16th, Providence, R. I., 1 Mile Handicap: Sept. 3d, Cambridge, Mass., 1 Mile Handicap: Sept. 16th, Providence, R. I., 1 Mile Tandem with Berlo: Sept. 22d, Brighton, Mass., 25 Mile Team Road Race: Sept. 22d, Brighton, Mass., 25 Mile Run-over.



In 1889, May 30th, Providence, R. I., 2 Mile National Championship: May 30th, Providence, R. I., 1 Mile Team Race: May 30th, Providence, R. I., 1 Mile Tandem Safety: July 4th, Lynn, Mass., 1 Mile Handicap. In 1890, did not race.

In 1891, did not race until the B. A. A., 25 Mile Road Race, when he got sixth place on Cushion Tire: Dec. 12th, Trimount A. C. Show, won Middleweight Championship. In 1892, June 11th, Boston, Mass., 1 Mile, N. E. Championship: Sept. 5th, Lowell, Mass., 16 lb. Hammer: Sept. 25th, Lynn, Mass., 1 Mile Handicap: Sept. 25th, Lynn, Mass., 2 Mile Handicap.

In 1893, May 4th, rode in Linscott Road Race inside of record but did not get placed: July 24th, Waltham, Mass.: Sept. 2d, Pittsfield, Mass., Sept. 25th, Rochester: Nov. 7th, P. C. C.

He has participated in many other important events, winning 2d. prizes and a few 3d. The prizes he has received are valuable and various.

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## Old Farmer Joslin's Welcome TO WHEELMEN.

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BY D. J. DWYER.  
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Ye may talk about yer talk abeouts,  
An' all yer fun an' mirth,  
But ye've struck the biggest sport thar is  
Upon this spot o' airth:  
But boys' when ye're abilin'  
An' the day be oven-warm,  
Come quench yer burnin' thirst deown at  
My old milk farm.

The fellers as drink ginger-ale,  
An' sody, and sich stuff,  
Aire good jist fur a leetle while,  
But leetle ain't enough,  
No need to gyrate t'wards the bar  
An' *smile* — neow thet means harm,  
But swoop deown on us when ye're reound,  
At the old milk farm.

B'gosh, boys, I wish I's with ye:  
But I'm old an' got rheumatics,  
Not like ye with yer youth an' life  
Upon them 'ere new matticks,  
Mirand' an' me was born tew soon,  
But I'd just give this 'ere arm  
Could she an' I but cycle reound  
The old milk farm.

We've druv the old mare many a year  
To meetin' house with thanks  
Fer the pace that she was makin'  
Jist as good as Nancy Hanks,  
Ge whiz! When first she seen ye boys,  
She started with alarm:  
She knew that she wa'n't in it,  
At the old milk farm.

Ye're happy, boys, I see right well,  
Good fellows too, yer oughter,  
I wish all fellers were like ye,  
Ah, thank ye for the quarter,  
Now don't ye have no hesitate  
When ye come, eve or morn,  
But stack yer wheels ye're welcome  
To the old milk farm.

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## PRESS CYCLING CLUB.

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No cycling organization so young in life has a more brilliant or enviable record than the Press Cycling Club of Boston. It is one that can be looked upon with pleasure: one to glory in, when it is remembered what painstaking work has been accomplished. Hardly three years old, and yet the Club is known throughout the length and breadth of this broad land, and it is considered one of the most progressive organizations of its kind in Massachusetts, if not in all New England.

Its predecessor, which bore the same name, like many another worthy organization, died an early and inappropriate death. The vacancy caused thereby, however, left a place to be filled by another club. Dame Fortune decreed that the honor of maintaining an interest in the glorious sport of cycling should fall to the lot of the present Press Cycling Club. And right well has it performed that duty. This short record has, to be truthful, surpassed the greatest expectations of even the most sanguine of its charter members.

In the early summer of 1891 — or, to be more precise, June 14th — a party of wheelmen, actively connected with the newspapers of Boston, rode into the Newton woods and formally voted to organize the Press Cycling Club. On August 9th the organization was perfected, with the following officers and charter members:

President, B. W. Isfort, Herald; Vice-President, Wm. McDowall, Globe; Secretary-Treasurer, A. J. Ochs; Captain, Wm. P. Kennedy, Herald; First Lieutenant, J. C. Kerrison, Herald; Second Lieutenant, J. Taylor, Globe; Color Bearer, J. T. Thompson, Globe; Bugler, D. Byford, Globe; and members of Governing Committee, D. N. Robinson, Herald; Edwin Thayer, Herald; E. J. Norris, Globe; H. C. Brewster, Herald; F. X. Vincent, Globe; Albert Smith, Globe; Warren Dow, Globe; J. G. Leech, Herald; W. L. Balch, Herald; F. H. Hall, Globe; Jas. S. Robinson, Jr., Herald; Willard L. Small, Herald; L. A. Fisher, Globe; A. T. Winslow, Globe; H. F. Peeling, Haven Doe, C. F. Fernald, F. Ortengren, E. W. Smith, Robt. Sterling, Peter Sterling, C. A. Smith.

From this small beginning the club soon increased in membership and influence, and, even though the majority of its members worked all night long, it never failed to make a strong appearance on the road. When it is known that the Press members are generally employed on a Saturday night and early Sunday morning in getting out a Sunday paper, when the rest of the world is enjoying a good night's rest, the difficulty of maintaining an active Press Cycling organization can be readily understood.

The present membership is 275, and the Club runs will have an average attendance of 50 riders, which is something any cycling organization certainly ought to be proud of.

During the winter months of the past year a special committee was appointed to secure new quarters, and the present well-appointed Club House on Massachusetts Ave., shows the fruit of their labors. The house is well adapted for a club of such proportions as the Press Cycling Club. It is finished in the Old Colonial style.

The club colors have been carried to victory on many a race track in the country, and the Press Cycling Club has one of the strongest racing teams on the track or road.

In the group of racing men of the Press Club which we present on page 38, Massachusetts cyclers will have no difficulty in recognizing W. G. French, E. P. Burnham, John P. Clark (appearing in the order named, standing), James Clark, Guy Gary, and Eben H. Snow (sitting).

The present Board of Officers consists of the following well known wheelmen:

President, G. W. Fourdrinier,	Captain, J. E. Towne,
Vice-President, W. C. Grout,	First Lieutenant, W. E. Traiser,
Secretary, Austin W. Pease,	Second Lieutenant, J. E. Anderson,
Treasurer, A. H. Gaudalet,	Bugler, A. D. Rice,
Governing Board, F. E. Bertram, L. Cates,	Color-Bearer, G. L. Johnson.



Horner Photo.

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## CHAS. W. FOURDRINIER.

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MANAGING EDITOR OF THE "BICYCLING WORLD."

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The most valuable man in cycledom is the cycling journalist. To him should be given the credit of the most important task in developing the sport and the trade. It is safe to say that after the disappearance of the cycling editor, would surely follow the decline of cycling. Bicycle clubs we believe are instrumental in the rush there is every year for new wheels: one member getting a new wheel in the beginning of the season, is the signal for all soon to follow, and when the clubs appear on their new wheels the country follows. The cycling editor assists the clubs by the encouraging use of the pen. In this connection the name of Mr. C. W. Fourdrinier is an important one.



Born at Hanley, Staffordshire, England, he was educated at one of the preparatory schools near Oxford but on account of ill health had to abandon his studies. Early in life he emigrated to Canada to join his father and brother who were in business at Lynn, Ontario. From thence he went to Watertown, N. Y. where he accepted employment in the treasurer's office of R. W. & O. R. R. Co., but left it and took employment in an insurance office in the same city. Being naturally of a sight-seeing disposition Mr. Fourdrinier has lived for short periods in many of the large cities of the United States and finally settled down in Boston in 1881 where he has lived ever since. It was probably this romantic passion for sight-seeing that first induced him to take to bicycle riding in 1888, and though for six years the managing editor of the "Bicycling World," he never lost his enthusiasm for the sport as many do when they become identified with such important business interests as his.

How well he has managed the "Bicycling World" most all cyclists know. His methods have always been conservative, yet energetic, and he has never hesitated to express his mind when principle and justice demanded it. He is president of the Press Cycling Club of Boston, an organization of which Massachusetts may well feel proud. Mr. Fourdrinier is still in the state of single blessedness, and from his conversation with the writer it may be that he will remain so.

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## AL. J. OCHS.

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Mr. A. J. Ochs, who has earned for himself a position among the prominent cyclists of the country, first took to the wheel in the spring of 1891. On June 14 of the same year he was one of the original party of six who met in the woods of Newton for the purpose of organizing the now famous Press Cycling Club of Boston, and was elected the club's first Secretary-Treasurer. The following year he was elected Secretary, and in 1893 was elected to the Presidency of the club. Much of the success of the above organization is due to the untiring efforts of Mr. Ochs' and, consequently, the announcement that he would not accept a nomination for office at the election of 1894, owing to the pressing demands of business, was received with great regret



by his many friends and admirers in the P. C. C. As an officer of this organization the past three years Mr. Ochs has made many friends among sister organizations, as well as among cyclists generally.

At the election of officers of the Massachusetts Division, L. A. W., in 1893, Mr. Ochs was elected a representative-at-large, having been elected a club representative the previous year. He is a member of the finance committee of the Massachusetts Division, L. A. W., and was a delegate to the National Convention of the L. A. W. in 1893 and 1894.

Mr. Ochs has for the past eighteen years been connected with the well known publishing house of DeWolfe, Fiske & Co., 161 and 165 Washington Street, where his knowledge of men and books is highly appreciated. He is well and favorably known in the book trade.

## PRESS CYCLING CLUB.



J. E. TOWNE, Captain.



W. C. GROUT, Vice-President.



A. H. GAUDELET, Treasurer.



A. W. PEASE, Secretary.

The quotation, "The right man in the right place," may be very aptly applied in the case of Mr. Pease, the popular Secretary of one of the most prominent wheel clubs in the state, the Press Cycling Club. In a large organization the duties of Secretary require an immense amount of detail, dry and uninteresting work, and it is certainly to the credit of a man, and demonstrates his interest in the club when, without recompense, with only the knowledge that he is helping the club, he denies himself many hours which might be devoted to pleasure, and which he devotes to his official duties as Secretary, and in writing the club's press notices.

In another edition we shall have something to say of Captain Towne, Vice-President Grout, and Treasurer Gaudalet, gentlemen in whose care the Press Cycle Club is assured of continued success.

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## GUY L. GARY.

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Guy Gary was born in Chelsea, in 1873, and is therefore 21 years old. His first riding was done on an ordinary in 1890. In '92 he rode in 25 races and won 20 prizes. In '93 he did his first systematic training. In the spring meet at Waltham, he defeated Windle, Tyler, Taylor, and Nelson in scratch events. At Detroit he beat Johnson in the one mile open, and Tyler in the quarter, equalling the world's record.

At the international meet he was sick, and could not do himself justice, but he won some second and third prizes, besides the two mile national championship. After that he entered school again, and gave up racing, but it is hoped that he will be induced to return to the field again, and win more laurels in the interest of the sport in Massachusetts.



**DANIEL J. DWYER.**  
Captain Eagle Cycle Club, Boston.

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## EAGLE CYCLE CLUB.

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The Club's name was formerly the College Association Wheelmen, but for various reasons many of the members seemed to think a change desirable, and so at a meeting held last year the name was changed to the Eagle Cycle Club.

The club was organized among the members of the Young Men's Catholic Association of Boston College by Mr. D. J. Dwyer. The subject of its inception was broached in March, 1892, to Mr. James M. McGinley, a member of the association. Mr. McGinley didn't think that the members were given to any extent to the pleasure of cycling, and expressed the opinion that the idea was not feasible. However, when the facilities for the Association's rooms were talked of as especially favoring the requirements of a cycle club, it was deemed worthy of attempting to start, with the idea that some of the members, especially of the athletic department, would be induced to become wheelmen and join the club.

Encouraged by the statement from Mr. Dwyer that he would guarantee the entrance into the Association of a sufficient number of wheelmen to form the nucleus of a club, Mr. McGinley brought the matter to the attention of the Board of Government of the Association.

The matter received some discouragement at the meeting, and as there was danger of its falling through and needing the assistance of influential friends, the then President of the Association was seen by Mr. Dwyer, and after a prudent consideration of the matter he decided to give it his sanction, as did also Mr. John F. Fitzgerald, now state senator. The help of these gentlemen being secured, at the next meeting, a week later, of the board, the idea was sanctioned, and the Gymnasium Committee were empowered to take the matter in charge, with power to spend money for circulars to the members of the Association.

As the Gymnasium Committee were understood to have charge of the meetings of the club, it was decided that only road officers were to be elected by the members, and, therefore, when the first meeting was called, late in March, '92, and about 20 wheelmen showed up, the following gentlemen were elected: Captain, D. J. Dwyer; First Lieutenant, Harry B. Cressy; Second Lieutenant, James R. Shea; Color Bearer, E. F. Sullivan; Bugler, Joseph B. Moran.

The first run of the Club was to Franklin Park and Chestnut Hill Reservoir, on Fast day, April, '92.

A month after organizing it was found necessary to have meeting officers selected, and Mr. David J. Cartwright was elected President, Mr. W. A. Mahoney Vice-President, and Mr. M. A. Sullivan Secretary-Treasurer. The Club was represented by 15 members at the Worcester meet, and turned out as a club at the Somerville parade on the 17th of June with 25 members.

The Club can boast of first-class headquarters on James Street near the New England Conservatory. They have for their use a splendid gymnasium, with hot and cold water baths, billiard rooms, library, etc., and have a fine starting ground.

The idea in starting the Club was to make it simply a social club "on pleasure bent," but the club is growing, and this year the racers intend to be heard from. No scorching will be allowed, however, on road runs, as the pleasure of a club's outings are marred if the members are not kept together. Active membership at time of writing is 95.

The elections held in March last year, resulted in the selection of the following gentlemen: President, David J. Cartwright; Vice-President, John J. Mahoney; Secretary-Treasurer, D. J. Sullivan; Captain, D. J. Dwyer; First Lieutenant, V. R. Pothén; Second Lieutenant, Charles McConnell; Color-Bearer, Frank C. Hartig; Bugler, William A. Walsh. John D. Drum and T. M. White, with the President, were elected Executive Committee. The Club voted to join the League of American Wheelmen, as the advantages of this great body are manifold, its League number being 502. The emblem consists of a double-headed eagle, with outstretched wings and holding a wheel on either claw, making a very pretty and unique effect. The membership of the Club is now over 90, and as the Association of which it is a regular department numbers fully 1000 young men, it is safe to say with all the advantages it offers, that the Club will, ere many years, jump into first rank in point of numbers. It has made a good beginning, held its place among the prominent clubs, and bids fair to become one of the most lasting.

Already this season the members have expended over \$8000 on wheels, which are bought from various high grade manufacturers, the Columbia, Singer, Victor, Union, and Fowler being the most popular.

The Club voted to join the Associated Cycling Clubs of Boston and vicinity, and were accepted.

The elections held this year resulted as follows: President, J. J. Mahoney; Vice-President, T. P. Kelliher; Secretary-Treasurer, E. J. Gilman; Captain, D. J. Dwyer; First Lieutenant, C. McConnell; Second Lieutenant, T. J. Dorgan; Color-Bearer, T. J. Broderick; Bugler, T. F. McLean; Chairman Racing Board, F. F. Rowan; Chairman Executive Committee, Wm. F. Healey. Among the racing men of the Club are D. T. and T. L. Connolly, Chas. McConnell, M. F. Carney, George Cutter, and Leo. Berlo, a brother of Pete's.

Since its organization the Club has held two successful dancing parties. On parades it has always been applauded along the whole route, and has received flattering encomiums from the press. The uniform at present is a very pretty one. The cap is a new and tasty design. The coat is dark, black binding, and "Eagle" worked in gold on both sides of the collar. The pants are the "bloomer" style, and besides looking well, feel well. Among the honorary members of the club are Chief Consul G. A. Perkins, Lou Peck, Abbot Bassett, Chas. G. Percival, A. D. Peck, J. C. Kerrison, Geo. L. Sullivan.

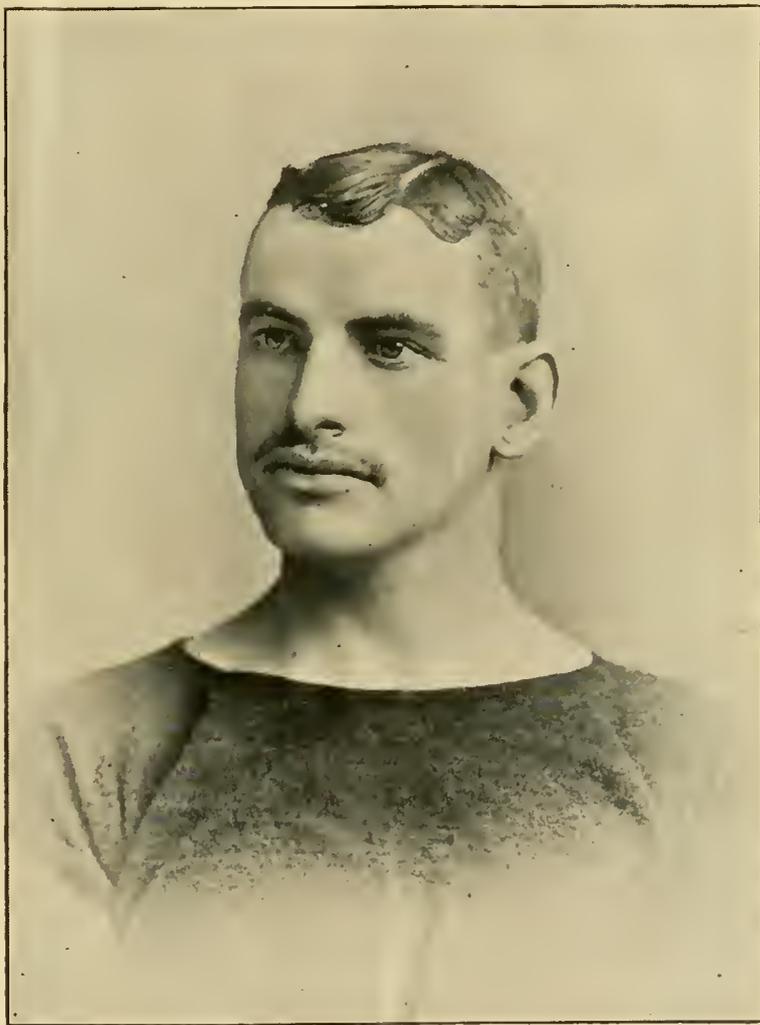
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## D. T. CONNOLLY.

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"Dan" Connolly is twenty years old, and weighs 150 pounds.

He began racing in 1891. On May 30th, 1892, he won the special prize offered for the one leading at the quarter pole in the mile open. On June 8th, he won the quarter mile state championship, beating Gary, Ed. McDuffee, Ed. Nelson, Clarke, and Graves. On July 4th, at Taunton, he won the two mile open, beating Gary both in the heat and final, making the last half mile in 1.8. On July 5th he won the mile open at Natick, beating both Gary and Burnham, and making the last half in 1.12. On May 30th, he won the two mile handicap at Waltham, beating John P. and James Clarke. On July 4th he beat Porter and



James Clarke in the heat of the one mile open. In the final he won the special prize offered for the one leading at the third mile of that race. In the 2.40 class he won both heat and final, making 2.28 for the mile, and winning the special prize offered for the fastest time on that day. On July 29th at Oak Island he made 4.51 for two miles from scratch, beating P. J. McDuffee from the 85 yard mark, Snow from the 150 yard mark, and finishing third with the 250 yard men. At Portsmouth, N. H., Aug. 20th he broke his collar bone, preventing his racing for the rest of the year.

Dan was the first to make a mile under 2.30 on the Waltham track in a scratch race in competition, July 4th, 1893. On July 9th at the meet of the Riverside Wheelmen of New York, he won first in the heat of the fast time of the day from the 90 yard mark, no scratch men starting; did not start in the final. In the ten mile invitation diamond he finished fourth, not being allowed to take either first, second, or third, on account of not entering in time.

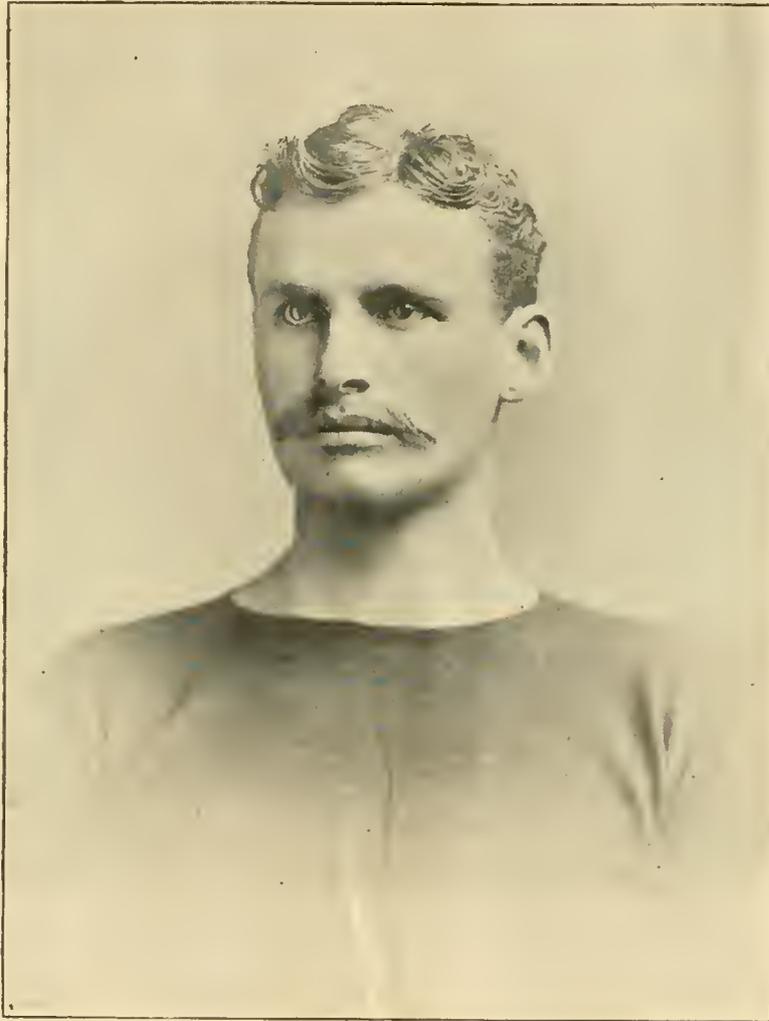
Dan is a member of the Eagle Cycle Club and under its colors he won the one mile open on the Saugus track on Saturday May 12th, defeating many of the well known crack riders.

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## T. L. CONNOLLY.

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“Tim” Connolly, brother of Dan, is now 23 years old. He stands 5 feet 5 inches in height, and weighs 145 pounds in riding condition. His business is a mason, and has taken contracts for some of the best buildings in Boston. He commenced bicycle riding in 1890, and racing in the spring of 1891. During 1891 and 1892 he rode under the colors of the Trimount



Athletic Club of Boston, and the Manhattan Athletic Club of New York respectively, winning 38 prizes in all. Early in the season of 1893 he rode under the colors of the Malden Bicycle Club, but on account of the dual cause of temporary sickness and business he didn't make any record on the track. He has lately joined the Eagle Cycle Club and will ride under their colors this year.

Tim, like his brother Dan, is one of the most modest and gentlemanly racers to be found in cycledom. He will probably be seen again on the track this year, and no doubt he will be heard from creditably.

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EAGLE CYCLE CLUB—Continued.

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J. J. MAHONEY, President.



E. J. GILMAN, Secretary.



CHAS. MCCONNELL, 1st Lieutenant.

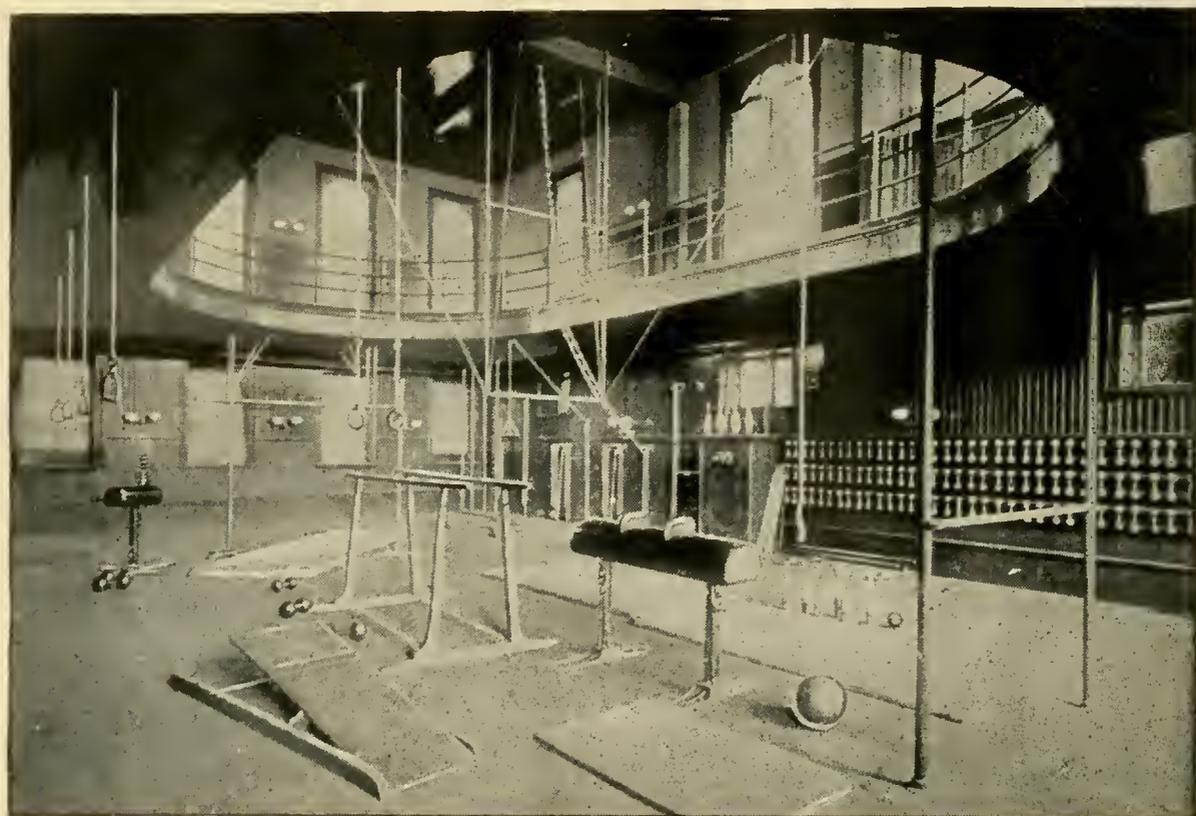


T. J. DORGAN, 2d Lieutenant.

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EAGLE CYCLE CLUB—Continued.

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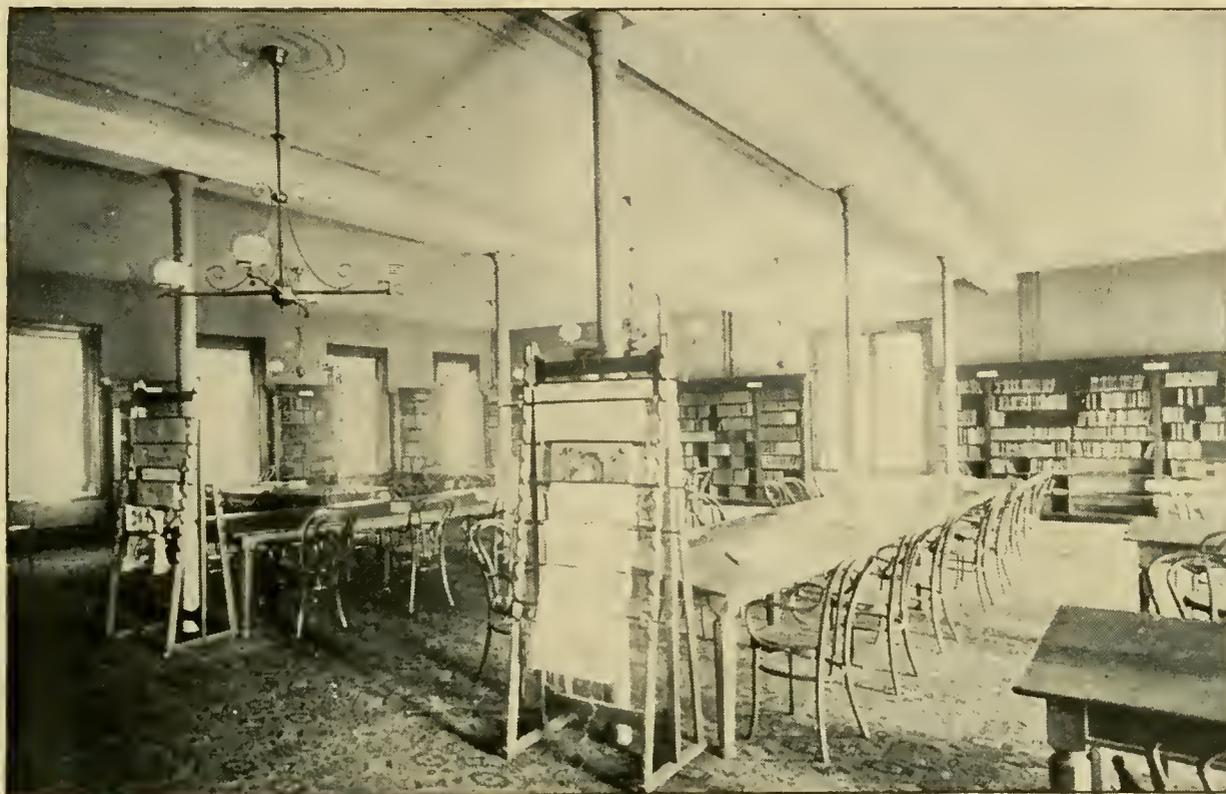


GYMNASIUM.



PARLOR.

EAGLE CYCLE CLUB—Continued.

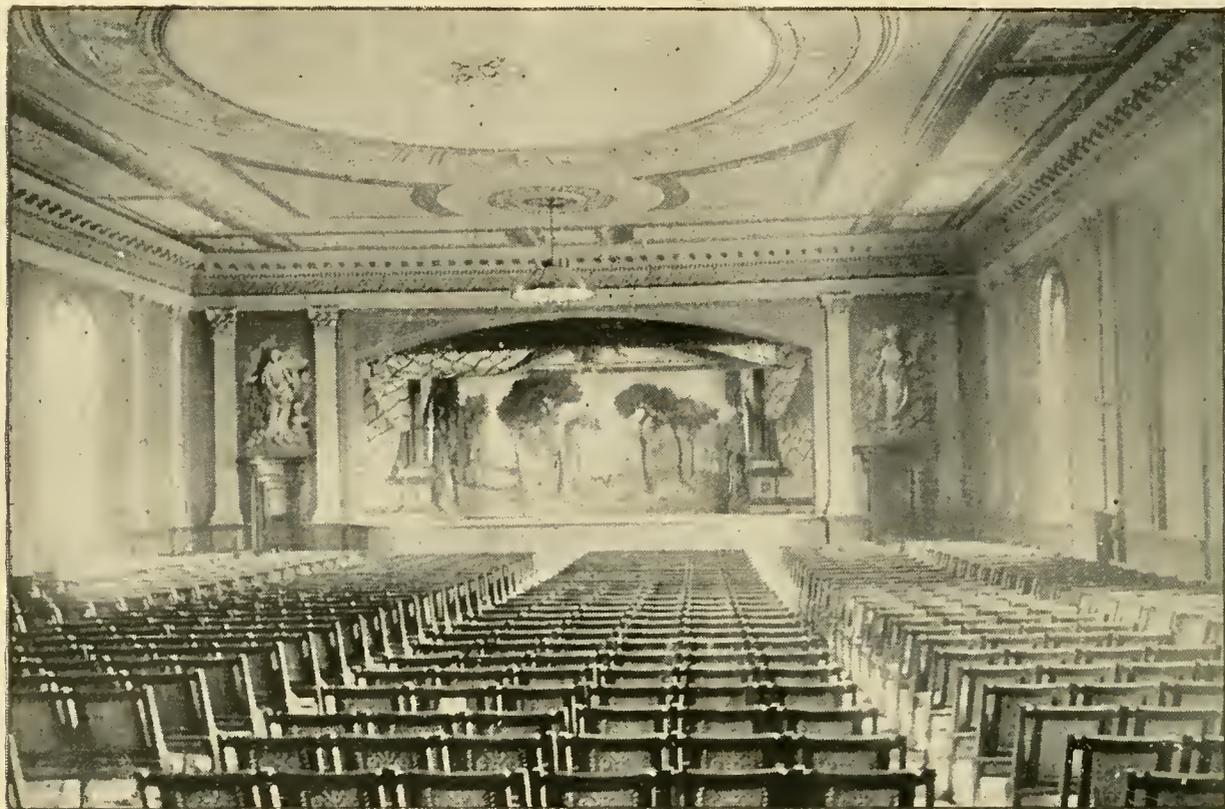


LIBRARY.



POOL AND BILLIARD ROOM.

## EAGLE CYCLE CLUB—Continued.



CONCERT HALL.

The Club turned out with fifty members at the State Meet of the L. A. W. in Boston in '93; were applauded all along the line, and received the highest encomiums from the press.

A much appreciated feature of the Eagle Cycle Club was the series of entertainments which they provided for the wheelmen of Boston and vicinity, in one of their large rooms, called Lyceum Hall, during all last winter, on Sunday afternoons. The Club is teeming with talent—singers, comedians, readers and musicians of the first order, and entertained fully five hundred wheelmen on each of those occasions. Friendly clubs also sent their talent, and in a short time the Eagles, individually and collectively, made friends with hundreds of cyclers in and around Boston. Here, wheelmen who had not met since Franklin Park, Chestnut Hill, and the country roads, were deserted by the wheel, met, talked and enjoyed themselves as only wheelmen can. Over eight hundred cyclers visited the Club on the occasion of their "smoker" in the commencement of the winter season. Sparring matches, songs, recitations, banjo, mandolin, guitar, piano and violin selections, were rendered. No one was crowded, and chairs were provided for all. But the crowning event of the season was the concert given in their large Concert Hall, known as College Hall. It was free to the wheelmen of the various clubs of Boston and vicinity, and their lady friends. The hall (floor and gallery) seats 2000 persons, and there was "standing room only" at 8.15 P. M.

As Tom Killeen, one of Boston's leading comedians, and a member of the Club, who entertained the boys all during the winter, was out of town on this occasion, his absence was a matter of much regret.

No other club could possibly entertain so many of their friends as this Club in this manner, for no club has quarters approaching in any manner the Eagle Cycle Club. It gave the members pleasure to see all the clubs, especially the leading ones, send such large delegations. An original and quaint feature of the occasion was a genuine Chinese orchestra, who were billed as the "Eagle Banjo, Mandolin and Guitar Club." Capt. Dwyer worked hard to get them, and to say they brought down the house is a moderate assertion.

The Massachusetts Bicycle Club's Banjo, Guitar and Mandolin Club rendered selections, and were called out several times. Robert W. Hurley and "Little Eddy" were among the talent also, and were warmly applauded. A well-known Boston wheelman said he had often paid high prices for concerts and theatres, but never enjoyed himself better than at the mammoth free concert of the Eagles. Another said: "While the A. C. C. may provide the Waltham Meet in summer, the Eagles do what cannot be done by any other body in winter, to provide such a monster entertainment free to the wheelmen." With their present prosperity the Eagles are more than satisfied, but indications portend that the not-far-distant future will find the Club still further advanced. No one is accepted except a gentleman in the true sense of the word. It should be stated that Vice-Consul D. Ed. Miller and Sec-Treasurer C. S. Howard, are also honorary members.

To the kindness of Representative D. P. Toomey, proprietor of Donahoe's Magazine we are indebted for the engravings of these rooms.

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## ROXBURY BICYCLE CLUB.

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On the evening of June 11, 1886, a party of eight gentlemen met at 1177 Tremont Street, and formed an L. A. W. club to be known as the Roxbury Bicycle Club, with Dr. W. H. Emery as President. This club at a very early date took great interest in League affairs, and three weeks after its inception its President was appointed a Massachusetts representative: he afterwards became chief consul of the state and First Vice-President of the League.

The Club for a number of years was simply a riding club, and held their meetings once a month. The only occasions they had for meeting during the winter months was their annual ball, and an occasional banquet, which were always very enjoyable.

The Club was noted at this time for its enthusiasm and large attendance on club runs, turning out on most occasions with from twenty-five to thirty-five members in line, which at that time was considered a large showing. In 1891 the Club had grown too large to remain contented as simply a riding club, and it was decided to procure apartments and have a permanent headquarters. To carry this out it was necessary to make some changes in the constitution, and the Club dues were raised to meet the increased expenditure. The first room that was taken was at 130 Dudley Street, and was furnished in a simple manner by individual members of the club. Two months later the adjoining room was procured and a pool table put in.

In the spring of 1892 the club moved to its present commodious quarters at 116 and 118 Roxbury Street. Here the club has a house of six rooms well furnished and conveniently fitted up for the social enjoyment of its members. On the first floor is the pool and billiard room, a very convenient wheelroom and laboratory.

On the upper floor is the parlor which is most elegantly fitted up with oak furniture upholstered in leather, also a handsome quartered oak case piano.

Adjoining this is the reading and card room fitted up with oak tables and chairs, and writing desk and book case. On the other side of the house is a convenient committee room furnished with tables and roll top desk. There is also a very large closet which is fitted up as a coat room. The club has always been very prominent at the different League meets throughout the country and is in possession of some very handsome prizes won for largest numbers in line and good appearance, among which are two marble clocks, boquet lamp, pictures, etc.

The present officers of the club are A. R. Keltie, President; A. M. Lloyd, Vice-President; E. A. Martin, Secretary; W. H. Magrath, Financial Secretary; E. B. McKim, Captain; A. W. Montgomery, First Lieutenant; H. H. Wheeler, Second Lieutenant; C. E. Rice, Color-Bearer; D. Mackay, Bugler; Board of Directors, A. R. Keltie, A. M. Lloyd, C. A. Martin, W. H. Magrath, H. E. Strout, J. J. Fecitt, L. Abraham, C. W. Eaton, E. B. McKim, H. Mukelman, F. Bollig, and George Dorr.

J. Keltie is Club Representative to the Massachusetts Division, L. A. W., and J. J. Fecitt and L. Abraham on the Board of the A. C. C.

The prospects of the club are extremely bright. The new officers are going about their work with an energy that must crown their efforts with success.

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## LEOPOLD ABRAHAM.

One of the most capable and energetic young cyclists of the State is Mr. Leo. Abraham. His business tact has been well demonstrated since he entered into the tobacco business with his father on Court Street, in probably the largest tobacco store in Boston, where he can be seen hustling during business hours.

He first became prominent in cycling circles by his being elected Vice-President of the Roxbury Bicycle Club in '92, and the following year was elected President assuming control at a time when the club was at its lowest ebb. His executive capacity



was well tested during his term of office, and he was mainly instrumental in placing the club on a sound financial and social basis, and at the close of the term his fellow clubmen tendered him a complimentary banquet.

Mr. Abraham is the Treasurer of the Associated Cycling Clubs of Boston and vicinity, and has faithfully attended to the duties of the same. He is an enthusiastic cyclist, and takes great interest in everything that tends towards the welfare of the sport. Cyclists and others will always find Mr. Abraham obliging, gentlemanly, and courteous, and in the affairs of cycling he will no doubt continue to be a prominent figure.

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## EARNEST B. McKIM.

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E. B. McKim was elected captain of the Roxbury Bicycle Club for 1894. His record in cycling has been favorably known in Massachusetts, and especially in Boston and vicinity. Genial, social and energetic, the club honors itself in his election, and shows a true sense of gratitude for work done in its interest.



Captain McKim is a son of Judge McKim, and a prime favorite in the social and cycling world. He is 25 years of age, and was first lieutenant of the club in '93. In 1891 he was one of the few hustlers to complete a century in 8h. 30m., and last year he did the 100 miles in 7h. 17m. He also won second prize in the N. I. A. A. three-mile scratch race, and fourth in the club 10-mile road race, doing it in 32m. 5s. He was a member of '92's team, and competed in the Inter-Club road race. He rode in the Linscott 12-mile, and the Somerville 10-mile road races, doing the distances in 39m. 40s. and 34m. 10s. respectively.

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## JOHN J. FECITT.

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Very few wheelmen in the new world or the old can lay claim to twenty years experience at cycling, yet "Jack" Fecitt, as he is generally known, can lawfully claim that proud honor, having been a rider before the first high wheel was seen on this side the water. As a "Century" rider he has few equals, having made sixteen last season, and over fifty in all. The Roxbury Bicycle Club is indebted to Jack Fecitt for hard and unremitting toil in their interest, and they have shown their appreciation of his worth by electing him president twice, secretary three times, and at the present time a member of the board of directors, and club delegate to the A. C. C. He was also one of a committee of three who recently promulgated a set of rules for road racing,



which promise to become popular all around. "Jack" was the originator of the Inter-Club Road Racing Association, which was the forerunner of the A. C. C.

He is also representative-at-large to the Massachusetts Division Board of Officers of the League, and a member of the Rules and Regulations committee. His familiar and good-natured face is seen at all the important races, when he generally is required as an official. He is known, and knows all about, from here to Chicago, as very few men are known or know; he is a member of the Lincoln Cycle Club of that city, and also a member of that veteran club, the Boston Bicycle Club—the first American bicycle organization.

Jack will always be found obliging and genial, and on the road it is a pleasure to have him for a companion, he has such a fund of witty remarks to make, and a cloud is never seen on his brow. A wheelman who doesn't know "Jack" Fecitt, must indeed be a new rider. He is at present located with the Union Bicycle Co., on Columbus Ave., where he will always welcome his friends with one of his genial smiles.

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## MALDEN BICYCLE CLUB.

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The Malden Bicycle Club was organized April 20, 1891, with a constitution of six articles to govern its six members, and elected as its first officers the following: Chas. C. Beale, President; Spencer T. Williams, Secretary and Treasurer.

On April 28th of the same year the present "blue-gray" uniform was adopted.

The club consisted during this year of about fourteen members. No special effort was made to increase its membership, and the club at that time had no permanent headquarters.

The first annual meeting was held at the residence of Mr. Geo. W. Dorntee, and a new constitution and by-laws were adopted. At this meeting the following board of officers were elected and entered upon their respective duties: Spencer T. Williams, President; N. W. Starbird, Vice-President; Geo. W. Dorntee, Secretary and Treasurer.

On May 23d, at a special meeting of the Club, it was unanimously voted to become a League club, and six new members were admitted.

On May 29th, the occasion of the 25th club run, twelve members of the Malden Club, accompanied by several invited guests and a delegation from the Linden Bicycle Club, started on wheels from Malden to attend the Spring Meet of the Massachusetts Division at Worcester. Dinner was taken in Marlboro, and after a short stay in that town the party wheeled on to Worcester, arriving that evening. The next day they attended the races and participated in the parade, receiving honorable mention for "best appearance."

On July 23d of that year the present club emblem, a five pointed red star within a plain red circle, was adopted, and has since become familiar to all wheelmen in this vicinity. On the same date temporary quarters were secured on Salem Street, and fitted up as club rooms.

Starting in as wheelmen riding for pleasure, making no pretensions as a racing club or as "mileage accumulators," and offering no special inducements to racing men to become members, still the growth of the club had been slow and sure, and it started in at the beginning of the season of 1892 with about twenty-three active members.

With the election of Spencer T. Williams to the Presidency of the Club, an interest in track and road racing was aroused, owing also in a large measure to a controversy with another local organization as to the relative merits of the members of the two clubs in the racing field. In the course of this controversy, and referring to the slow club runs which had been made a feature during the former year, it was intimated that the Malden Club consisted mainly of "block riders." This term the Malden men resented, and at once became fired with an ambition to show their mettle in the racing field. On July 7th, 1892, a Racing Board was elected consisting of Messrs. Williams, Starbird and Dorntee, to look after the interests of the Club on the track and road. During the latter part of this season a few men were entered in local races, the first appearance of the "Maldens" on any race track being made at the September Race Meet of the Cambridgeport-Press Clubs. Subsequently they appeared in several road races, completing this short season with the following record: Fifteen first prizes, fourteen second prizes, and thirteen third prizes, in addition to two team prizes won by ten of its members.

This short season's record was only slightly exceeded by the full year's work of the then most powerful eastern club.

Under the management of Mr. Geo. W. Dorntee, on Nov. 13th, 1892, a relay run to Portsmouth and return was made by members of the Club. Starting from City Hall, Malden, at nine o'clock, A. M., with a message to City Marshal Hill of Portsmouth, arriving at Portsmouth at twenty minutes past one, P. M., returning by the same relay of riders, and arriving at the starting point at eighteen minutes past five, P. M., only a few moments behind schedule time. The total distance covered was one hundred and twenty-six miles, the distance being made in eight hours and twelve minutes.

By the opening of the year 1893 the interest in racing in the Club was at its height. The phenomenal success of the Club during the former season had attracted universal attention and a large increase in membership. This necessitated a removal to more commodious quarters, which were found at the present location of the Club rooms at the corner of Ferry Street and Eastern Avenue, in Malden. The present quarters of the Club, it is believed, are as conveniently situated and fitted as those of any club in this section of the state, and consist of a large pool room containing two tables, a large general room containing a billiard table, and also all the standard magazines and cycling literature, a private room for the Board of Governors of the Club, and also toilet and bath rooms and whist house. This location is probably better known to many wheelmen as the starting and finishing point of the now famous Linscott road races.

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Shortly before the removal of the Club from the old quarters on Salem Street, seven members applied for articles of incorporation, and on March 30th, 1893, became an incorporated body under the name of the "Malden Bicycle Club," and with former members of the Club, assuming the assets and liabilities of the old club and electing a new board of officers consisting largely of the former officers of the Club before its incorporation.

The season of 1893 opened auspiciously with the appearance of the Club in the L. A. W. parade in Boston on the occasion of the Spring Meet, May 30th, in which they received second prize for "best appearance." During the season the interest in racing matters was not allowed to wane, and from the Secretary we find that their record was as follows: Fifty-nine first prizes, forty-four second prizes, forty-three third prizes, and eight fourth prizes, and every prize offered in both the A. C. C. road races held June 24th, 1893. By making the above record they completed a glorious season on the track and road, with more than one hundred points lead over their nearest competitor, the Press Cycling Club, in track racing, and a still greater lead over all clubs in road racing. During this season Mr. Edward A. McDuffee, of the club, broke the world's record for twenty-five miles, over the Linscott course, making the remarkable time of 1h. 13m. 55 2-5s. On October 5th, together with James Clark, he broke the one mile tandem record, making a new mark of 2.01 1-5, at Springfield, Mass.

On July 25th, 1893, occurred an event which is unique in the history of cycling, namely the Electric Light Race Meet of the Malden Bicycle Club. This Meet was held in the evening at the Waltham track, and is, so far as can be ascertained, the first attempt in this or any other country to hold a Bicycle Race Meet in the evening. The track was brilliantly illuminated by a number of powerful arc lights, and the riders were visible at all times from the grand stand. A number of suitable prizes were offered in the various events, and the affair was a success financially, netting the Club a neat sum, and proving conclusively that such events could be carried through to a successful issue. To the efforts of Mr. Geo. W. Dornsee, who was enthusiastic in making the event a notable one, and who performed a large portion of the labor necessary to accomplish that end, its success was largely due. It is hoped that the event will be repeated at some future time.

Having made its record as a racing organization, the Malden Club proposes to retire from the field, and for the present season at least will rest on its laurels and devote its attention to the cultivation and building up of the social branch of the Club. Notwithstanding this fact the Club will ever be ready to encourage any of its members who wish to race, by all means in its power, and in all probability its emblem will be seen on many a race track the coming season.

The Club includes in its membership a number of prominent wheelmen, first among whom is the President of the Club, Spencer T. Williams. This gentleman has been connected with the organization since its inception, and to his untiring efforts and zeal the prosperity and progress of the Club are largely due. He has held the office of President since his election in 1892, and has filled the office since that time in the full acceptance of the word. He has been honored by the Associated Cycling Clubs of Boston and vicinity by election as its President, has been and is a delegate to the National Assembly, and was the unanimous choice of the Nominating Committee for Chief Consul, which latter nomination Mr. Williams was obliged to decline for business reasons. The Club has also been represented by Messrs. Geo. W. Dornsee and N. W. Starbird as Local Consuls, and the latter gentleman, together with Mr. Williams, were elected as delegates to the National Assembly, and were appointed to places on various committees of the L. A. W.

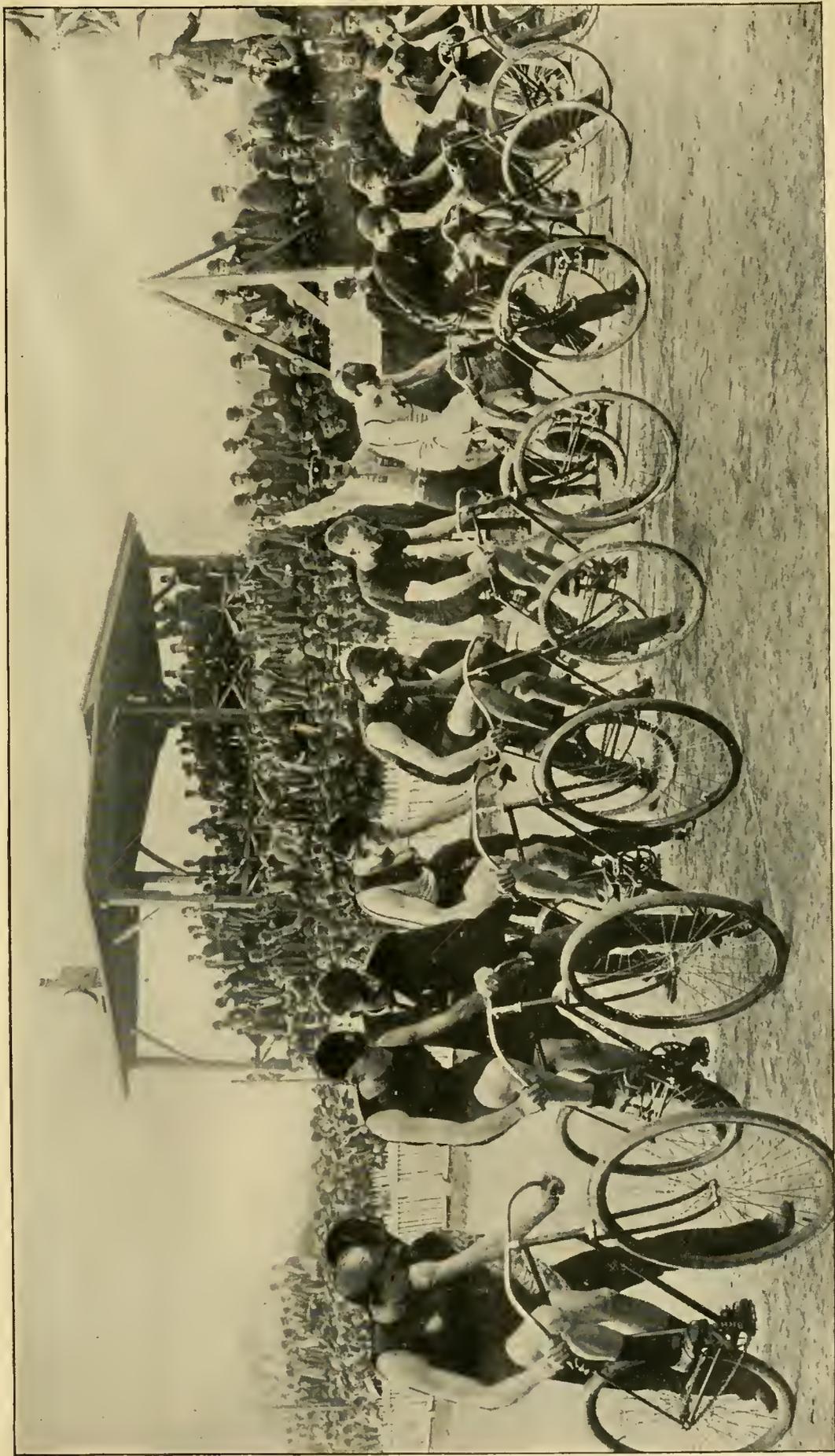
The present officers of the club are as follows: President, Spencer T. Williams; Vice-President, Geo. W. Dornsee; Secretary, Irving N. Chase; Treasurer, Henry O. Rogers.

The management of the Club is vested in a Board of Governors of seven members, consisting of Messrs. A. F. Sargent Jr., L. F. Downing and N. W. Starbird, together with the President, Vice-President, Secretary and Treasurer, who are members of the board ex-officio.

The road officers of the club are Captain, N. W. Starbird; First Lieutenant, H. C. North; Second Lieutenant, W. M. Tolford; Third Lieutenant, N. F. Ames; Fourth Lieutenant, D. J. Coburn; Ensign, W. Veazie; Buglers, H. O. Rogers, W. H. Johnson, C. N. Keay.

As has been before stated, it is the intention of the Malden Club for the present season to devote its attention largely to the development of the social side of bicycle club life. Its rooms and club runs will be made as attractive and as interesting as possible, and it extends a cordial invitation to any white male person of sufficient age and of good moral character to become a member of the Club. Though the growth and success of the club during the last season were phenomenal, placing it at once in the front rank as a League club, and though the club has made a radical change in its policy as regards racing, still it is expected that the coming season will be one of prosperity, and that the club will continue to be in the future as it has been in the past, a clean, healthy, hustling organization, devoted to everything that is best in cycling club life.

THE START IN THE WORLD'S RECORD RACE, HAMPDEN PARK, SEPT. 11, 1891.



GRAVES, SMITH, BERLO, RICH, WORDEN, WINDLE, ZIMMERMAN, TAYLOR, McDUFFIE, MURPHY.

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## SPRINGFIELD BICYCLE CLUB.

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Cycling history reveals the fact that the Springfield Bicycle Club is one of the oldest existing organizations of its kind; consequently the events of its early history are of more than ordinary interest.

On the evening of the 6th of March, 1880, five young men who constituted the wheeling element of the city, met and discussed the advisability of forming a bicycle club, but adjourned without taking definite action. At this time the bicycle was looked upon by the majority of people as a positive nuisance, and although there were but five wheels in town, they were regarded as five too many.

On May 6th, 1881, a meeting was held by those interested in the matter, for the purpose of organizing a bicycle club. Nine gentlemen were present, all of whom signed the following call for a bicycle club: "We the undersigned do hereby organize ourselves into an Association to be called the Springfield Bicycle Club."

At this meeting officers were elected, the initiation fee was placed at one dollar, the quarterly dues at twenty-five cents, and the members held regular meetings at their respective homes for over a year in order to keep down expenses. On May 27th a committee was appointed to draft a constitution and by-laws, and a uniform was adopted which, if worn at the present time would be considered indicative of anything but a spirit of progression, and desire for harmony and peace with the public. The present uniform, adopted in 1882, consists of black coat, knee-breeches, black stockings and shoes, and black cap with the word "Springfield" in gold embroidered block letters upon the front.

In May, 1882, a committee was appointed to make arrangements for a tournament, which was held in September of the same year, this being the first of a series which have since become so famous, and justly so. There were present at this tournament over 12,000 people, and the expenses aggregated \$3,000, with a net profit of \$700. Though this tournament was a small one compared with the succeeding events, records were broken, and since that time Springfield has held a large share of the most important records.

In 1882 the matter of a club-room was agitated, and rooms in the Massachusetts Mutual building were secured and furnished at a large expense, these quarters being occupied until June, 1886, when rooms in Parson's block were handsomely and comfortably furnished. These were occupied until March, 1891, when temporary quarters were procured in Cooley's Hotel block pending the completion of the new club-house on Worthington Street, which is a model of comfort and convenience. This was completed in October, '91, and few similar organizations can boast of more richly furnished quarters.

An International Meet was held in September, 1883, open to both professionals and amateurs, and called together the largest attendance of any similar event ever held in the country. The second International event was held in September, 1884, the third in 1885, and the last of a series of five in 1886, which was quite successful in spite of one day's postponement on account of rain. From this time until 1891 no tournaments were held, but early in the latter year the enthusiasm broke out anew and resulted in the meet of September 10 and 11, which was one of the most notable Race Meets of American riders ever held prior to that time, and re-established the prestige of Springfield as a cycling center. Since that time, annual tournaments have been held and preparations are now being made for the Meet of 1894.

In connection with Race Meets it might be well to say that the famous half-mile track of the Club at Hampden Park has been an important factor in making them a success, having been built at great expense, and so thoroughly and carefully looked after, that it is admitted to be one of the fastest tracks in the world. While its tournaments have been largely responsible for the prominence of the Club abroad, it is not that alone which accounts for its influence and reputation locally, for in social affairs it has always held a prominent position.

Assemblies, socials, and other entertainments, including a most successful minstrel company, have kept the name of the Club to the front in such matters from the start. Varied lines of athletics have not been neglected, foot-ball and bowling teams sustaining the reputation of the organization most creditably. The thirteenth anniversary of the Club has just been celebrated by a banquet, at which several prominent and influential men were present, including His Excellency, Governor Greenhalge. With a spirit of progression which has always characterized the Club, arrangements have been completed for a summer club-house, which is now in process of construction, and is situated about nine miles from the city, fronting on a lake of some acres in extent. Base-ball, tennis, and boating will form some of the attractions at this delightful rendezvous. The membership of the Club at present is about 350, and the officers are as follows: President, D. E. Miller; Vice-President, F. H. Weston; Secretary, A. S. Haskins; Treasurer, L. H. Adams.

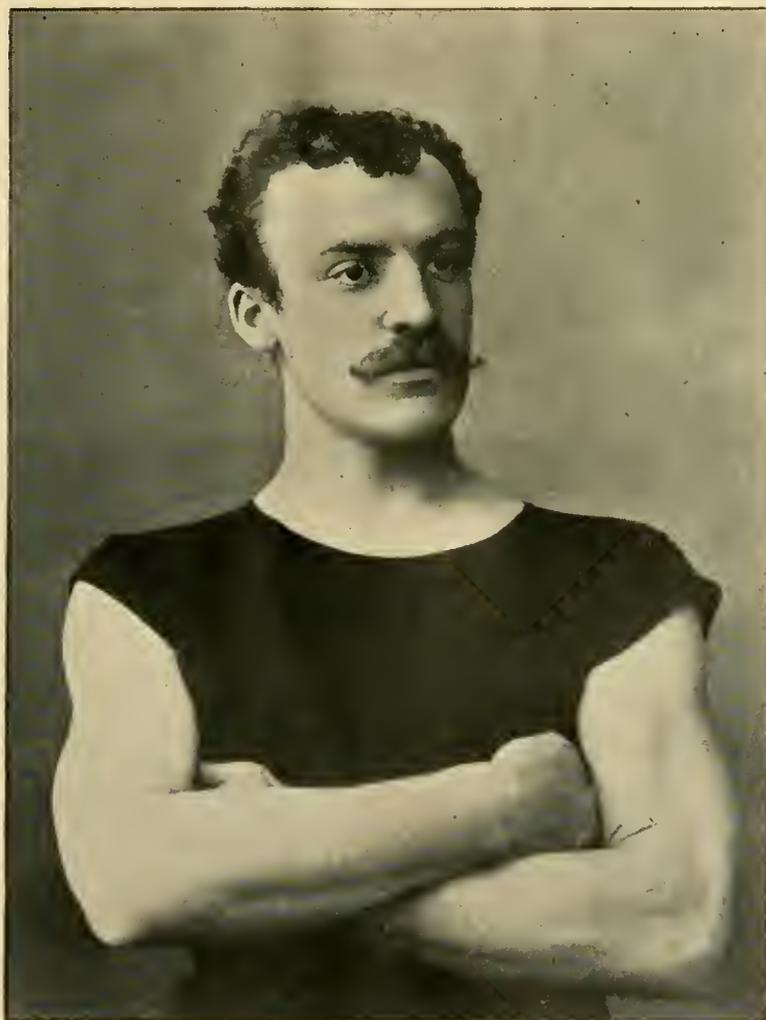
The history of the Club is indeed an eventful one, and it is with pardonable pride that the members can revert to the past in the full consciousness that what has been done has been well done, and that their success has been due, not to the force of circumstance, but earnest, untiring, honest effort.

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## P. J. BERLO.

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P. J. Berlo, commenced his racing career in 1887, and since that time has been a familiar figure on the race tracks of the country. Berlo holds world's records on the solid-tired machines. At Worcester, in the fall of 1891, he brought the quarter-mile competitive down from 33 4-5s. to 33 3-5s. That season he was one of the leading members



of the crack racing team of the Manhattan Athletic Club. The year following he travelled over the racing circuit, winning honor, glory, and prizes on every hand. In 1893 he joined the cash Prize League, and captured his share of the long green. Berlo is about 29 years of age, a bluff, hearty sort of a fellow, and one who is today riding faster than ever. He is not many yards behind the best man in the world. He rides in a strong, healthy, taking fashion, and has a wonderful way of jumping his wheel over the last ten yards.

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## JAMES M. MCGINLEY.

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Mr. McGinley is a native of London, England, but has been a Bostonian for the last twenty-five years. As a wheelman he began his career in 1887, and his interest in the sport has steadily increased up to the present time. Although fashion has demanded that he should be up to date and ride the modern type of safety wheel, which at times he does, yet his love and belief in the "ordinary" as a wheel for pleasurable riding, has been a subject of much comment among the clubs of the country. He still rides his "famous 56 inch," although the possessor of the latest model safety.



Mr. McGinley holds the 100 mile record between Boston and Newburyport and return, for an "ordinary," and has made the following long distance runs upon the same machine: In 1889 from Philadelphia to Hagerstown, Md., 250 miles; in 1890 from Albany to Niagara Falls, 350 miles; in 1891 from Philadelphia to Richmond, 550 miles; in 1892 from Albany to Washington, 500 miles; in 1893 from Montreal to Detroit, through Canada, 650 miles.

He is occupied as a designer for a leading house in Boston, and regarded as an expert in his particular branch of business.

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## JAMES CLARK.

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“Jimmy” Clark, whose cut appears in the racing team of the Press Club, a very promising young rider, first began riding in 1888. In the Linscott road race, Malden, in the spring of 1893, he started from the five minute mark, and won fifth prize, and made fastest time, which was disputed, as there was only one watch that took the time.

On May 30th, in the A. C. C. races at Waltham, he won second in the 2.30 class, second in one-mile handicap, and third in two-mile handicap.

On June 10th, at Cambridge, he won the half-mile handicap.

On June 24th, at Waltham, he won the 2.40 class and one-mile handicap.

July 4th, at Waltham, in the one-mile invitation, he won the prize given the leader at the finish of the first lap; also fifth in the one-mile handicap.

At Detroit, Mich., July 11th, in the three-mile lap race, he was tied with Guy Gary for second place, and lost on the toss-up.

July 22d, at Hilsendejen 25-mile road race over the Bell Isle course, in which the limit was fifteen minutes, he finished 13th, having two and a half minutes handicap, and winning second prize, in the very fast time of 1h. 6m. 18s.

August 1st, in the three-mile lap race at Detroit, he won second prize.

August 7th, at Chicago, he won the five-mile handicap from the 150 yard mark, which was practically scratch, as there was no one behind him: time 12.26.

On August 10th, at Chicago, he won the half-mile in the 1.20 class, and was fourth in the one-mile handicap.

August 19th, at Portsmouth, Mass., he won second in the one-mile open

August 26th, at Natick, he won the one-mile-open and the one-mile handicap.

September 2d, at Pittsfield, Mass., won the one-mile open, and was third in the half-mile open, and also second in the three-mile handicap, in which he started from the scratch.

September 4th, at Waltham, he won the 2.30 class.

October 2d, at Waltham, he won third in the one-mile handicap. Same day and same track, with E. A. McDuffee as partner, riding tandem, they made a new record for the two-third mile: time 1.25 4-5.

October 4th, they made the world's record for one mile, riding tandem at Hamden Park, Springfield: time 2.1½.

October 12th, they made the world's tandem record for one-half mile.

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## CAMBRIDGEPORT CYCLE CLUB.

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The Club was incorporated February 1, 1894, and is now run on a business basis. For the past six months the affairs of the Club have been under the management of a Board of Directors elected by the Club, comprising Messrs. George E. Fogg, Charles Gilbert, Frank L. Gilmore, S. A. McCready, Charles A. Newmarch and these officers: President W. A. Currie, Secretary H. G. Batchelder, Treasurer A. N. Briand and Captain Kaulbach.

Captain Kaulbach is popular with the members, and is hard at work arranging a schedule of Club runs for the coming year such as will give satisfaction as a whole.

This Club on Feb. 2, 1887, then an auxiliary of the Cambridge Y. M. C. A., finding that they could get little support from the Association, determined to proclaim a separate existence.



NATHANIEL BUTLER.

The first business was to elect Mr. J. S. Sanborn (deceased) chairman, and locate itself in apartments at 593½ Main Street, where they remained until the increase in membership demanded larger and better quarters. In the fall of '87 the Club, confident of successful existence, leased quarters at the corner of Main and Pearl Streets, where it lived cosily for a year. At the end of that year it had again outgrown its quarters and leased the second floor of 554 Main Street, corner Suffolk—a suite of four rooms—and there it has been “at home” to date.

In its early infancy the Club showed a tendency toward road racing, and finally inaugurated a series of road races with the assistance of friendly clubs. Caldwell won the first 25-mile road race, with a time of 1h. 35m. 35s. In 1888 ex-President Sanborn offered a gold medal for the annual 25-mile race, to be won two years in succession to insure ownership. That fall C. E. Fay won the medal in 1h. 45m. 35s. In 1889 there were fourteen competitors and thirteen prizes; G. F. Kehew winning in 1h. 44m., while the race of '90, held on September 11, was won by H. E. Ackerman, his time being 1h. 40m. 30s. In '91 G. F. Kehew again succeeded in capturing the medal, in 1h. 44m. 20s., but owing to having lost the year before he was compelled

to win it again this year to become its owner. At the third race for the medal thirteen men started, nine of whom finished, Captain Kehew taking first place his time being 1h. 29m. R. H. Kaulbach, with a handicap of six minutes, finished in 1h. 34m. This year there were nine prizes, making a prize for each of the riders who finished. July 10, 1890, the Club held a 10-mile safety race for a gold medal offered by ex-President Craig. This was a handicap race and was won by W. A. Fitch with a handicap of two and a half minutes.

In 1891 the Club entered thirteen men in the 25-mile road race of the Inter-club Road Racing Association, but were unsuccessful in winning the cup. On June 25, 1892, this organization gave its second annual 25-mile road race, this time limiting each club to five men. The Cambridgeport entries being Captain Kehew, Warner S. Doane, Rupert W. Taylor, (since deceased) Fred Elliot and Will Dowd. It was a great day for the Cambridgeport Cycle Club, however, for Rupert W. Taylor, Captain G. F. Kehew and Warner S. Doane finished in a dead heat in 1h. 25m. 15s., and not another club in sight.

The sixth annual road race of the Cambridgeport Cycle Club was held Saturday, June 3, 1893, and was witnessed by a large number of people. The distance was for fifteen miles. The start was made at 4.13 from the junction of Main and Front Streets, and the course lay over the Harvard Bridge, Commonwealth Avenue, Beacon Street, to Newton Centre, around the triangle and return. There were ten starters and all but three finished. The starters and the handicaps received were as follows: Edward Kehew, 6m; James Lowry, 5m.; James Smith and Frank Lynch, 4m.; Fred Cook and Alf Kehew, 3m.; Charles Kehew, 2m.; Tom James, Fred Stobbart and Ed Himeon, scratch. The race was won by Ed Kehew in 47m. 20s. actual time. Thomas James, scratch man, won the gold medal for making the fastest time, he having gone over the course in 45m. 10s.



DR. WILLARD A. CURRIE,  
President of Cambridgeport Cycle Club

April 19, 1894, at the Dedham annual 10-mile Road Race, Nathaniel Butler, of this Club, started against 44 competitors, and won in 33m. 17s., capturing the cup, and also the medal offered as time prize,

Again on Saturday, May 5, Nat Butler won the Linscott 25-mile road race, starting from the three minute mark and doing the distance in one hour and eleven minutes, and beating the world's record.

Socially the Club has an interesting history which would take too much space to detail, but among the many good times enjoyed by its members may be mentioned its annual excursions to Worcester and Cottage City, annual masquerades, assemblies, dancing-school class, sleighing parties, moonlight and yachting trips.

In the fall of '91 the cycle clubs of Boston's suburbs conceived the idea of forming a Billiard, Pool and Whist League, which was finally done, and organized with six clubs, adopting the name of the Inter-Cycle Club League. This has been a grand success socially. Each club play a home and a return game. The same organization is still in active running order until now there are double that number of clubs competing, and is under the management of the A. C. C. Football is another hobby with the boys, and last fall the Club's team vanquished the eleven sent out by their old antagonists, the Press Club. This victory was very largely due to the energetic efforts of George Kehew (then Captain of the Club), who put his men through a thorough and rigid course of training. While every man that day did his duty nobly, the playing of Captain Kehew was especially brilliant.

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## PETER J. McDUFFEE.

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Mr. P. J. McDuffee first began riding in the spring of 1890. His first race was on Labor Day, at Hartford, Conn., 1891. He won first prize in the novice race, and third in the three minute class. He won first in the 20-mile road race in Springfield, September 10, and second in Consolation race on the 11th. He won four prizes at Medford the same month, and won second in Reading, Penn. 21-mile road race, and third in the 25-mile road race at Wilmington, Del. He won the time prize in Chelsea in the 10-mile road race, and rode from Portland to Boston in ten hours, time over all, in 1892. He started at Worcester May 30, and took part in all the important events in the country, and won in all 19 firsts, 11 seconds, and 9 thirds. In 1893 he started



in the same place and won in the season 40 prizes, including a half dozen team prizes, among which were two pianos. He won the first prize ever won in the Malden Bicycle Club, and stands second in the Club for number of prizes won. His record in competition is 2.38, but he has ridden in 2.12 in a trial on Springfield track. He holds the record for ten miles on the Club course, having won the time prize in 29m. 8s., in Oct. 30, 1893.

He holds the record for Chestnut Hill Reservoir in 2 41, the distance being 1 1-6 mile.

He took part in the "Boston to Chicago" relay race, and assisted in the records made by Windle and Tyler in 1893, riding tandem with A. W. Porter of Newton.

## TAUNTON CYCLE CLUB.

On the ninth day of June, 1885, a small party of wheeling enthusiasts, residing in and about Taunton, Mass., assembled in a small stable on Broadway (club house No. 1) with the intention of organizing a club for the promotion of cycling, and thus the Taunton Bicycle Club came into existence.

With thirteen charter members, all willing workers, and having chosen William T. Magruder as President, George A. Closson as Secretary-Treasurer, and William T. Williams as their Captain, they set about to increase their strength, numerically and financially, and also to procure a suitable meeting place. After holding four enthusiastic meetings on Broadway, premises were procured on Trescott Street, in the centre of the city, a small room up one flight of rather narrow stairs (club house No. 2).

Overalls were donned, and like Brownies' work, the room changed from a dirty paint shop to a cosy reading room, and, on July 21, the home was complete, the rent being the munificent amount of five dollars per month. But the wheelmen did not rest here contented; push seemed to be their watchword, and with a desire for better things, and having increased in membership to thirty-one, they took their departure for No. 3 Summer Street (club house No. 3), where many additional features were added, and continued success followed. During this time the Club had been ably presided over by Presidents W. T. Magruder, Alfred B. Sproat and Albert F. Bailey, all of whom were ardent workers for the cause, and to whom, with the co-operation of Secretary-Treasurer Closson (who has held the office of Treasurer during his membership in different clubs), much of this success was due.

But those quarters soon became too small to hold the happy cyclers. At this time it was found necessary to seek larger apartments for the upwards of sixty wheelmen who had joined the Club, and June 14, 1887, saw them more than comfortably settled in Skinner's Block, Main Street (club house No. 4), and with the large room newly furnished, with its cheery open fireplace, seemed cosy enough. Many pleasant hours were here spent by the members, the usual entertainments and Club runs occurring at frequent intervals.

The resignation of the President and Secretary-Treasurer, together with other good members, in January, 1888, necessarily delivered the guidance of the Club into new hands, and the policy was changed, and from this date until January, 1889, the brilliant flame of enthusiasm which had burned so steadily and bright, seemed to be gradually growing dimmer, and about July of the same year it had ceased to burn, the Taunton Bicycle Club went out, and it was thus recorded:

"Meeting called to order, but, on account of the small number present, adjourned to a later date."

President Bailey and Secretary-Treasurer Closson, who had quietly dropped from the old Club, called together the "old faithfuls," "for they had not lost their desire for old associations," determined to revive the interest which had died out, and on a cold, bleak evening — the 1st of January, 1889 — quietly led the way to a little back room in the Crocker Building, and though damp and musty, it did not take long for the merry eleven present to arrive at a point of business, and from this gathering came the Belmont Club and Belmont Club Wheelmen, of which the following were charter members:

A. F. Bailey, President; Charles E. Strange, Vice-President; G. A. Closson, Treasurer; T. H. Tattersalt, Secretary; F. F. Walker, G. A. Babbitt, P. L. Hassenforder, J. E. Tyndall, C. A. Girling, W. M. Fish, H. P. Simmons.

In a very short time the Belmonts added a second room, and both being furnished prettily, their occupancy was continuous. The Belmont Club was from this time on a decided success, and ably presided over by Presidents Bailey, Whitmarsh, Girling, Ward and Pendleton. It had long been the desire of the Club to have such quarters as would favor its development, numerically, financially and socially, and on December 1, when the trees were losing their leaves and the roads were assuming a rather "I will always stick to you" condition, the Belmont Club changed to the Taunton Cycle Club, which added new life, and in a very short time they had leased an estate on one of the leading thoroughfares of the city.

The estate No. 38 Winthrop Street was leased for a term of years, and consists of a cottage house and suitable grounds for a cycle club, is located on a side hill in the centre of the city, and easy of access. The interior of the house has been refurnished throughout, and many alterations have been made to accommodate its occupants. On entering is a large hallway, from which is the stairway leading to the second story; to the left of the entrance is the parlor or reception room; at the further end the reading or meeting room, and directly from this the library or officers' room; in the rear is a dining room, kitchen, and plenty of large closets.

Ascending to the second floor is found a good-sized hallway, which leads to the spacious pool or billiard room, and from this the smoking room; to the rear, two rooms for storage, with a second stairway to the lower floor. The cottage is fronted by a large veranda, which is covered by a handsome climbing vine in the summer months, and the grounds are neatly laid out with lawns, shrubs and flowers. The entrance is lighted by a large lantern bearing the name of the Club, and surmounting the veranda is an old-fashioned large wheel bearing the legend "T. C. C., L. A. W. 264," with the emblem of the Club, the keystone, in the centre. A rack for wheels is constructed the full length of the house, and is indispensable to the members and their visiting friends.

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## STERLING ELLIOTT — Editor Good Roads.

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Sterling Elliott was born at Orion, Mich., May 25, 1852. He began life as a farmer's boy. Then he learned the machinist's trade. He next became a carriage builder, and gave his attention to building hearses. As a builder of hearses he was pre-eminent, and rich men used to stipulate in their wills that Sterling Elliot should build the hearse for them to take their last ride in. His next step was into a machine shop, where he invented a pamphlet stitcher, a dash stitcher, and a score of tools of undoubted value to the world. The bicycle boom hit him very hard on the bump of ambition, and he went into the business. One day it came to him that if the pneumatic tire gave extra speed to the bicycle, it would confer the same boon to the trotting sulky. He made a sulky with small wheels, ball bearings, and a pneumatic tire. He tried it on the track. The



jockeys laughed at it, and expressed themselves in that emphatic language which is usually at the command of men who associate with race horses. After the first race every jockey was converted. It revolutionized trotting. Every horse on the turf lowered his record materially during the first season of the new sulky.

On the first of April, 1894, Mr. Elliott became editor of "Good Roads," a magazine published by the League of American Wheelmen, and devoted to the cause of the betterment of our public highways. He has a ready pen and a fine vein of humor, which will serve to make an otherwise dry subject moist with wit and brightness.

There is one dark spot in Mr. Elliott's life which he would like to have brightened up. When he was a little boy, a variety show came to town. Elliott climbed up the rain-water spout and got in at a window. The audience was small, and the entertainment was given up. It was announced that the money would be refunded. Elliott was first at the box office and took the refunded quarter. He has grown better now, and if that show-man is alive and will call at 12 Pearl Street, Boston, he can have his money back.

## CHARLES G. PERCIVAL.

Ever since the inception of cycling interests in the United States, Charles G. Percival, cycling editor of the Boston Daily Journal, has been identified with the sport.

His father was one of the earliest English importers and was for many years connected with the original firm of Cunningham of Pearl Street, and afterwards opened the first bicycle store on the now famous bicycle row, Columbus Avenue.

Mr. Percival's first mount was a small three wheeler with rubber tires which was imported for him in 1879.

The next year he was the envied owner and rider of a 36 inch wheel, weighing more than a pound to the inch. After that he rode successively the Harvard, Yale Rudge, Star, Columbia, British Challenge and Victor, taking to the safety only two years ago after a hard struggle, being a high wheel crank.



While attending a well-known Michigan university he won many prizes upon the ordinary, among them an intercollegiate championship.

Upon his return to the East he entered the newspaper profession. When the Boston Journal decided to add cycling to its excellent sporting department, Mr. Percival was engaged to conduct that branch which has since become famous for exclusive news and timely specials. Besides his daily newspaper work he has found time to correspond for cycling journals, and has also written some clever bits of fiction based on the subject which is nearest his heart. He personally attends all events of importance and represented his paper at the world's fair meet at Chicago and on the National Racing Circuit in 1893.

He is a member of many well-known clubs, among them being the Roxbury Wheelmen which he organized, and is the Secretary of the Malden Bicycle Club and the Manadnock Cycle Club of Keene, N. H.

A hard road rider he has toured through New England, Canada and the western states of Michigan, Indiana and Illinois before the advent of the pneumatic.

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## C. S. MERRILL.

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Mr. C. S. Merrill is one of the best known among the younger men of the trade, and has enjoyed a most varied career from the time he ran away from home at an early age and enlisted under an assumed name in the U. S. Army.

After serving his enlistment, and coming out a sergeant at the age of 21, Mr. Merrill entered militia service, and has remained in military life ever since, now holding the rank of captain in the Illinois battalion of the Life Guard; he is also an honorary member of the famous 13th Canadian battalion.

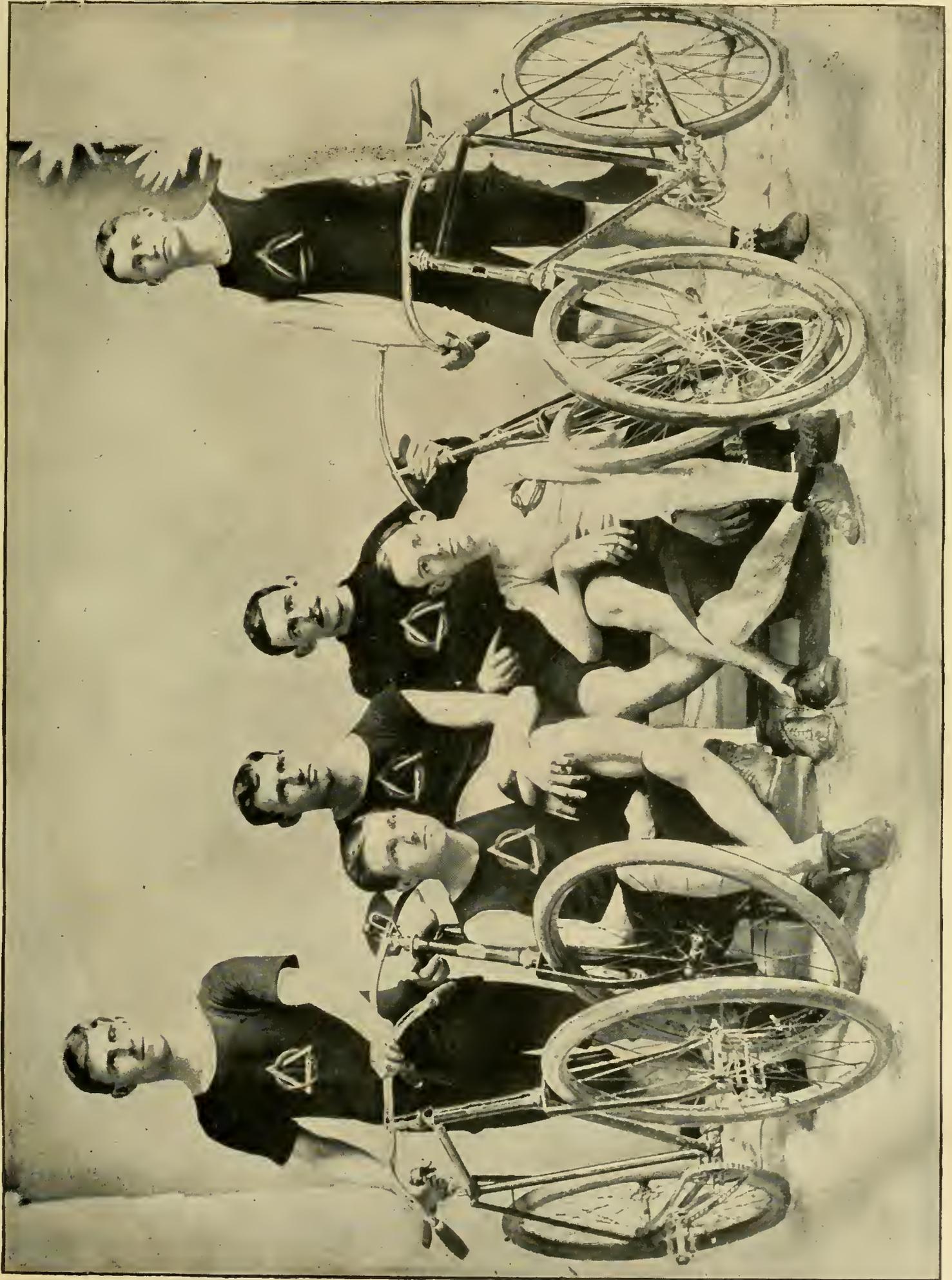


Mr. Merrill entered the bicycle trade in 1889 as traveling salesman for the Coventry Machinists' Co., and has since been with several prominent concerns including the Wilkinson Co. and Moffat Cycle Co., in addition to his present duties as manager of the bicycle business of O. J. Faxon & Co.

Mr. Merrill has for two years past handled all the American business of J. & H. Brookes, of Birmingham, Eng.

In addition to his wide acquaintance among agents throughout the country, he is a fully competent bicycle machinist, making him an especially valuable man to his employers.

RACING TEAM OF THE WALTHAM CYCLE CLUB.



C. G. WILLIAMS.

H. W. ROBINSON,

GEO. F. TAYLOR.

C. W. BOLES.

H. OGDEN,

A. W. PORTER.

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## ADVANTAGES OF L. A. W. MEMBERSHIP.

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FIRST. A weekly BULLETIN, ranking among the first cycling papers in general interest, and far above any other in necessary and valuable records and information. Price of subscription, 50 cts. to L. A. W. members.

SECOND. A MEMBERSHIP TICKET, which is a sufficient introduction to any local officer (Consul) of the L. A. W., and voucher of the right to reduced rates in the many hotels secured to that end.

THIRD. Various SPECIAL CONCESSIONS in different localities, involving reduced transportation, uses of parks, places in parades, etc.

FOURTH. The right of LEGAL PROTECTION by your State Division: or, especially if involving a national issue, by the main organization.

FIFTH. Every facility for obtaining INFORMATION CONCERNING ROADS, HOTELS, AND DISTANCES.

Having presented briefly the nature and claims of the L. A. W. to your notice, the following directions are given you for personal guidance:—

MEMBERSHIP.—Any amateur wheelman over eighteen (18) years of age, in good standing, may become a member of this League

A member of the League is at the same time a member of the division within whose limits he resides. THE ANNUAL DUES ARE ONE DOLLAR: one half of this sum is retained in the division, to be used for the promotion of its interests.

TO JOIN THE L. A. W.—Procure application blanks from the Secretary-Editor (if you do not know his address send the request through the nearest bicycle agent), and send your name on this blank, indorsed by the proper persons (as the blank sets forth), together with such amount as is necessary to cover the application fee and annual dues, to the said Secretary-Editor. (Your name will then be published in the official BULLETIN.) Any errors should be reported to him at once. After two weeks, if no objections are raised, you will be admitted to membership, and as soon as possible thereafter you will receive your membership ticket.

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## WILLIAM W. WINDLE.

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"Willie" Windle, whose chances for first place were counted only second to Zimmerman's, is a short, thick set little man of twenty-three years, weighing about 145 pounds. He has had so far the most honor of them all, unless we count Zimmerman's success. He began riding when but fifteen years old, and by 1888 had secured the title of champion of America. In 1889 he did not race, but in 1890 he swept in 56 first prizes in successive races, until he met Zimmerman at Peoria and was beaten. Before he abandoned the ordinary wheel for the safety that fall he placed the mile ordinary record at 2.25 3-5, where it still stands. Last year he raced but little, appearing at our races to maintain his title to the championship of America, which he



did with flying colors. He was repeatedly beaten by Zimmerman this year. Just previous to the Springfield tournament of 1893 he created a record of 1.00 1-5 for a flying half-mile, which shows that his speed has not yet left him. He was married in the summer of 1893, and was the only married man among the fastest riders.

In 1892 Windle was the king of them all, being defeated by but two or three riders.

At the Springfield tournament, 1893, he did good work, and subsequently maintained his claim to the title of the record-breaking championship of the world by doing the mile in 2.6 2-5 and 2.5 2-5, which records were subsequently beaten by Harry Tyler, the three-quarter flying in 1.26 3-5, and the mile flying in 1.56 4-5; three miles against time in 6.43. The latter are still records. By Windle's retirement from the track the cycling world loses one of its most brilliant stars.

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## THE WINNISIMMET CYCLE CLUB.

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The Winnisimmet Cycle Club was organized August 12, 1892, by a few enthusiastic wheelmen in the City of Chelsea, who did not believe, as did almost everybody in the place, that there was no room in the city for a large and active bicycle club. It was prophesied on all sides at that time that the club would not live a year, but it still lives and "flourisheth like the green bay tree."

Its first President was Hon. A. B. Champlin, at that time State Senator, and an ex-Mayor of Chelsea. Its Captain at that time was Mr. D. H. Woodbury, who holds the office today. Mr. J. M. Linscott, now President of the Club, was at that time Secretary.

The Club has never been a racing organization, although it has always had many fast men in its ranks, but it has always been a strictly Bicycle Club, having today only two or three members in its ranks who do not ride.

At present it is located at 127 Winnisimmet Street, where the latch-string is always out to visiting wheelmen.

No little of the Club's success in life has been due to Mr. J. M. Linscott, the present President. Mr. Linscott is always ready to open either his heart or his purse-strings to aid the Club in any way, and it is safe to say that as long as Mr. Linscott wishes, or will consent to hold that office he will be elected to it, as he always has been in the past, by a practically unanimous vote.



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## ARTHUR A. ZIMMERMAN.

As the rider of a Star, Zimmerman made a great name for himself, but the zenith of his fame and glory was not reached until last year. In 1892 he several times defeated Windle, who was then the king of them all. He was coming, and coming fast, as is shown by his record of last year. Early in the season he won honor, glory, and championships abroad, and concluded his racing season after winning no less than 100 first prizes, while as for competitive records, many of the foreign, but none of the American records are dangling from his belt.



He began racing in 1887, and was considered one of the clumsiest riders on the track. He is a slight slender fellow, 5ft. 10in. tall, and weighs 125 pounds.

He has an indulgent father, the proprietor of a large hotel in Manisquam, N. J. The paternal Zimmerman is very proud of his boy, and follows him around as he races in different places in the country.

At the present time he is in France. Having joined the professionals he receives a salary of \$10,000 for the season and a per centage of the gate receipts. Such is fame, and "Zimmie" has earned it.

## JOHN P. LOVELL ARMS COMPANY.



JOHN P. LOVELL.



BENJAMIN S. LOVELL.

For over half a century the John P. Lovell Arms Company has been looked to as an authority on sporting goods, and no one who ever had business dealings with this well known firm has ever had cause to complain of unfair treatment.

After 55 successful years this house is now known throughout the country, and the very mention of the name John P. Lovell Arms Company is a synonym of honesty and reliability.

John P. Lovell, the founder of the company, although 74 years old, still retains much of his old-time vigor and keenness. He is invariably at his desk every day to overlook the rapidly increasing business of the company.

Col Benjamin S. Lovell, who is endowed with rare business ability, fills the position of Treasurer of the Company in a most thorough manner.

He enlisted in Company A, 42d Regiment, Massachusetts Volunteers, at the age of 17. His services for his country are only equalled by his persistent efforts in behalf of his comrades in later years.

For fifteen consecutive years he was chosen Commander of Reynolds Post 58, G. A. R. He was Junior Vice-Commander in 1880, Senior Vice-Commander in 1881, and declined the nomination for Department Commander in 1882.

He was Aid-de-Camp to Gen. John C. Robinson, National Commander-in-Chief of the G. A. R. in 1877-1878. He also served on the staff of Gen. Russell A. Alger in 1889, and was a member of Gen. Palmer's in 1892.

During the administrations of Gov. Long in 1880, 1881 and 1882, Col. Lovell was a prominent member of his excellency's staff.

Gov. Greenhalge, too, recognizing the capacity of Col. Lovell, attached him to his staff.

Thomas P. Lovell, director, and H. L. Lovell, clerk of the corporation, have also been instrumental in bringing this Company to the front.

The business of the John P. Lovell Arms Company has steadily increased, until now two large buildings are necessary. The one at No. 147 Washington Street is well known to all. The other, at 131 Broad Street, is a recent addition, and became indispensable owing to the phenomenal growth of the bicycle department.

Every year since its first appearance this bicycle has been improved, until now it is unsurpassed in point of material, workmanship, finish, safety, speed, beauty and easy running qualities.

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## NEWBURYPORT BICYCLE CLUB.

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In the spring of 1890, Newburyport, with a population of about 14,000, contained some thirty bicyclists. There were not more than four L. A. W. members among them, and there had been no attempt at organization since 1880, when the entire number who rode the high wheel banded together in a club for one year, and abandoned afterwards. At this time (1890) two certain wheelmen, feeling a patriotism both for the town and the sport, conceived the idea of forming a "riding" club, and an announcement was made through the daily papers calling all bicyclists to meet at a certain central place at a certain time for a short parade of the city. Some thirty-five appeared; a short parade was made, and a halt being called, a paper was circulated for signatures to form an Association for mutual advantage. Some twenty signatures were obtained, and at a meeting called soon afterward the Newburyport Bicycle Club was organized.

The only officers being a Captain and Secretary-Treasurer, there was no Club headquarters. The membership fee was one dollar, which also included the year's dues, and the only expense was the purchase of postal cards, which were to be used by the Secretary for the purpose of notifying each member weekly of the proposed trip for the following Sunday.

All were enthusiastic, and the weekly runs were at that time more delightful than any have been since.

During the season it was decided to become a League Club, and by the spring of 1891 it became a full-fledged Club, with numerous officers, by-laws, constitution, uniform, etc., but no headquarters.

At the annual meeting of 1893 a Club emblem was adopted, and in the fall of 1893 a club-room was hired, and the present time sees them centrally located on the ground floor of the "Herald" building, Inn Street, opposite the Post Office, with a pool and reading room and commodious wheel room, occupying the entire floor except one end, which is sub-let to one of the members for a bicycle repair shop.

They have nearly forty members, and are avalanched with applications at each meeting, but the object being for a good club rather than a large one, the "black balls" are perhaps rather too freely used.

The impetus given the Club at the first open Century run of the Press Cycling Club, of Boston, in the fall of 1891, to Newburyport and return, when they were entertained by the little Newburyport Club, was a lasting one, and the most brotherly relations have since existed between the two Clubs. At the Spring Meet of 1893 the Newburyport Club was overwhelmingly entertained for three successive days by the Press Cycling Club.

The Newburyport Club is not a breeder of racing men, but fosters the social side of cycling. They are good entertainers, and the Club-room latch-string is always out to touring wheelmen, who are not only welcome, but urged to make the room their headquarters when visiting Newburyport; and to consider that if in distress the Club members are glad to show the fraternal spirit.

The present officers of the Club are: L. W. Piper, President; Clarence Danforth, Vice-President; Wm. C. Toppan, Secretary-Treasurer; W. Scott Johnson, Captain; F. B. Fanning, First Lieutenant; L. S. Davis, Second Lieutenant.

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## HARRY M. GORDON.

Harry M. Gordon is a rider who needs but little introduction to the cycling public.

He was born in Dubuque, Iowa, in 1870, and at an early age settled in Boston.

He has been an ardent rider ever since his early boyhood, when he commenced his career on a velocipede. In 1889 he took up the good old ordinary, and from that dates his active cycling life.

In 1890 he won his first race, making his novice in 2.40 on a forty-seven pound ordinary, which in those days was very fast time. During that season he captured several other races.



In 1891 he won numerous races in and around Boston. He also made an eastern trip, winning several prizes in Maine.

In 1892 he won several track events, and won his first road race, making the six miles in 19 minutes.

In 1893 owing to outside matters he did but little riding beyond capturing the Roxbury Bicycle Club's ten mile road race, and a few track events.

He was one of the founders of the old Highland Cycle Club, which, after a short but illustrious career disbanded. He then joined the Roxbury Bicycle Club, and was on their racing team during 1893. When the split in the latter club occurred, he cast his lot with the new organization, the Roxbury Wheelmen, of which club he was unanimously elected captain. At the annual election in January, 1894, he was re-elected to the same office, and is to-day filling the position with honor, both to the club and himself.

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## THE MEDFORD CYCLE CLUB.

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This organization is not the oldest of its kind in this state, but it is a hoary veteran none the less, and fully entitled to all the reverence due advanced years and plethoric wealth. It was founded away back in the ancient days — in the dim and misty past of cycling — in the all-but-forgotten infancy of the sport, when the riders were so few that to own a wheel was to be marked among men; when to dismount from your machine in a village was to be instantly surrounded by a wondering group; when three minutes for a mile was phenomenal time, and reached only by a sacred few. These were the days when the bicycle trade was confined to a small circle, and Cunningham and Stoddard, Lovering & Co. were great powers, and the "Kangaroo" was a brilliant novelty, and the riders were asking each other about a new safety called the "Star," much talked of, but unseen up to that time. This was the Pliocene period of cycling when ball bearings cost \$5 extra, and a "dropped-handle-bar" cost \$2 more, and we experimented with "anti-header" devices and iron saddles covered and stuffed. And in these days the Medford Cycle Club, originally the Mystic Cycle Club, was born.

It comprised just three members at first — the first and at that time the only three riders in the town. They were Edward T. Bigelow, A. J. Cushing and George H. Perry. They associated themselves under the style of the Mystic Club, and adopted a gorgeous uniform of black and silver, and spent their time in earnest efforts to entice every rider they met into a race. As the time went on, and season succeeded season, the number of Medford riders had increased to a dozen or so, and at a meeting held Sept. 28, 1888, the Mystic Club sloughed its old name and uniform and became the Medford Cycle Club.

There were five members besides the original three at this time. It is worth while calling attention to this, for the subsequent growth was close to the wondrous. In the following spring there were sixteen members, and after a long and solemn conclave, and with the gravest of apprehensions for the financial success of the venture, a room (called by courtesy "apartments," and colloquially "the bowling alley") was secured in the Odd Fellows' building. This first room was a most peculiar place. It was long and narrow and low. The sarcastic appellation, "the bowling alley," gives an idea of it. And it was most fearfully and wonderfully furnished. But it is doubtful if ever a club in the land took more pride in its surroundings, or if ever a club room was the scene of more good times.

Money being required, as usual, the directors cast around that fall for a means of procuring it. Their planing finally crystallized into what was perhaps as successful a venture as ever was undertaken by a young club. It was the conducting of a dancing school, together with a series of informal dancing parties. The first season netted something over a thousand dollars. Succeeding seasons were quite as successful, and at the end of the fourth year the Club had a membership of about fifty, was incorporated under the laws of Massachusetts, had quarters quite as comfortable and luxurious as any club of its size in the land, and a most reassuring "wad" in the bank.

Having grown to this, and the need of a still larger club having been demonstrated to the satisfaction of everybody, it fell to the part of Mr. James D. Blackmer, the then President and one of the original organizers, to promote a still further expansion. Largely through his instrumentality, and undoubtedly starting from his idea exclusively, the present Medford Club House was built on Governor's Avenue. Its magnificent situation and handsome architectural features within and without are undoubtedly well known to the public of this vicinity. It was originally intended to merge the Cycle Club into its successor, the Medford Club, but at this time occurred the first split in the directorate. After a rather heated controversy it was finally decided to maintain the independent standing of the Cycle Club as such, and this decision was very nearly the end of it, for the magnificent appointments of the new club-house enticed more than half the Cycle Club membership away, and it was just about the time when the charms of cycling were beginning to cloy a little to the older members who had enjoyed them for so many years. The membership continued to fall off at an alarming rate, and it was finally actually put to a vote, and defeated by the narrowest possible margin, that the old Cycle Club disband, dissolve and disappear.

Fortunately the movement was defeated. New blood came in, with new and more enthusiastic members, the cycling interests took a boom with the advent of cheaper wheels and better roads, and the Medford Cycling Club is now one of the most popular and successful clubs in the State.

A great deal of credit is due to A. P. Ames, H. M. Drew and A. J. Burrow for the present flourishing condition of the affairs of the Club, and there is no doubt that these gentlemen are proud of the result of their hard work in giving the Club its present high standing.

The officers for the present year are: A. J. Burrow, President; H. F. Amory, Vice-President; G. E. Nayson, Secretary; C. D. Blakeslee, Treasurer; C. H. Hartshorn, Captain; W. H. Dane, Jr., Lieutenant; S. McIntyre, Jr., J. B. A. Buffum, F. Winsor Ball and L. F. Walking, directors, with officers ex-officio.

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## SOMERVILLE CYCLE CLUB.

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About nine years ago 12 young men of Somerville met and formed the nucleus of what is now a flourishing bicycle club, comparing most favorably with any in the State. Mr. E. H. Foote, a prominent resident of Somerville, was instrumental in the formation of the Club, and served as its first President for a year and a half. To residents of Somerville the old brick chapel on Sycamore Street is readily recalled to mind, and it was here that the Club first obtained quarters. Cycling at this time was in its



CAPTAIN D. R. HARVEY.

infancy, when the good old "Ordinary" was the means of locomotion and an object of curiosity. Gradually the Club gained strength, and finally, desiring a more central location secured rooms in Odd Fellows' building, Broadway.

These rooms were never large enough to properly accommodate the members of the Club, and at the first opportunity another move was made into the comfortable quarters the Club now occupies. The clubrooms in Gilman Square were occupied in the fall of 1890, and the change resulted in a large increase of membership, in addition to many other advantages. At the annual election in December, W. J. Emerson was re-elected President, and F. S. McCausland, Jr., was elected Captain. The

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following year (1891) proved to be the most successful the Club had ever experienced, both in active and social life, the result of efficient officers and energetic co-operation on behalf of the members. During this season the Club held runs as usual, on Sundays and holidays, beginning on Fast Day and continuing until Thanksgiving Day, the average attendance being 17.

On the occasion of the spring Meet of the Massachusetts Division, L. A. W., May 30, '91, the Club paraded 36 men (the largest number of any club in the State), and won first prize. This same year the Club joined the League of American Wheelmen as a League Club, No. 318, and also became a corporation Dec. 14, '91. The following season of 1892 was efficiently managed by Captain A. C. Fairbanks, whose personal care and attention to detail won for him a most satisfactory report at the end of the year and the high esteem of his associates. His co-operation with Chief-Marshal Wentworth in the semi-centennial celebration of Somerville resulted in a very creditable showing in the parade held June 17, the "third division" (bicycle) numbering nearly one thousand riders.

The annual Road Race held in the fall was a source of interest to the greater portion of Somerville residents, and is now looked upon as an important yearly event. The Club as it is at present, on the eve of a coming season, can be summed up in a very few words; it is in better condition than it ever was before. This state of affairs has been accomplished by an energetic and hard-working corps of officers, judicious management of finances, hearty co-operation by members and the introduction of "young blood" in the shape of 25 new members, which embraces some racing talent. This addition to the membership entitles the Club to its second L. A. W. representative, and furnishes extra recruits for tuition by Captain D. R. Harvey, who has guided the "riding" element of the Club through the season of '93, and has been re-elected to the office for the year of '94.

He is well fitted for the Captaincy, being identified with "the trade" as manager of the bicycle department of the John P. Lovell Arms Co., and possessing an extensive acquaintance among wheelmen. He will be assisted by able Lieutenants in the person of R. H. Farwell, for many years a member of the Club, but only recently converted to the use of a wheel, and John Kenny, a rider of long standing.

At the last election of officers C. C. Payson was chosen President, in place of F. S. McCausland, who retires after six years of faithful work for the Club.

The season of '93 was by far the most prosperous the Club has ever experienced, but the coming one bids fair to rival them all, as the members are all interested in the workings of the Club, and stand ready to give hearty co-operation to its efficient corps of officers.

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## EDWARD MARTYN.

“Eddy” Martyn is best known by the musical talent he has furnished to the many cycle clubs, among whom he is always a prime favorite.

His ocarina solos are always appreciated, and he has a new song on all occasions.

He is in great demand at concerts gotten up by bicycle and other clubs.

He is a member of the Massachusetts Bicycle Club.

“Eddy” has often entertained the Eagles and their guests at their famous concerts, and is now an honorary member of that Club.



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## HAVERHILL CYCLE CLUB.

September 17, 1890, a meeting of the wheelmen of the city, interested in forming a cycle club, was called.

September 24 another meeting was held, and the Club organized with twenty active members and one honorary member.

The following officers were chosen to look after the interests of the Club: J. H. Tapley, President; F. L. Rowe, Secretary and Treasurer; H. E. Gupfill, Captain.

Mr. A. H. Griffith, now Chief Consul of Michigan, was present at this meeting, and was made an honorary member of the Club.

The Club has steadily increased in membership, and now occupies a pleasant suite of rooms in the Academy of Music building.

It became a League club in 1893.

Mr. J. Fred Adams, one of the pioneers of the L. A. W., is an active member of this Club. F. L. Hale is Secretary.

## HOYLAND SMITH.

Hoyland Smith, the great road racer, is considered by many the king of American road racers.

No man who ever rode upon American paths gained more popularity than the slim Hoyland.

On the solid tire he was untireable and undefeatable, he being all bone and sinew, and unaffected by the vibration which effected so many riders. He held many records from four up to twenty-five miles in those days, his record of twenty-five



miles in 1h. 17m. 11s, being held until lowered by Eddie McDuffee at Malden, over the Linscott course, May 1893. He was generally successful on the track, being termed a regular Zimmerman No. 2, so similar to him was he in build and racing qualities.

With the introduction of the pneumatic tire Hoyland fell back some, though he always remained a man to be feared. At long distances he always came in near the lead, especially upon the road.

He rode upon the National Circuit in 1893, and captured numerous prizes, nearly always coming in second to Zimmerman's first. He has retired from the track, and is now engaged in the cycle business at New Bedford, where his word is law.

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## THE STOOPING POSITION ON THE BICYCLE.

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About two years ago the stooping position on the bicycle became a fad, and the fad remains "even unto this day." It originated in the tendency to imitate the racing position.

By all thoughtful men it has been discouraged, and we sincerely believe that even the majority of those who "stoop to conquer" would bless their stars did the fad cease to exist. Many victims of the fad have expressed themselves so to us in private conversation, and to find out what a few men who may be considered good authorities on the subject might have to say, we give the views of the gentlemen to whom we wrote. Speaking for ourselves we will say that the "hump!" shape is grotesque, tending to permanently deform the human shape, while temporarily it gives a justice to the claim of the gamin that the rider is a "monkey on wheels."

We don't claim that the position is always out of order. By no means. The racer finds it a necessity on the track and while training.

The horse-jockey also finds it a necessity while racing; but bicycle riders have no more reason for assuming the position on the road than the horseman. Now imagine a horseman assuming the "hump" position on all occasions!!! Besides the ungraceful appearance which the position gives, it cramps the lungs and stomach, and many wheelmen who can't see why they have not better appetites after a long run may find a solution of the question if they tried the erect and manly position.

The League has always discountenanced the "hump" in the interest of cycling, and no doubt it will sooner or later die out. Already the signs of the times point to this conclusion.

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BY GEO. A. PERKINS, CHIEF CONSUL.

MASSACHUSETTS DIVISION, LEAGUE OF AMERICAN WHEELMEN.

DEAR SIR: Your inquiry as to my opinion of cyclists riding with the handle bars way down, causing the rider to lean over is received.

I have given this matter much attention, and have discouraged it every way I can. I am greatly opposed to it. It is injurious to the health, looks bad, and in no way assists the rider. Some riders feel that they can ride easier in this way, but in the long run it is a mistake. In the parade of last May at Boston, I instructed the judges to particularly take this into account in making their award for prizes, and I shall do so this year. Racing men I admit, lean over, but this is only for a short time. If manufacturers would make machines with high handle-bars, and only put in the low ones when requested, I think it would largely remedy the evil.

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BY D. ED. MILLER, VICE-CONSUL.

In answer to yours of the 4th inst requesting my views on the stooping position, would say, I believe in every one taking the position that suits him the better. Some riders look well in one position and some in another, and some would not look well in any position this side of Jordan at least. I have never had the time or the inclination to look up this matter from the health standpoint, and am content to let the doctors and others fight it out, after which I will take sides with the victors and ride as I please.

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BY CAPTAIN J. E. TOWNE, PRESS CYCLING CLUB.

I consider the extreme stooping position or so-called "hump" injurious, ungraceful, and not necessary for the mass of riders — injurious because it tends to cramp and contract the lungs, muscles of the chest, stomach, and other internal organs; and certainly it is not graceful to see a rider with body arched like a rainbow and head down level with the saddle. Unnecessary, because in ordinary riding the work does not require it. I think a rider's body should be slightly bent forward to best utilize his

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strength, and for ease and comfort in riding, handle-bars and saddle low enough, and so arranged that for extra exertion, such as climbing hills and long rides, the whole body and each muscle should do its individual part of the work. As a rider pushes down on his pedals he gets increased force by lifting or pulling up on his handle-bar. A rider who sits upright, with handle-bars too high, is as much out of position as one who stoops too much. If a man has a heavy weight or load to lift he does not stand erect and lift at arms length, but with body and legs bent and arms straight. He then brings the largest number as well as the stronger muscles into action, and this is the principle I would apply to bicycle riding. The low bent body or stoop during a race, when everything is reduced to a minimum, is necessary, as the more compact a rider can make himself the less resistance there is to overcome. But to all I would say, unless actively engaged in a race sit with body slightly bent forward, arms and back straight (not stiff), shoulders back, head erect with body, and you will derive full benefit from your riding.

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BY STERLING ELLIOTT.

It is a well known fact that the racing man can make faster speed by stooping, on account of the greatly decreased air resistance.

Many riders like to travel at high speed on the road, which, for that class, is a sufficient reason for their crookedness.

Next comes the youth who has not yet come to that point where he dare do differently from the older (and at least to him), wiser riders. He stoops for the same reason that he smokes cigarettes — because the others do.

The manufacturer of bicycles builds what he can sell, and the rider who would like to sit erect is unable to get a handle-bar that is high enough except by having it made to order, which takes time and money, so he takes the “regular thing” and soon gets used to it.

The stooping position seems to be a necessity with the racing man.

It must be tolerated in the man who insists on riding fast on the road.

In the rider who goes out for pleasure it is abominable.

Adopted as we too often see it, by a lady, it is simply a crime.

The torture of an improperly shaped saddle is relieved to some extent by the stooping position, as it places a portion of the weight on the handle-bars. When I see a rider who is bent and not with age, I try to give him the benefit of some one of three doubts. He is either a racer, a victim of the low handle-bar, or he has a saddle that hurts him.

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BY CAPTAIN N. W. STARBIRD, OF THE MALDEN BICYCLE CLUB.

You request my ideas regarding stooping posture in cycling. As a road rider of eleven years experience I unhesitatingly pronounce the “monkey-on-a-stick” position to be both unnecessary, ridiculous, and harmful. Nature has provided a portion of ones anatomy to bear the weight of the body when seated, and man cannot improve on nature. I will grant that in a short, sharp sprint, as in running, a man may find that it will aid his speed to bend the body from the hips, forward. But even then he may have his saddle on a level, or nearly so, with his handles. In the so-called “scorchers position” the weight of the entire body must come on one or more of three points, viz.: the wrists, the perinaeum or the ball of the foot, neither of which were intended by nature to sustain the weight of the body. In closing I would say that to my observation it is only the “would-be” or “imitation” racing man who adopts the extreme of this silly and hurtful posture.

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## HYDE PARK CYCLE CLUB.

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The Hyde Park Cycle Club, one of the oldest and best known clubs in the State, was organized in February, 1886.

The first election of officers was held on the 15th of that month, Theo. Walter being chosen President, C. B. Bird, Secretary and Treasurer, and H. S. Peare, Captain.

At this meeting it was voted that the Club join the League in a body, and is therefore with one exception the oldest League Club in the State at the present time. The name of Hyde Park Ramblers was also chosen at this meeting.

In May rooms were secured in the Everett House, which were held until the first of August of the same year, when the Club moved into rooms under its present quarters on Hyde Park Avenue.

In 1890 a plan of consolidation was proposed by the Norfolk County Wheelmen of Hyde Park, the rooms and fittings of the Ramblers being retained, and the name of the new Club to be known as the Hyde Park Cycle Club.

A committee was appointed to look up the plan, they reported favorably, and the whole matter was dropped for a time.

About this time the Inter-Club Road Racing Association was formed, the Ramblers taking a prominent part in its formation, as it also did in the Inter-Cycle Club Billiard, Pool and Whist Tournaments, which were started the next year. In the latter the pace was too hot the first year, the second year the first pool prize was captured, and this last winter, when the sport had passed under the control of the A. C. C., three prizes out of the four were captured.

In 1891 the plan of consolidation was carried out on the lines at first proposed.

The policy of the new Club was made conservative, but little attention being paid to racing and much to the social side of the wheeling pastime.

The Club has grown slowly but steadily, and is now in an exceedingly healthy and prosperous condition.

On March 10, 1894, a radical departure was made from the old ruts in the decision to admit lady members.

Many of the prominent wheelwomen of the town at once interested themselves in the matter, and the ladies' branch is already of good size, and additions to the roll are being made at each meeting.

The present officers are: H. A. Heydaeker, President; W. H. Julian, Vice-President; E. F. Slocumb, Secretary; W. Porter, Treasurer; C. F. Corbett, Captain; R. M. Sampson, First Lieutenant; A. H. Rhodes, Second Lieutenant; Edward Archibald, Color-Bearer.

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## BICYCLE TOURING.

To the generous lover of cycling sport, it may be permissible to say that, with the many named pleasures which the wheel affords, nothing is so exhilarating, instructive or enjoyable as a well planned tour over the best highways of Europe or America, when time, health and condition of roads are conducive to the success of the undertaking. Then it is for the first time perhaps, that the wheelman realizes the wonderful possibilities of the modern bicycle, and feels disposed to consider himself a discoverer of superlative uses of the wheel, before which club runs, racing and parades sink into comparative insignificance.

To successfully accomplish a tour, a little preparation and foresight are necessary, regarding, courses, expenses, and healthful formulas. The writer profiting by a large experience in this form of sport, humbly offers a few suggestions which if adhered to, may assist the prospective tourist and prevent many inconveniences which sometimes beset the uninitiated.

In the first place a positive course and distance between the starting point and destination should be determined, and the mileage between important towns along the line ascertained. If this cannot be obtained accurately from road books or maps, write to the leading clubs located in the proposed district, and without much doubt the information, as to condition of roadways and distances will be secured. The L. A. W., secretary will always furnish League tourists with names of parties likely to possess such knowledge.

A simple method in determining a touring course of several hundred miles is to take a map of the country and proceed as follows :

Draw a straight line on the map between the terminal points which of course represents the shortest possible distance. Now connect all the important towns and cities which are nearly in parallel range with the straight line over the same course, taking care to avoid crossing mountain ranges and hilly country as much as possible. This method is accurate and in the absence of any information obtained from experience, will determine the route as there is always a highway between any two towns and it should be presumed that the larger the town the better the road should be.

Equipment should be light. Besides the suit which is in wear the tourist should carry on his wheel a complete change of underwear, an extra riding shirt, a pair of slippers or light shoes, a compact toilet case, plenty of handkerchiefs and a pair of long pants. These garments will be found refreshing after a days ride, when you have first taken a shower or sponge bath and then donned them. Of course more may be taken, but the advice of the writer is, don't carry them on your wheel, but pack a large valise or trunk and express it ahead from town to town allowing it to remain at the office of the express company until you ride in and call for it.

A few words about dieting and time employed in riding will no doubt be of interest. The more a rider can abstain from drinking anything the less he will feel the need of it, and when he does indulge, let it be the purest spring water obtainable. Don't employ alcoholic beverages of any nature to cool thirst and especially beer, as all are weakening after the first effects are over. An exception might however be taken to a small amount of good brandy with a biscuit or two when an early morning start about 4 A. M. is to be made and twenty-five miles ridden out before a breakfast. Lemonade, tea, coffee and milk iced, are also refreshing when moderately used, although a serious objection to the latter is found in the fact, that it is apt to curdle and disagree with many riders. Another hint which will save a tourist much inconvenience and sickness, is in carefully noting the quality of water in the different countries he may be travelling. If he should happen to pass from a level clay formation of country into a mountainous and limestone district, the sudden change of water in both will in all probability effect him seriously unless he is prepared for the change by using it cautiously.

Many questions are asked regarding the distance which should be travelled each day, and the time most conducive to pleasurable riding. Naturally this is a matter of individual preference and depends upon sightseeing and objects of interest besides road conditions; but for straightaway riding over fair roads 60 miles per day is an acceptable average. Starts should be made as

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early as 4 A. M. Whenever possible, breakfast, taken at seven, and the morning ride end about 11 o'clock. A siesta should be taken until about 3 P. M. and all riding finished at six o'clock. With this system it is possible to cover a thousand mile tour without fatigue.

The bicycle touring roads of the United States and Canada are well worth going over. The writer has collected a large fund of information regarding wheeling districts not only from an extensive experience upon them but also from those who have ridden across the continent from the Atlantic to Pacific.

Which, for example is the best path from Boston to New York? Many authorities will say, through Worcester, Springfield and Hartford, but as a fact the best and most level road although not generally known, is through Providence, Wickford and New London, Conn., thence by ferry to Greenport, L. I., from which point a splendid stone road leads to Brooklyn, N. Y.

A famous tour of 325 miles was that of the Boston, Albany, Niagara party some years ago from Albany, via. Amsterdam, Utica, Syracuse and Buffalo to the Falls passing en route through the beautiful Mohawk Valley. The roads however are not the most desirable and a tourist wishing to travel from the East to Niagara is advised to go through southern Canada, starting from Montreal. This latter road is given below.

One of the grandest trips a wheelman can make is to start from Philadelphia and go out on the Lancaster pike via. Lancaster and York for 115 miles to Gettysburg; passing through the very centre of the battlefield, magnificently adorned with monuments, by the "High Water Mark of the Rebellion" the famous Round top and the "Peach Orchard" to the little town of Emmetsburg, Md. From here to the base of the Blue Ridge and over the summit. As you begin to glide down the other side your vision will be arrested by a view which like a grand landscape painting is spread out before the eyes. The tourist beholds the historic Shenandoah Valley which he is soon to pass through. Mountain streams hurl themselves down the sides of steep cliffs. Tall waving trees bow to the wind and over their tops the storm clouds gather and at times hide them from view. Here and there in the distance a town with its white topped church spires and gilded crosses resplendent in the sunshine. Peaceful farmlands flowing with milk and honey, and quiet pastoral scenes, all lead the tourist to a retrospect, and he asks, how was it possible that but a few years since, fearful bloodshed and war with all its horrors could have selected one of the most beautiful spots of our country to be converted into a field of death.

But to journey on—At the base of the mountain, the road passes through Waynesboro, Penn., thence to Hagerstown, Md. and to the banks of the Potomac at Williamsport. From here an old fashioned rope ferry is taken across to Mantinsburg, W. Va. The road follows into Virginia, passing through Winchester, Cedar Creek, Newmarket to Harrisonburg and Staunton. At Newmarket a seventeen mile side trip will bring the rider to the beautiful caverns of Luvay which are some of the grandest scenes in nature on the American continent. From Waynesboro, Penn., to Staunton, Va., is a superb stone road 150 miles long, with an upward grade as the Staunton end is approached. The macadam ends at Staunton, and from there to the Natural Bridge is a 35 mile trip over red clay, which is good surface in dry weather but the height of misery in wet season. After viewing the Bridge a short ride will take us to Balsony Falls which is nothing more than a railroad pass through the mountain. The writer was forced to walk the railroad through the pass as no information was obtainable regarding a thoroughfare. Once upon the other side however a clay road bed runs from Snowden Station to Lynchburg, Appomatox Court House, Andersonville, Cumberland Court House, Powhatan Court House to Richmond. From here train to Norfolk and take steamer to New York or Boston enjoying a pleasant ocean sail of nearly two days. The above course from Philadelphia to Richmond or the reverse, contains a road distance of nearly 500 miles.

From Albany, N. Y., to Washington, D. C., 550 miles via. Philadelphia and Lancaster Pike to Gettysburg is a superb tour, as it affords the wheelman the magnificent scenery along the Hudson for 160 miles and furnishes the opportunity of passing through many large cities. I give the route as follows:

Albany, Hudson, Poughkeepsie, Peekskill, Sing-sing, Yonkers, Riverside Ave., to New York, via. Boulevard. Take 23rd St. Ferry to Jersey city, out to Newark, Orange, Plainfield, Somerville, Princetown, Trenton, Franford, Broad St., Philadelphia,

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via. Fairmont Park, Dormington, Coatsville, Lancaster, Gettysburg, Emmettsburg, Md., Frederick, Washington, D. C. The road bed over this entire course is from good to excellent.

To a wheelman wishing to visit Canada, for comfort, fine scenery, good roads and plenty of fishing, the course from Montreal to Toronto, Hamilton and Niagara is here given. Montreal, St. Anne's, Cornwall, Prescott, Brockville, Kingston, Belleville, Coburg, Port Hope, Toronto, 350 miles. From here take steamer across the lake to Niagara, and if a return trip is then desired, go to St. Catherine's 10 miles and take boat which leaves every Tuesday at 11 A. M. for Montreal, via. the lakes, and St. Lawrence river, passing by the Thousand Isles and through the Lachine Rapids. The bicycle road here given is from fair to excellent and around Kingston for 100 miles is especially fine.

This portion was a part of the road travelled by the "Big Four" bicycle tourists in 1886. The path from Montreal to Toronto follows the river and lakes the entire distance and gives the rider a splendid view of the St. Lawrence rapids, and Thousand Isles, besides passing through the most prosperous and wealthiest part of Canada. Should the tourist wish to continue from Toronto to Chicago he can do so by leaving the former city for Hamilton, Brantford, Woodstock, London, Strathroy, Sarnia, steamer to Detroit down the Lake St. Clair, Detroit, Lansing, Cassapolis, Studebaker, South Bend, Wellesboro, Chicago. Total distance from Montreal to Chicago, 850 miles.

In conclusion I will briefly outline the course pursued by wheelmen who have crossed the continent from Atlantic to Pacific starting at Boston and ending at San Francisco. Boston, Providence, New London, New York, Philadelphia, Lancaster, Gettysburg, Hagerstown, Md., (The U. S. national road which begins at Baltimore and runs nearly to St. Louis is taken at Hagerstown) Cumberland, Wheeling, W. Va., Columbus, O., Dayton, O., Indianapolis, Ind., Terre Haute, Ind., Marshall, Ill., Vandalia, Ill., St. Louis, Mo., Clarksville, Sedalia, Mo., Kansas City, Mo., Ottawa, Kansas, Osage City, Kansas, Great Bend, Dodge City, Lamar, Colorado, La Junta, Pueblo, Colorado Springs, Leadville, Glenwood Springs, Provo, Utah, Green River, Salt Lake City, Ogden, train across desert to Reno, Nevada; Truckee, Cal.; Cisco, Auburn, Sacramento, Stockton, Lathrop, Hayward, Oakland, San Francisco. Total distance about 3400 miles.

JAMES M. MCGINLEY,

L. A. W. 8403.

## MASSACHUSETTS BICYCLE CLUB DIRECTORY.

- Alpha Cycle Club, Brockton.
- Association Cycling Club, Pittsfield.
- Appleton Cycle Club, Paine Memorial Hall, Boston.
- Bellevue Cycle Club, South Street, Roslindale.
- Boston Bicycle Club, J. S. Dean, 28 State Street, Boston.
- Brockton Bicycle Club, 193 Elm Street, Brockton.
- Beverly Cycling Club, Beverly.
- Berkshire Co Wheelmen, Pittsfield.
- Bay State Bicycle Club, 35 Pearl St., Worcester.
- Bostonian Bicycle Club, 37 E. Concord Street, Boston.
- Brereton Cycle Club, Central Square, E. Boston.
- Boston Rovers Cycle Club, 585 Tremont Street, Boston.
- Cambridgeport Cycle Club, 555 Main Street, Cambridgeport.
- Chelsea Ramblers, Third St., Chelsea.
- Crescent Cycle Club, Rockland.
- Concord Cycle Club, Concord.
- Clinton Bicycle Club, 80 High Street, Clinton.
- Columbia Bicycle Club, No. Attleboro.
- Columbia Cycle Club, 5 Pleasant Street, Worcester.
- Cresecent Cycle Club, Bancroft House, New Bedford.
- Cambridge Rovers, Cambridge.
- Campello Cycle Club, Campello.
- Charlestown Cycle Club, Charlestown.
- Commonwealth Cycle Club, 66 Lincoln Street, Worcester.
- Dedham Cycle Club, Phoenix Block, Dedham.
- Dudley Cycle Club, Dudley Associates, Boston.
- Diamond Cycle Club, Boston.
- Eagle Cycle Club, James St., Boston.
- Edgeworth Bicycle Club, Edgeworth.
- Egleston Sq. Cycle Club, Egleston Sq.
- Everett Cycle Club, Everett.
- E. Boston Cycle Club, Maverick Sq., East Boston.
- Emmett Cycle Club, Waltham.
- Framingham Cycle Club, Framingham.
- Franklin Wheel Club, Central Square, Franklin.
- Fall River Ramblers, Mellin Block, F. R.
- Fall River Cycle Club, 67 No. Main St. Fall River.
- Fitchburg Wheelmen, Laurel Street, Fitchburg.
- Foxboro Cycle Club, Foxboro.
- Garden City Wheelmen, 348 Centre St. Newton.
- Hyde Park Cycle Club, Hyde Park Av, Hyde Park.
- Haverhill Cycle Club, 153 Merrimac Street, Haverhill.
- Hudson Cycle Club, Hudson.
- Harvard University Cycling Association, Cambridge.
- Highland City Cycle Club, Marlboro.
- Holyoke Bicycle Club, Holyoke.
- Huntington Cycle Club, Roxbury Crossing, Roxbury.
- Interclub Racing Association, 1 Beacon Street, Boston.
- Inn Cycle Club, Brown's Bicycle Inn, Columbus Ave., Boston.
- Ipswich Bicycle Club, Wilde's Block, Central Street, Ipswich.
- Jamaica Cycle Club, J. A. R. Underwood, Jamaica Plain.
- Lee Bicycle Club, Lee.
- Lynn Bicycle Club, Lynn.
- Lovell Bicycle Club, 147 Washington Street, Boston.
- Linden Bicycle Club, Linden.
- Lynn Cycling Associates, C. P. Adams, Lynn.
- Lexington Minute Men Cycle Club, Lexington.
- Massasoit Cycle Club, Fuller's Block, Springfield.
- Mystic Wheel Club, 53 Cottage Street, Everett.
- Mt Washington Bicycle Club, South Boston.
- Massachusetts Bicycle Club, 6 Batavia Street, Boston.

Mattapan Road Club, Mattapan.	Press Cycling Club, Massachusetts Ave. Boston.	So. Framingham Bicycle Club, South Framingham.
Malden Wheelman, Malden.	Pinnacle Cycle Club, Stoughton.	Scorcher Cycle Club, Worcester.
Malden Bicycle Club, Malden.	Pequot Cycle Club, 715 Broadway, So. Boston.	Shawmut Cycle Club, Norfolk Street, Dorchester.
Medway Wheel Club, Milford.	Pascommuck Wheel Club, E. Hampton.	Springfield Bicycle Club, 126 Worth- ington Street, Springfield.
Middlesex Cycle Club, 9 Perry Street, Cambridge.	Quannapowit Bicycle Club, 408 Main Street, Wakefield.	Taunton Cycle Club, Taunton.
Maverick Wheel Club, E. Boston.	Quincy Cycle Club, Quincy.	Taunton Road Club, Taunton.
Mt. Pleasant Bicycle Club, Mt. Pleas- ant, Boston.	Randolph Cycle Club, Randolph.	Tiger Roadsters, 153 Hancock Street, Dorchester.
Maplewood Cycle Club, Maplewood.	Rovers Cycle Club, Hancock Square, Charlestown.	Tiot Cycle Club, Norwood.
Metropolitan Wheelmen, 42 Upton St., Boston.	Rovers Bicycle Club, Lynn.	Tremont Cycle Club, 158 Dorchester Ave., Boston.
Milton Falls Bicycle Club, Milton.	Rockland Bicycle Club, Rockland.	Towanda Cycle Club, Woburn.
Medford Cycle Club, Medford.	Rollstone Cycle Club, 162 Main St., Fitchburg.	Union Bicycle Club, Savin Hill, Dorchester.
Norfolk Bicycle Club, So. Weymouth.	Roxbury Bicycle Club, 118 Roxbury Street, Roxbury.	Union Bicycle Club, Hingham Centre.
Newburyport Cycle Club, Newburyport.	Roxbury Wheelmen, Warren Street, Roxbury.	Victor Wheel Club, Chicopee.
Norwood Cycle Club, Norwood.	Roslindale Cycle Club, Roslindale.	Victor Wheel Club, 483 Tremont St., Boston.
Natick Cycle Club, Natick.	Rindge Cycle Club, No. Cambridge.	Waltham Cycle Club, Waltham.
Norfolk Cycle Club, Norfolk.	Suffolk Bicycle Club, 1141 Tremont Street, Boston.	Warren Bicycle Club, Warren.
Newton Bicycle Club, Newton.	St. Mary's Cycle Club, St. Mary's Gym. Boston.	West Lynn Rovers, W. Lynn.
New Bedford Cycle Club, N. Bedford.	Salem Bicycle Club, Salem.	Whittenville Bicycle Club, Whittenville.
North Adams Wheelmen, No. Adams.	Shoe City Wheelmen, 21 Cottage St., Brockton.	Whittenton Cycle Club, Taunton.
Newtonville Cycle Club, Newtonville.	Somerville Cycle Club, Somerville.	Winnisimmet Cycle Club, Chelsea.
Orient Cycle Club, Orient Heights, E. Boston.	Star Cycle Club, 352 High Street, Holyoke.	Woodbridge Bicycle Club, Woodbridge St., No. Cambridge.
Outing Cycle Club, E. Boston.	Stoneham Cycle Club, Stoneham.	Worcester Wheel Club, Knowle's Build- ing, Worcester.
Owl Cycle Club, Marlboro.		Waban Cycle Club, West Medford.
O. P. H. Cycle Club, Winterhill, W. Somerville.		West Roxbury A. A. Cyclists, M. Otis Bullock, West Roxbury.
Oxford Cycle Club, Chicopee Falls.		Y. M. C. A. Hickory Club, Chatham St., Worcester.
Propice Wheel Club, 419 Main Street, Springfield.		Y. M. C. A. Bicycle Club, West River Street, Hyde Park.
Pittsfield Bicycle Club, Pittsfield.		Y. M. C. A. Wheelmen, Worcester.
		Y. M. C. A. Bicycle Club, Merriam Street, Haverhill.
		Y. M. C. A. Bicycle Club, 246 Main Street, Fitchburg.

In a later edition we shall have more extended data regarding the clubs of the state.

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## SPENCER T. WILLIAMS.

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Spencer T. Williams, is president of the Associated Cycling Clubs of Boston and vicinity, president of the Malden Bicycle Club, and a member of the Boston Bicycle Club. He is a Delegate to National Assembly L. A. W. and a representative to the Massachusetts Division Board of Officers, being chairman of the Rules and Regulations committee.

Of the 1800 or 2000 cyclists who compose the nineteen clubs of the A. C. C. no one is better known than president Spencer T. Williams.

Although he has been a bicyclist only three years, Mr. Williams has had many responsible positions thrust upon him. He proved to be of the proper calibre, and wheelmen were not slow to recognize his worth as a worker and director.



While out riding his wheel with some friends in the spring of '91, he conceived the idea of forming a bicycle club in Malden, where he resided. The suggestion was acted upon and on April 20 the Malden Bicycle Club was organized with Mr. Williams as secretary and treasurer. On the following year he was elected president, and the club joined the league. He was re-elected president in 1893 and it was during that season that the members of the Malden club came to the front as fast riders.

He was one of the charter members of the Associated Cycling Clubs; and was chosen its first vice-president and this year became president. He is the youngest division officer, and received one of the largest votes ever accorded a nominee for a league office.

Mr. Williams is a gentlemanly lover of sports, and his fair and impartial judgment has made him in great demand as a referee for race meets and other sports.

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## LOUIS KLEH.

### Fancy Trick Rider.

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One of the best known trick riders of the country is Mr. Louis Kleh. His reputation in that line is inferior to none. At all the wheelmen's meets he has been a prominent figure, always eliciting the applause of the boys for his marvellous feats on the wheel. It has been a matter of curious comment among wheelmen, that Louis has never made it his business to exhibit his powers in his financial interest, but his exhibitions have always been free and he holds in his possession, press notices from all over the country testifying to the wonder of his audiences at the various feats he has performed.

To see a man ride a safety, with the rear wheel only on the ground, while the front wheel is two feet in the air, or to see him ride such a wheel while he STANDS ON THE SADDLE, is enough to bring applause from any audience.

Like most men who are really clever, Mr. Kleh is modest and unassuming. He is always obliging, but as it has been suggested to him that bicycle clubs would like to engage him for entertainments, we give his address, 15 Tremont Row, or care of Eagle Cycle Club, James Street, Boston.

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## W. S. BEEKMAN.

Capt. Waban Cycle Club, West Medford, Mass.

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One of the most promising firms in this city is that of Messrs. Razoux & Handy, Cycle Dealers, at 444 Tremont Street.

They are both young men, and though having been in the business but one year, they now enjoy the distinction of carrying the largest line of wheels of any dealer in New England.

In their salesrooms may be found the following makes: Rambler, Union, Raleigh, Warwick, Relay, Eagle, Crawford Waverly, Legue Chainless, and The Brownie. Here you may see the different makes side by side, and make comparisons as to their respective merits, thus avoiding the necessity of travelling from one store to another.

That their method of doing business has met with the approval of the public is evidenced by the fact that they have since the past season been compelled to add another floor to their establishment, and now possess an elegant light salesroom, convenient of access, and well adapted to the display of their stock. Their facilities for manufacturing and repairing have been doubled, and they now have without doubt, the best fitted repair shop in this city.

The workshop is under the personal supervision of Mr. C. L. Razoux, and no inferior work is allowed to pass.

The Brownie, manufactured by them, for both ladies and gents, they claim to be equal to anything on the market.

The large number of orders placed for this wheel by racers and expert riders, is its best recommendation. They also make a wood-rim nipple for attaching the spokes to the rim. This was invented by Mr. Razoux, and is meeting with an extensive sale, being used by all the leading manufacturers in this vicinity.

They handle no wheel that they cannot safely recommend and guarantee to purchasers. When you see one of their own make of wheel called "The Brownie," either ladies' or gents', stop and look at it and see all the little minor points and improvements on them.

Their wheels are fitted with 5-16 balls all over, and they claim it to be the easiest running bearing made.

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## ALFRED T. HARRIOTT,

Alfred T. Harriott was born in Medford, Mass., Sept. 1, 1866, and is the youngest son of John Harriott, of Boston, Mass., and brother of Bertram Harriott, representative to the Massachusetts Division, L. A. W.

He was one of the organizers of the Norwood Bicycle Club in 1889, and served as captain for two years.

In 1893 the "Trot Cycle Club" was formed, and Mr. Harriott was made Vice-President.

This year the old Norwood Bicycle Club has been re-organized, and Mr. Harriott has been elected President.

He has been the L. A. W. Consul for Norwood for the last four years.



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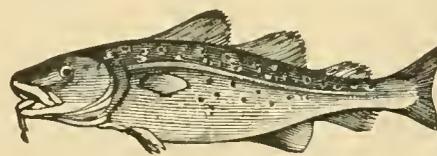
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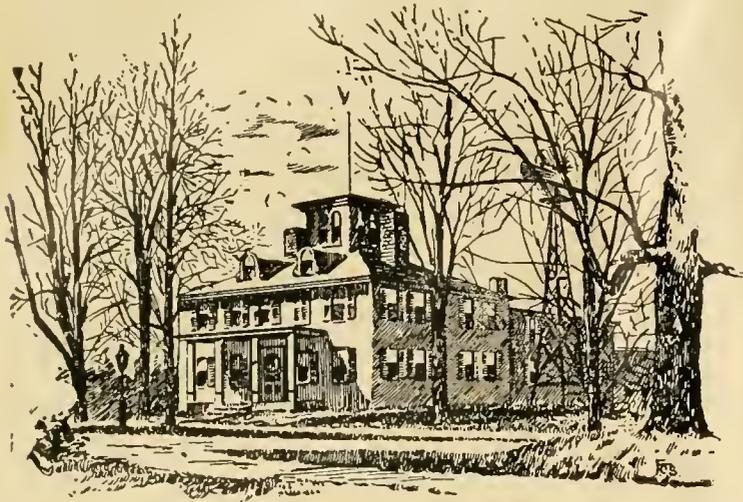


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As Boston Wheelmen we recommend to the Cycling fraternity the Hotel Rugby, 2164-6-8 Washington St., Roxbury District. Wheelmen visiting on Sundays will find Mr. Isaacs accommodating, and everything to cheer the inner man provided. Cool lager and all kinds of drinks served, and as the Rugby is open all night, wheelmen can come anytime and be sure of good treatment. A fine wheel-rack is a feature of the main hall, and a sure sign of the satisfaction, which wheelmen experience in the Rugby.

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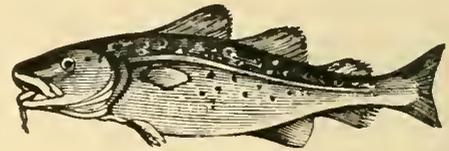
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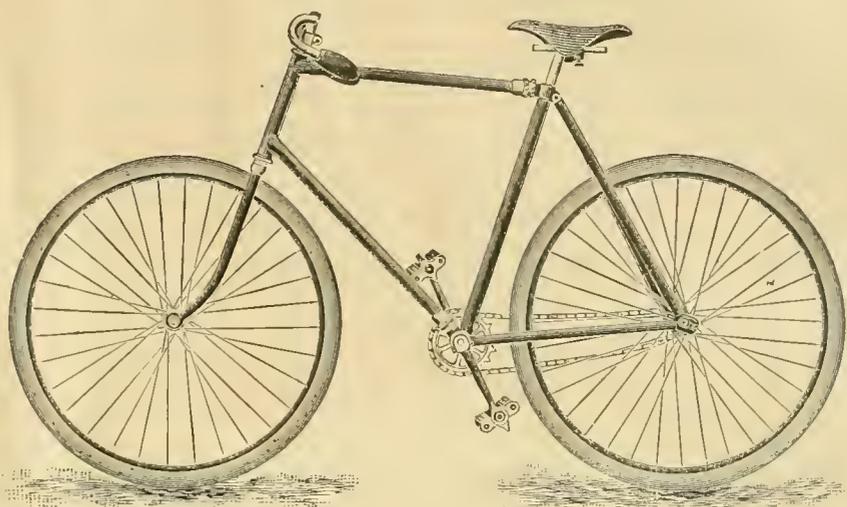
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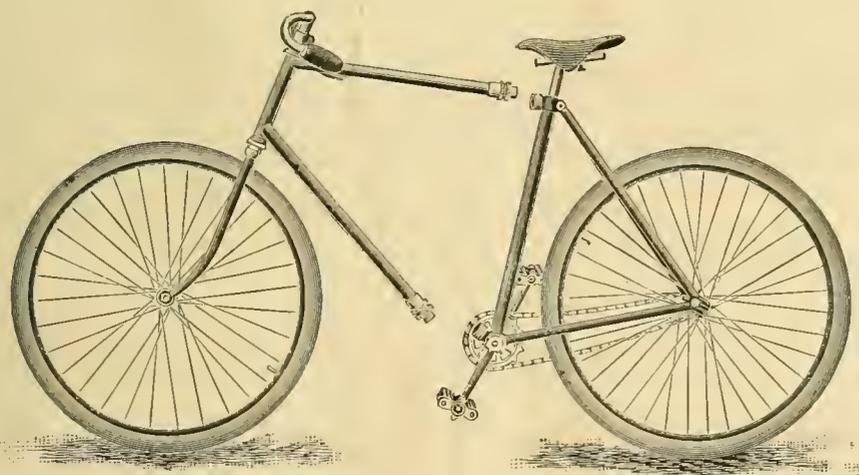
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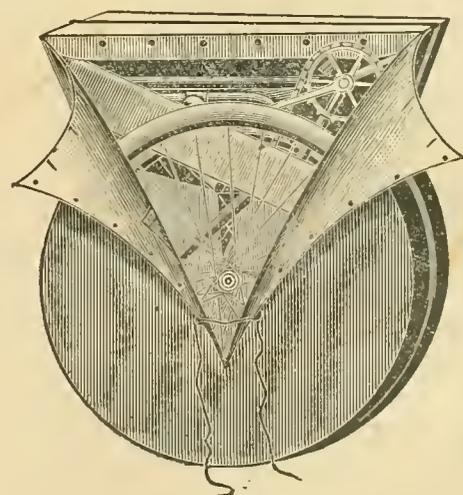
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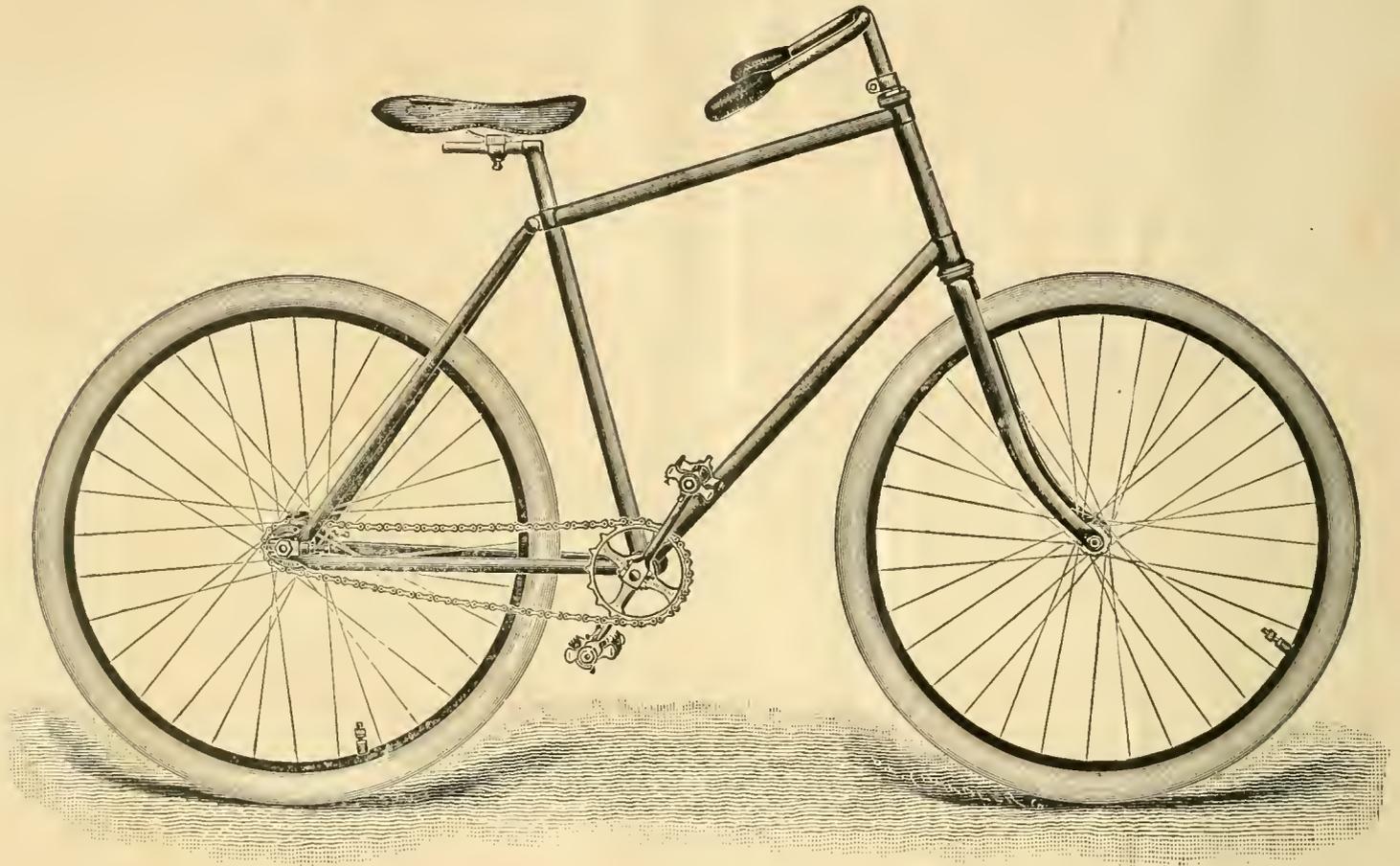
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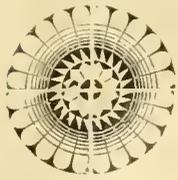
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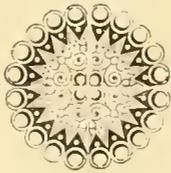


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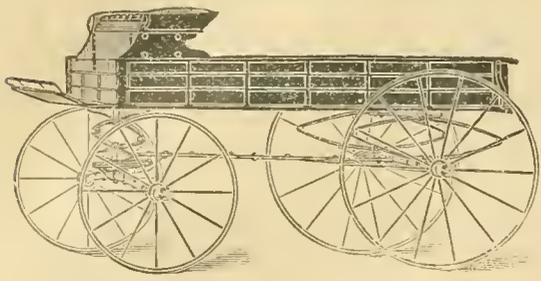
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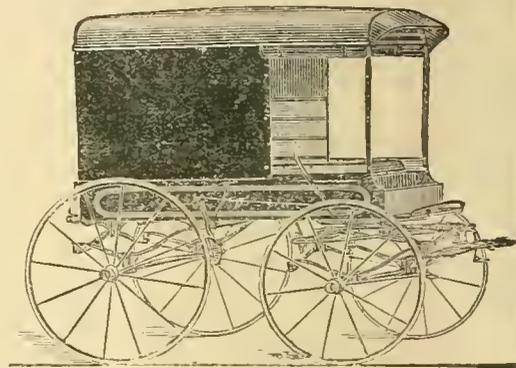
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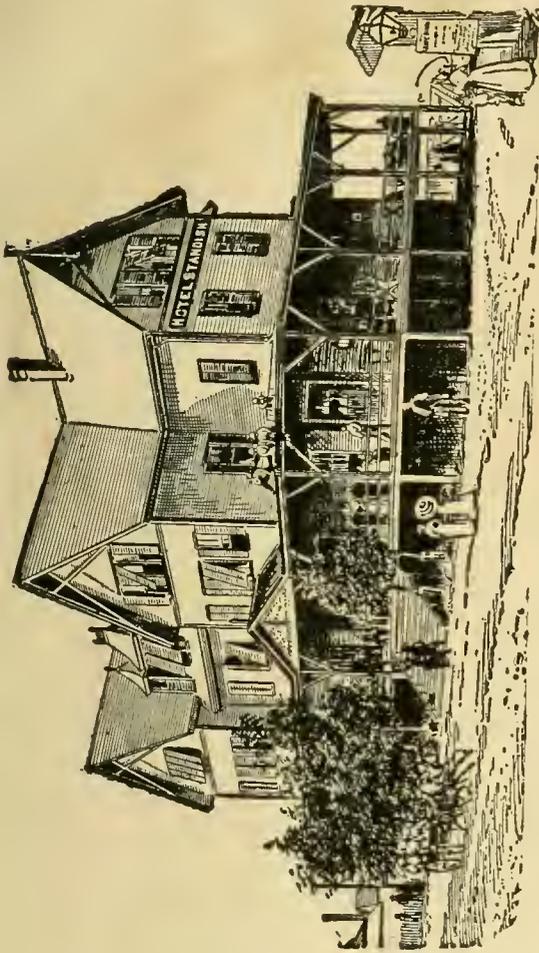
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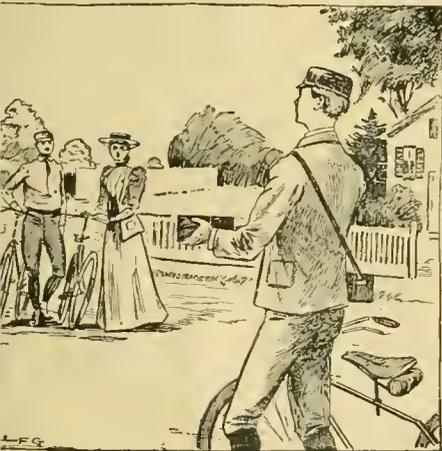
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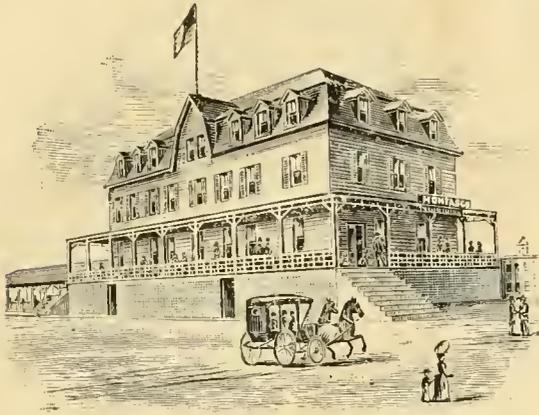
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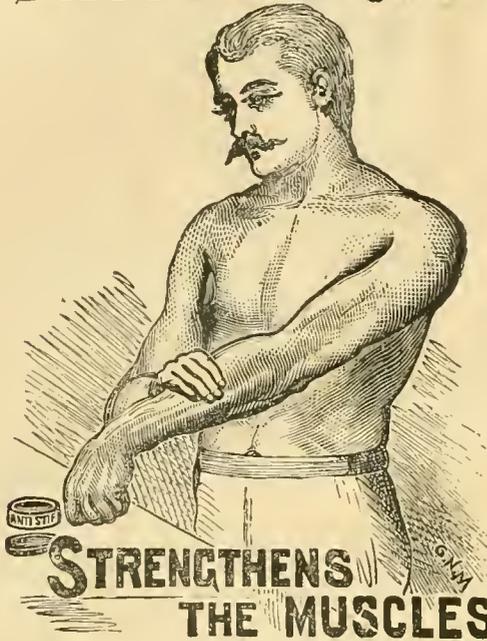
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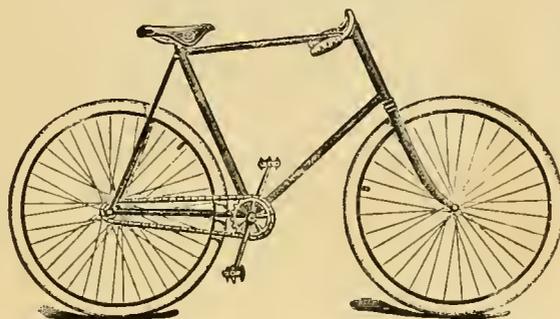
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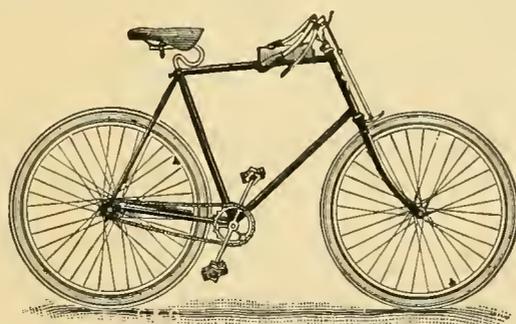
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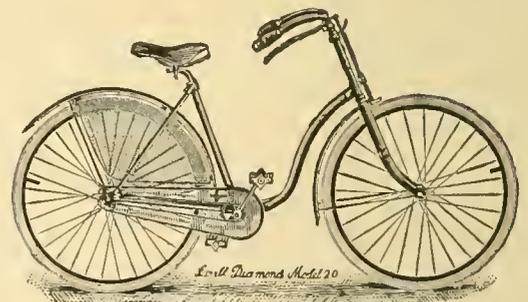
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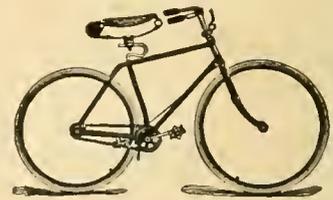
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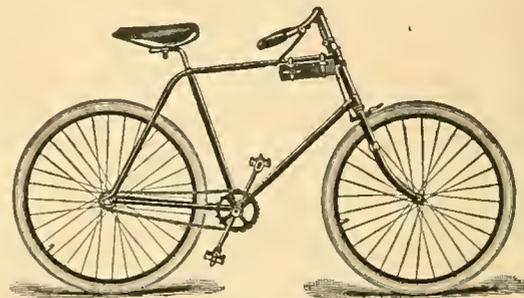


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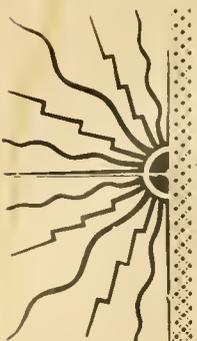
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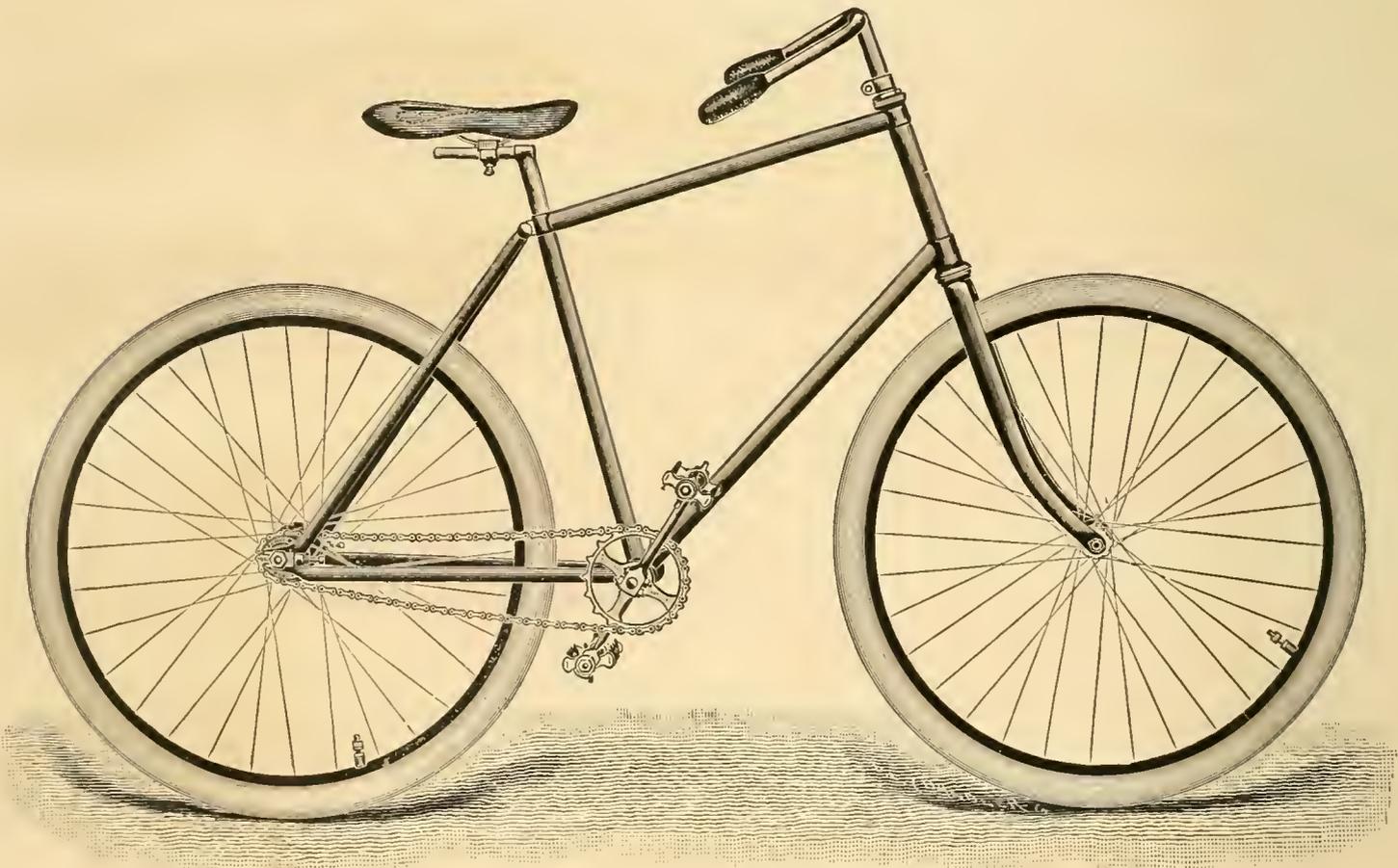


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