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Indiana will shortly fall in line with a road book.

Mr. Eugene M. Aaron is to be henceforth known as Secretary-Editor.

Twenty members of the Troy B. C. took a run to Hoosic Falls on Decoration Day.

The Frontispiece of the June number of *Wheel World* is a handsome portrait of Thomas Stevens.

It is said that Christ of Washington rode the last quarter of the five mile race in 37s.

The Ohio Interstate Bicycle Association will hold bicycle races at Youngstown, on June 24th.

Haverhill, Mass., has a new club called the Pentucket Wheel Club, containing eighteen members.

The *Philadelphia Cycling Record* has been appointed official organ of the Pennsylvania Division.

The New York Sunday *Sun* announced the following phenomenon "Hendee breaks the half-mile bicycle record on Foot."

All Wheelmen wishing to join the League will have to pay fifty cents initiation fee. The rule went into force on June 1st.

The Nonantum Cycling Club of Newton, Mass. will hold a handicap road race on June 17. E. P. Burnham will start from scratch.

The Manchester, N. H. B. C. enjoyed Decoration Day by riding out to Lake Massabesic, and indulging in some impromptu athletic games.

The Lynn *Saturday Union* says that Springfield seems to be the bicycling centre of this country. So is New York, Boston and Philadelphia.

Master Winnie Shoot, a boy bicycle rider attached to a professional combination, rode down the steps of the Capital at Washington on a 48 in. Ideal.

At the opening day of the San Jose, Cal., race meet, F. R. Cook was said to have ridden one-quarter of a mile in 37 2-5s., on a poor track.

Brown who is a flyer! "Have you heard of my latest rare performance, Ed?" "Why no, what did you do it in, 2.38?" "Oh, no, I've only just eaten a rare steak; two sodas this way."

Given John Prince, a good track and two North Carolina time-keepers. In what time will John do a mile? One year's subscription to THE WHEEL will be given for the first correct answer.

Among the latest subscribers to the Keen Fund, which, by the way, now amounts to £169, is H. L. Cortis, who, with his usual Cortis-y (N. B.—This pun has already floored the flower of the English cycling army) has donated £1 is.

Twenty members participated in the first weekly club run of the Buffalo B. C. The alterations of the new club headquarters are progressing rapidly and everything will be in readiness for the League meet.

Captain Hugh J. High, who started from Pottstown, Pa., May 8th, on a tour to Seward, Nebraska, reached Indianapolis May 24th, travelling 655 miles in sixteen days. This is exactly half his proposed journey.

While out on a club run with the Salem B. C. one day last week, a rider named F. W. Wheelock, took a severe header while attempting to cross a Lynn gutter. Although seriously bruised he will be about in a few days.

An interesting road race between A. J. Wilson on a 40 in. "Quadrant" tricycle and John Simmons on a 57 inch light roadster bicycle, took place near London on Tuesday, May 19. The distance was twenty-two miles. The start took place at 6.30 P. M. The tricyclist won in 1 hour 37 minutes.

The last *Cyclist* contains an advertisement supplement wherein the Messrs. Starley Bros. proudly announce themselves as "makers to Her Majesty the Queen." How proud the Queen must feel to have makers all for herself. She must be a scorcher. She must tear along the road at a great pace, over fields and ditches to need a maker to supply her wants. We should love to be a Queen and have makers.

WANTED—A Moses, to assume command of a large brigade. Must have large executive ability; be capable of editing a newspaper that has got the lead, and able to elevate professionals when even opportunity offers. A man who can work miracles preferred. To such a one a salary of \$1000 per year, and unlimited abuse will be given. Address at once, A. B. Assett, 8 Pemberton Alley, The Wilderness, Mass.

In describing the finish of a close race, a writer in the *Cyclone* and *Antelope*, a New York wheel paper says: "the scratch man almost carried off the bone." At first sight this would seem a vile slander on our native city, but the outside public will please understand that this was only an innocent flight of fancy on the part of the brilliant original who penned the article. The prize was a gold medal. New York athletes prefer to be regarded as anything but bonehunters.

Among the events of the Williamsburg A. C.'s games, held at Brooklyn on May 30, was a two-mile bicycle race, open only to Kings County Wheelmen. A. B. Rich started from scratch giving H. J. Hall, Jr., 15 yards, M. L. Bridgeman 125 yards and E. W. Candidus 125 yards. Hall and Bridgeman collided soon after the start leaving Candidus and Rich to fight it out. At the end of a mile, the race seemed a moral for Candidus, but Rich rode a well judged race and catching him on the last straight he won by half a length. The time for the first mile was 3:23 4-5 and for the two miles 6:49 3-5s., a good performance for a five lap cinder track.

Karl Kron writes, May 30, from West Springfield, Mass.: "Though I've already been absent two weeks from the city, I shall probably be forced to stay here a fortnight longer, as the task of revising the copy of 'X. Miles on a Bi.' into proper shape for the compositors of the Springfield Printing Company, is proving a very slow and difficult one. I've now corrected the final proofs of the first eleven chapters of the book (150

pages), and my revisions for the next ten chapters have been nearly finished. I expect to have a fortnight's mail accumulations forwarded to me in a day or day, and I hope meanwhile that my correspondents will excuse apparent neglect.

In another column will be found the advertisement of Jens. F. Pedersen. This gentleman, formerly of Messrs. Doughty and Pedersen, is ready to furnish estimates and designs of medals to race meet committees, either in or out of New York city. Mr. Pedersen turns out magnificent work. He has made a specialty of the manufacture of fine gold medals, and has furnished all the prominent bicycle clubs in this country with prizes. He will submit accurately drawn medal designs, which will enable distantly-removed clubs to make a proper selection. All he asks for is a fair field and no favors, as he can furnish a handsome medal as low as any one in the trade.

In referring to the act passed by the North Carolina Legislature, virtually prohibiting wheelmen from using the pike roads of that State, and speaking of the position of the League in the matter, the *Bicycling World* wails: "We are in want of a Moses to lead us out of the wilderness. Who shall it be?" (N. B. We shall henceforth think of Boston as "the wilderness.") There is a prominent member of the Ixion B. C. of this city named Moses, and by a sort of fatality his name is O. G., meaning, of course, Official Gazette Moses. Probably that is the gentleman *The World* is in quest of. A man named Shakespeare—perhaps some of our readers may have heard of him—once said: "The wind will desport itself through your hirshute appendages, cut them into whatever style you will," and perhaps with Messrs. Moses and Aaron working miracles—and plagues, the number of League-kickers might diminish.

On Sunday morning, May 30th, ten members of the Rochester B. C., took train to Toronto, Ont., where they were met by members of the Wanderers of that city. After breakfast the visitors took a trip by steamer, returning in time for dinner. A run through the principal streets of the city, through the park, a visit to the lacrosse grounds, and a friendly one-mile race helped fill out the afternoon. The Rochester men left on Sunday noon, evidently pleased at the efforts of the Wanderers to entertain them.

The Yale meet takes place to-day. Some good work will be done.

It seems to us that no one fully understands and lives up to the "grand-freemasonry of the wheel" doctrine, but the young man who hires and forgets to return a tricycle or bicycle.

The Manhattan Athletic Club will hold their spring games at their grounds, corner 86th Street and 8th Avenue, to-morrow (Saturday) at 4 P.M. Among the events is a two mile bicycle race.

The entries for the four mile amateur championship of America closes Saturday, June 6th, with the secretary of the N. A. A. A., P.O. Box 3478, New York City. The race will be run under L. A. W. rules at the annual championship games at the Manhattan A. C. grounds on June 13th. Entrance fee \$2.

Hendee is announced to attempt to beat the mile record at the Yale B. C. meet, which takes place to-day and to-morrow, June 5th and 6th. Judging from his 1.17 2-5s. for the half mile at Springfield on a wet day, it looks as if 2.39 would have to go. Among the entries for these games are many New York local flyers.

The entries for the Kings County Wheelmen's races close on June 10th. The medals are worth trying for. The track is a five lap cinder path and is now in excellent condition.

The whirr of the cyclist was heard all over the land on Decoration Day. He have been compelled to omit reports of some distant race meets but we shall give them place next week.

Truly it might be said, "Consider the Gold-Band Fiend" of Brooklyn, (full description given in another column). He scorches not, neither does he spin, yet the runner of a Bowery Museum in all his Saturday Night glory is not arrayed as one of these."

The *Cyclist and Athlete* agrees with us that the professional can-not be elevated and should not be admitted to the League. We are quite certain that the Editor of the *Bicycling World* will continue to ventilate his pet theory on the admittance of professionals to the League, and that he will push the matter at the League meet. That an appeal to the sentimental portion of the assemblage will not fail to gain many adherents to his admission theory, none can deny, but the common sense of the majority will prevent the "door-opening to all," on which the *B. W.'s* Editor seems to have set his heart.

The "Big 5" Association.—A meeting of the delegates met at Sharon, Pa., recently, for the purpose of forming the "Big 5" Association. The delegates were W. P. Hanna, Sharon, Pa.; F. McCoy, Youngstown, O.; Frank Iddings, Warren and Leroy Hanna, of New Castle. Iddings was elected President, and McCoy, Secretary. It was decided to hold a Summer meet at Youngstown, Ohio, on June 24th. Handsome gold and silver medals will be given and all the bicycle clubs within a radius of 100 miles, will be invited to participate. The following programme was decided on: Three miles Club Championship, one half, one and five miles open, one mile professional, and a one mile consolation. The medals for these races will be made by Jens F. Pedersen, of New York.

FIFTY MILES ON WHEELS.

BURNHAM WINS IN 3 HOURS AND 54 MINUTES.—MANY HEADERS AND MANY DISAPPOINTMENTS.—HOW MEMORIAL DAY WAS PASSED AT THE HUB.

Of all our holidays Memorial Day is probably the one from which wheelmen expect to obtain the most enjoyment. It comes at a time of the year when the weather is at its best for athletic exercises, and so soon after the opening of the season.

In local circles the day was passed most pleasantly. The rain, of course, marred much of the pleasures of the day; but as it did not begin to rain until the afternoon all had an opportunity to enjoy at least a part of their proposed plans. The chief and most interesting event was the 50 mile road race of the Cambridge Bicycle Club. In some respects the race proved disappointing, in others it was highly satisfactory. The time made was not as fast as was expected, and this was partly due to the poor condition of the roads. For future races of this character it would be well to select another route. There was little reason for disappointment in the field of starters, as there was a long list of them, and every one was a first-class rider. All that could have been wished for was that H. D. Corey had entered, in which case the result would have perhaps been different, or at least there would have been a closer race and better time. That Burnham should secure first prize was no great surprise, but it certainly was astonishing that some of the other riders should finish as they did. The men had long been in training, and from the reports of their practice work one was led to believe that some fast time would be made. I think there was good reason for these expectations, and I feel safe in saying that three of the men who failed to secure a place are able to cover the distance in at least half an hour's better time than what Burnham made. Why the time is not at all fast, and a half dozen local riders have come to me since the race and said they "felt like kicking themselves" because they had not entered and secured what they were pleased to term a "snap." I should not be at all surprised if the time made is badly beaten by some ambitious rider before this reaches the eyes of the readers of THE WHEEL. One of the men that I refer to—Rowe—was retired by a bad header, which severely injured his hip. At the time of his accident he was well in advance of the others, and is said to have been in excellent condition. The others were inexperienced and knew not how to take care of themselves. As an illustration, Rhodes adopted the course of eating nothing but a little toast and drinking a cup of tea for breakfast. The others drank too much, and did not properly use their powers. One of them was given a pint of brandy at Salem on the return. He was not accustomed to drink such stuff, and when he arrived at the finish he was the worst specimen of paralyzed humanity that I have ever had the misfortune to see. Brandy came near losing the race for Burnham. He was given a dose of the poison in the hopes that it would brace him up; but instead it broke him up. He was so used up that he got off his machine and laid himself down at the roadside with the intention of giving up the race, but fortunately a milk wagon came along

from which he secured a quart of the lactic fluid, which, when mixed with the stronger liquid already in his stomach, braced him up wonderfully and enabled him to win the race. Milk and ginger ale are about the only things that can be safely drank in a race.

The management of the race was in every way satisfactory, and the members of the Cambridge club deserve much praise for the manner in which they conducted this, their first road race.

The route had been carefully marked out and the course indicated by arrows, but unfortunately these arrows were of a very pretty design, and were so coveted by the rustic youngsters that none were left yesterday to guide the contestants, and in consequence several lost their way. The start was made from Harvard square, Cambridge, 8.32 A.M., in the presence of a large gathering of wheelmen, representing all the clubs of the vicinity. There were sixteen entries, and every one of them started. They were as follows:

Bicycle riders.—H. C. Getchell, C. O. Danforth and F. W. Haartz, all of the Cambridge Club; William Rowe, Lynn Cycle Club; Alfred McCarty, Hawthorne Club, of Salem; W. K. Corey, E. P. Burnham, Newton Club; George H. Illston Connecticut Club, of Hartford; W. A. Rhodes, Dorchester Bicycle Club; D. J. McArthur, of Malden; H. E. Lombard, of Cambridgeport; Frank F. Richards, of Lynn; Gideon Haynes, Jr., Massachusetts Club. Tricycle riders—L. J. and A. J. Martel, of the Springfield Bicycle Club and E. B. Dudley, of the Thorndyke Club, of Beverly.

The men were ranged in a line on North Avenue, and at the signal started off in a bunch at a tremendous pace, Burnham and Rhodes slightly in the van.

The route was as follows:

From Harvard square, Cambridge, by North avenue to Day street; through Day street, College avenue, George street and Main street to Medford square; thence Salem street to Malden, continuing on same street to Saugus, to the city hall in Lynn; from Lynn to Essex street direct to the Essex House in Salem; to Beverly; Cabot street to twenty-five mile point.

The return was substantially over the same route.

From Hartford square to Medford a great pace was kept up, the men riding in two brigades. Danforth, Rowe, Rhodes and Burnham leading. The road near College Hill was very rough, and a number of the riders here indulged in headers, all but one of which however, proved of no consequence. Getchell's fall resulted in a broken pedal pin, but he was supplied with another by a friend, and continued the race after a delay of five minutes. It was here that Burnham took the wrong road, going considerably out of the marked course. This, although he saved nothing in time by it, rendered him liable to disqualification; but the other riders generously waived all protest. Between Harvard square and Medford, McCurdy enjoyed four headers, and he continued to take them with unceasing regularity until he reached Saugus, when he ran into a couple of little girls, and flying through the air landed on a picket fence, and concluded to go no farther.

The pace from Medford to Salem was a lively one, and many a hard struggle the leaders had for premier position. It

was this that broke several of them up. Through a mistake Burnham and Rowe arrived at the turning point during the absence of the checker and rode about a mile beyond. This would make Burnham's actual time for the 50 miles about three minutes less than that given. Considerable was expected of Illston, the Englishman, but he met with a number of unfortunate headers, and was practically out of the race at the turning point, but he pluckily rode to the finish. Haynes also suffered from numerous headers.

Burnham, the winner, rode a Victor roadster, which clearly shows a light racing machine is not necessary for winning a race. Haartz rode a Rudge, and Martelle, winner of the tricycle race, a Victor. The latter had things comparatively his own way, as Dudley met with an accident to his machine soon after the start. The officials in charge at the start and finish were; Referee, H. W. Hayes; judges, John Ames and J. H. Grimes; checker and timer at Medford, G. A. Perkins; at Lynn, A. W. Blackman; at Salem, H. H. Bates; at Beverly, R. S. Ray, and at the turning point, C. L. Smith, all members of the Cambridge club.

The day was opened by the other clubs with the usual runs and excursions. The Massachusetts Bicycle Club split into three or four squads yesterday, one party going to Gloucester, another to Newburyport, and another on the regularly called run to South Natick. It is estimated that over 150 of the club were on the road. The run to South Natick was participated in by nearly 50 riders, who started at 9.30 A.M., under command of Captain Shillaber. A countermarch was made by the club house in honor of the 20 or 30 lady friends of the club who were assembled at the building to witness the start. Several group photographs of the club members and assembled ladies were taken by Secretary Pratt before the start. The route was via Roxbury, Jamaica Plain, Bussey Park, West Roxbury, Dedham, Needham and Wellesley. An amusing and exciting incident occurred near Dedham, where the wheelmen were engaged in a frolic with a tallyho coach. A runaway horse attached to a tip cart came up behind the party at a terrific pace. The tallyho avoided it and shouted a warning to the wheelmen. In a surprisingly short time every cyclist was hugging the fence by the roadside and holding on to his wheel, some trying desperately to lift them over. Fortunately no one was struck. Dinner was served at 1.30 at Bailey's. The dinner was not at all satisfactory. A charge of five cents a glass for milk was made in addition to the tea for the regular dinner. This is unusual, and made the wheelmen very angry, many of whom declared that in future they would stop at another hotel. There is nothing that will make a Massachusetts man madder than to attempt a curtailment of his milk. At 3 P.M. a start was made for home in a stiff rain storm. Most of the men rode the entire distance to Boston, despite the rain, and the elegant accommodations at the club house were well tested in removing the marks of the journey homeward. A delegation from the Providence Bicycle Club were the guests of the Massachusetts Club throughout the day, and accompanied them on their run. The entire distance was 40 miles.

The Boston Club, to the number of about forty, spent the day at Wellesley, where its members had wheeled the previous night. The cyclists were accompanied by a tally-ho party of associate members. The time was pleasantly passed in a variety of ways, and the cyclists wheeled to Boston in the afternoon through the rain. The run was made in 1 hour and 35 minutes. Several photographs of the party were taken. One of the members overslept himself and was left out of the picture in consequence of which he was fearfully angry, and would undoubtedly have wreaked his vengeance on the whole party was it not for the fact that he is one of the smallest men in the club.

A dozen or so members of the Portland Wheel Club visited Boston and spent the day in wheeling about the suburbs of the city, witnessing the road race and getting drenched by the rain.

The Charlestown Club celebrated its third anniversary by a run to Beverly in the morning and a dinner at the Quincy House in the evening.

There was a large number of members of the East Boston, Charlestown, Cambridge and Massachusetts clubs who rode to Gloucester, intending to remain there until this afternoon.

The Somerville Club turned out a good delegation for its two days' run to Worcester, and the other clubs enjoyed runs to various places.

POINTS.

The Victor is rapidly scooping in the world's records—three within the last three weeks.

Among a number of applications for membership in the Mass. Club to be voted upon to-morrow evening is that of Charles Richard Dodge, the famous cycle verse and prose writer.

Herbert W. Gaskell is beginning to get himself in trim for coming events, and is said to be making some exceedingly lively time in practice.

I had the pleasure of riding the new Columbia light roadster a score or so of miles a few days since. One cannot of course express much of an opinion on a machine after so short a test, so I will defer a criticism of it to a later date. I will say, however, that I was sufficiently well pleased with the machine to give my order for one, and am now impatiently awaiting its arrival. I intend using it on the Big Four Tour.

Gaskell has imported several first-class mechanics from the Coventry Machinist's Co's works in England, and intends making a speciality of repairing. First-class work and low prices are assured.

The Mass. Club enjoyed several delightful moonlight runs last week. A number of lady riders accompanied them on tandems.

Herbert B. Lord of Brighton, lately made a professional by polo playing, is the owner of the only Standard Columbia that was ever ridden up Corey Hill. The height of the ambition of many local wheelmen seems to be to reach the top of this hill. Burnham, Burnett and several other riders spent several hours last Sunday, in making numerous futile attempts. At the present time the road surface is very soft.

Soon after a good hard rain is the best time for a trial.

A. E. Pattison of the Pope Mfg Co. is on a Western trip.

Two color bearers are to be elected at the meeting of the Mass. Club, to-morrow evening.

W. D. Wilmot, the fancy rider, returned from San Francisco, Saturday. He is to rest from public life for the Summer, practicing new tricks, and initiating his wife's brother into the mysteries of fancy riding. George Hutchinson, Boston's other famous fancy rider, is also in town. Like many a better man he has succumbed to the attractions of a fair Boston lady, and the happy event will occur next Monday.

Some twenty-five members of the Boston Bicycle Club called at the residence of E. J. Smith, one of the associate members, at the Highlands last Thursday evening. Mr. Smith entertained the wheelmen in a very hospitable manner with music, a collation and fireworks. The riders returned by moonlight in the best of spirits.

Boston, June 2, 1885.

C. S. H.

THE IXION BI-CLUB'S ROAD RACE.

About twenty men visited the rooms of the Ixion Club House at 4 E. 60th street, on Decoration Day morning, to see the start of the fifty mile road race of the Ixion B. C. The competitors were busy fastening and making ready the different parts of their machines and in dressing themselves in racing togs.

The Valteau cup was placed on exhibition on a table, and handsome enough it looked, resting in its blue silk-lined case. The cup is over a foot high. Resting on a square base is a bicycle cut out of silver. A rod runs through the forks of the bike and supports a chalice shaped cup, with a chased cover, the whole surmounted by a miniature cyclo-meter, with the hand pointing to fifty-miles. The cup is lined with gold, and bears a suitable inscription on its face. It must be won three times to become permanent property. Gold medals are given to the first, second and third man each year.

There being no tricyclers to start at ten A. M., the contestants passed the time in giving each other advice as to the best method of riding, and wondering if any of them would succumb to the strain of Break-Neck hill. At 10.55 the seven competitors brought their machines abreast in the middle of the street before the club house door, and as the referee shouted go, just as the chronometer marked eleven, the racers pushed their machines a few steps, jumped into their saddles and wheeled around into and up Fifth Avenue in very taking and gallant style.

The course, which we have fully described before, led the contestants to a half mile above Tarrytown, and return over the same route. P. M. Harris finished first in 4h. 51m. 26s., excellent time, considering the hilly nature of the roads. W. D. Da Camera finished second in 5h. 0m. 46s. Francis Thayer next rode in, time 5h. 1m. 3s. The rest of the competitors were unfortunate. B. G. Sanford succumbed at Break Neck Hill; E. S. Robinson was compelled to give up. He entered this

race without any previous training, and fainted from exhaustion. George Rauchfuss broke his handle bars, and W. B. Londerback loosened a pedal, both thus losing any chance they might have had.

THE L. I. W. AND CITIZENS CELEBRATE.

It was a motly and assorted crowd that assembled on Decoration Day at the Citizens Club House to carry out an elaborate and varied programme which had been prepared by that inventive genius, Capt. Ford, and consisted of a flag raising, a run to Yonkers with the Long Island Wheelmen, and a slight spread at the journey's end. Among the shining lights that hovered around the door shortly after nine o'clock, were the slender and sylph like Captain Simeon Ford, accompanied by his gallant lieutenant, Harwood R. Pool. The well-fed president Brown appeared on the scene with a 6x9 smile, who, with architect Huss, Professor Miller, and placid treasurer Frazee, watched the raising of a club flag, which, with the pole, had been presented by the secretary and treasurer respectively. George was there too, we mean George Wilson, he with the blue hair and red eyes and a laugh that makes you forget that your last winter's coat was not yet paid for, and your landlady was showing her impatience by putting buttons in your soup for beans. Then there was also the third termier Beckwith, who was forced to parade, and a lot of the small fry like Blue, Jenkins, Grant and others. Yes it was a jolly party, and as they filed out singly, casting dubious glances at the sky, and only half an hour late, it was a sight that struck the small boy dumb, and made him forget all about the four-eyed dude and other tender personalities.

To wheel through the Park and up the Drive to 110th Street was but the work of a few minutes, and thence to Sixth Avenue was easily accomplished. At the corner of Seventh Avenue the Long Island Wheelmen were drawn up in shining array, headed by the genial Captain Arthur W. Guy. After a short pause the order to mount was given, and the party, now numbering 54, fled over McComb's Dam Bridge, and up Sedgwick Avenue, past Morris Dock to Fordham. Here a wide circuit was made in order to kill time, and then down Break-Neck Hill to Kingsbridge, they pedalled along with few pauses until Broadway was reached about 12 o'clock. A stop was made in order to see what they could of the Ixion Road Race. Pretty soon a slim figure, clad in a blue Jersey, hove in sight, and Harris sped by like the wind, followed with a hearty cheer. Five minutes later Da Camera hove in sight, and then the line of march was taken up until the Getty House was reached. The rain, which had very conveniently held up, now came down, and the travellers invaded the billiard room with their wheels, and after the customary two hours delay, dinner was announced.

Among the guests were Chief Consul E. F. Hill, of Peekskill, who came down to Tarrytown by train and then wheeled to Yonkers with a delegation of the Cortland Wheelmen. It was four o'clock by the time dinner was digested, and the party having been increased by the arrival of the tricycle brigade of the Citizens, the homeward journey was resumed. The rain had left the roads in

splendid shape and the wheelmen merrily bowled along until High Bridge was reached, when a walk tended to ease up the tired ones. A cross cut made by taking the path on top of the Croton Aqueduct, and although it was something of a novelty for the Long Island men to lift machines over stiles and fences, yet they seemed to enjoy it as did the fair damsels who held open the gates for them.

At the Citizens' Club House, which was reached about half past six, a "Teutonic feed," consisting of sandwiches and beer, allayed an appetite caused by the forty mile run. Segars being lighted the evening was spent in playing pool and the cosy upright responded to the skillful touch of bugler A. W. Stanley and E. R. Nichols, of the visiting club. Mr. Arthur Perego looked after the interest of the visitors in his well known style, assisted by the various members of the Citizens Club.

At nine the visitors trundled their wheels to the 53d street station of the elevated where a special car conveyed them to the Battery in true wheeling style. A glance at the register revealed the following names of the Long Island wheelmen who participated in what was unanimously voted to be a most successful all day run:

Arthur W. Guy, W. W. Share, Chas. H. Luscomb, David A. Sayre, George L. Abbott, Frank L. Donaldson, D. C. McEwan, George W. Nabie, A. W. Stanley, Henry H. Bell, Jr., E. A. Caner, Frank J. Cole, W. N. Davis, Henry F. Donaldson, W. T. Elliot, S. H. Morrell, August Kolb, E. W. Merserau, E. R. Nichols, W. L. Pettit, A. T. Powell, W. H. Vivian, Charles C. West, J. M. Clapp, W. H. H. Warner, J. D. Teller, and R. E. Parkhurst, Massachusetts Bi. Club.

MANCHESTER BICYCLE CLUB'S MEET.

The Annual Spring races of this club were held at the driving park on Memorial Day; about 500 people paying toll. The first event was a half mile, best two out of three heats. The first heat was won by F. M. Noyes in 1.48, beating Frank O. Moulton by several lengths, Moulton won the second heat from Noyes by a foot in 1.50, and Noyes won the final heat and the race in 1.51.

One mile race—N. K. Noyes, 3m. 43s.; F. O. Moulton, by a few lengths; Moulton rode to the half mile post in 1.50. At this point Noyes took the lead and held it to the finish.

Five mile handicap—Moses Sheriff (scratch) 20m. 40s.; Clarence Temple (2m. 30s.) second: won easily.

After the races the audience was treated to an interesting baseball game.

The crowd that can be daily seen peering into the window of Treadwell, Jarman & Slotes, is attracted by the medals which will be competed for at the annual spring meeting of the King's County Wheelmen, which will be held at the Williamsburgh A. C. grounds, Brooklyn, E. D., on June 20th. The medals are rich and costly. The entries close June 10th. See advertisement.

The management of the Holyoke, Mass. driving park propose to run off heats of bicycle races between the heats of the horse races. The track will be put in good condition for the wheelmen.

SPRINGFIELD BICYCLE CLUB RACE MEET.

HENDEE BEATS THE HALF MILE RECORD.

Hardly 1,000 people attended the Spring race meet of this club held at Hampden Park on the afternoon of May 30th. The threatening weather and a few showers just about 3 p.m. kept away the expected thousands. The track had become sticky, and instead of making an onslaught on the mile record Hendee tried for the half, and successfully tried, as will be seen below.

One mile ride and run—C. B. Ripley, Hartford, first, and A. B. Norton, Westfield, second. These two both rode Stars, and were the only competitors. Norton ran the first quarter in 1m. 9 1/4 s., beating Ripley by a few lengths. In the next quarter Ripley rode the fastest, beating Norton by several lengths, and completing the half in 2m. 1/2 s. Again Norton proved himself the superior runner, beating Ripley to the three-quarter pole by a few lengths in 3m. 35s. In the last quarter Ripley gained on Norton, beating him by a foot in 4m. 34 1/5 s.

Three mile handicap.—A. O. McGarrett, (9s.) 9m. 36s.; H. E. Bidwell, East Hartford (scratch) 9m. 38 2/5 s.; J. F. Ives, Meriden, (9s.), o. Ives led at the first mile in 3m. 4 2/5 s., and at the two miles in 6m. 22s. McGarrett had remained behind Ives, while Bidwell had been making up his handicap. A quarter of a mile from home McGarrett spurred past Ives, and Bidwell coming up, also drove past the latter, but he could never get near McGarrett.

One mile "Safety" race.—F. R. Brown, F. Eldred and C. H. Miller were the only starters. Brown left the rest from start to finish, passing the quarter in 33 2/5 s., the half in 1m. 37s., the three quarters in 2m. 16s., and the mile in 3m. 06 2/5 s. These are all American "Safety" records. Eldred finished in 3m. 22 4/5 s., and Miller, who gave up on the homestretch, was timed in 4m. 3 2/5 s.

Two mile novices.—R. C. Mitchell, New Britain, 6m. 50s.; F. C. Jackson, New Haven, 6m. 59s.; H. K. Moore Walla Walla, M. T., 7m. 10s. Jackson led at a slow pace till near home, when Mitchell shot away from him.

One mile, 3.10 class.—D. E. Hunter, Salem, 3m. 0 4/5 s.; John Illston, Hartford, 3m. 12 4/5 s.; B. T. Harrington, Salem, beaten off, won easily on the last lap.

Five mile scratch.—C. H. Parsons was the only competitor. He was allowed to stop at a mile and a half.

Five mile scratch.—This was a waiting race, Hunter, Bidwell and Illston taking pains to keep in the background and allowing Eldred to cut out the pace. He led for the first four miles in 3.16, 6.38, 10.5, and 13.28s. Two laps from home Hunter let out and drew away from the rest, finishing in 16m. 38s.; Bidwell's time, 16.44; Illston, third, and Eldred, fourth.

One-half mile exhibition.—Although it was announced that Hendee would attempt to beat Sellers' 2.39, a drizzling rain and a muddy track determined him to try the half. He started out like a flash, bending his body over the handlebars, and going seemingly faster at every part of the distance. The quarter was ridden in 39s., and the half mile in 1m. 17 2/5 s, beating Sanders Sellers' world's record of 1m. 18 1/5 s., made at Hart-

ford last fall. Hendee received an ovation on finishing.

One mile tandem bicycle exhibition.—F. Brown and C. H. Miller rode a mile against the record. Their times were 45 4/5 s., 1.32, 2.22 3/5, and 3m. 9s. These are all tandem records. Brown did most of the work.

ST. LOUIS RAMBLER'S RACE MEET.

The Spring Race Meet of this club was held on Saturday, May 23d, before a large and enthusiastic audience. Many visiting wheelmen competed in the races, notably a large number from Chicago. Two surprises in the way of fast time were afforded by N. H. Van Sicklen of Chicago and Cola E. Stone of St. Louis, the former riding in 2.55 1/4 and the latter in 2.46 3/4. We were unable to learn either the size or condition of the track, two important elements in estimating the value of these performances.

Two-miles-handicap—J. S. Rodgers (30s.) 6m. 27s.; J. G. Hitchcock (35) second; W. G. Pierce (35) o.

One mile, best two out of three heats—First heat: Cola E. Stone, St. Louis, 2m. 46 3/4 s.; George Webber, Smithville, N. J., by a short wheel; John Nicholson, o; Joseph Powell, o; Percy Stone, o; N. H. Van Sicklen, o; C. E. Duryea, o. Van Sicklen rushed off at high pressure, closely followed by Webber, Stone and Duryea. On the second lap Duryea fell, and Stone moved forward and took second place. On the next lap Nicholson and Powell fell, leaving the race to Stone and Webber. These two had it hammer and tongs to the tape, Stone only placing himself by a short wheel. Second heat: Cola Stone, 2.50; Webber, by a dozen yards; Van Sicklen, third. Nicholson led for two laps, when Webber spurred and took so long a lead that the race seemed a surity for him. Stone was not done with, however, and coming on in a brilliant spurt, he passed Webber and won easily. The prize for this race was a Victor bicycle.

One-mile, hands off—F. W. Meyer, 3.26; G. C. Klipstein, second; Arthur Young, third.

One quarter mile heats—Percy Stone, brother of Cola, won both heats in 40 1/2 s., beating W. G. Pierce in both cases by a few yards.

Three mile scratch—George Webber, 9.29 3/4 s.; C. E. Stone, by two lengths; N. H. Van Sicklen, beaten off. It was a waiting race, Stone cutting out the pace, closely followed by Webber. At the beginning of the last lap, Webber put on a brilliant spurt that soon left the others in the rear, but Stone came on again, and the two were neck and neck up the home-stretch, till Stone slipped a pedal, thus losing him all chance of first prize, a Spalding bicycle.

Half-mile heats—Cola Stone won in two straight heats, beating W. G. Pierce, his only opponent, a couple of lengths in each. Times, 1.28 1/4 and 1.32.

One mile, 3.15 class—Van Sicklen, 2.55 1/4; Rodgers, by six lengths; Nicholson, third. Rodgers cut out the pace till the last lap, when Van Sicklen spurred to the front and won easily.

Five miles—Webber, 17.03 1/4; Van Sicklen, by several lengths. Webber, who holds the three-mile record, took things easily, spurring away from Van Sicklen on the last lap.

Two miles, Rudge machines—Hitchcock, 7.05 1/2; Percy Stone, by a length; Belcour, by a few lengths. The last man has been riding but two weeks.

One mile consolation—John Nicholson, 3.08; W. W. Belcour, by a few lengths. The latter led till near the finish, when Nicholson made his effort and won as above.

The officers were: Referee, John A. Dillon; Starter, C. F. A. Beckers; Clerk of Course, Arthur Young; Timer, E. M. Sensenny; Judges, J. O. Blake, Burley B. Ayers and George Oeters.

CAPITAL BICYCLE CLUB'S RACE MEET.

The Spring race meet of this club was held at Athletic Park, Washington, D. C., on Monday, May 25th. The attendance was very large and the weather almost perfect. The quarter mile track was in good condition, and although it is not adapted to first-class time, good performances were shown on it. W. E. Crist's riding was the feature of the day's sport, he winning four out of the five races in which he started. He is quite young, and a comparative novice, and will be heard from in the future.

One mile, novices.—J. A. Kermicott, 3m. 14 1/5 s.; F. M. Phillips, second; B. H. Stienmitz, Jr., third. One mile championship D. C.—B. W. Hanna, 3m.; L. M. Kruger, second; H. E. Christ, o. The time was remarkably good, when the track and the fact that Hanna was still suffering from a sprained ankle are taken into consideration.

One mile, 3:20 class—P. H. Brown, 3m. 12 3/4 s.; P. L. Seufferie, second, and W. H. Benton, third. Five mile club championship.—W. E. Christ, 18m. 37s.; B. W. Hanna, second; P. L. Seufferie. One half mile boy's race—Stephen Cassin, 1m. 45s.; Harry Park, second; W. R. Stinmetz, o. Three miles, scratch—W. E. Christ, 10m. 32 1/4 s.; L. M. Kruger, second, P. L. Seufferie, third. Three-quarter mile race, tandem versus sociable.—E. B. Forney, and H. Y. Davis, tandem, 2m. 41s.; M. Hansman and F. F. Church (sociable) second. Three-quarter mile race.—W. E. Christ, 2m. 14 3/4 s.; W. H. Benton, second.

Two miles handicap—J. C. Smith (7 seconds) 6m. 26 1/2 s.; J. A. Kennicott (10 seconds) second; A. T. King, (7 seconds) third. Two miles, scratch—W. E. Christ, 6m. 33 1/2 s.; P. L. Seufferie, second; B. W. Hanna, o.

ESSEX CO. WHEELMEN'S MEET.

The Fourth Annual meet of the L. E. C. W. was held at Beverly, Mass., on May 30th. Over 150 wheels were in line and this meet was the largest and most successful ever held. The line was formed on Railroad Avenue at 10 A. M., and the start was made at 10.18. The Thorndike B. C., occupied the place of honor and the parade was captained by I. Elmer Wood. Representatives of the following clubs were present: Thorndikes of Beverly, 15; Amersbury 6, Lawrence 12, Danvers 6, Ideals of Beverly 12, Marblehead 11, Salem 15, Lynn Cycle Club, 36, and Crescent of Lynn, 14. The streets of the town were filled with sightseers.

After dinner, the regular annual meeting was held. The following officers were elected to serve for the ensuing year: Pres., Frank A. Winship; Vice-Pres., J. F. Adams; Cor. Secretary, F. M. Emileo; Rec. Secretary, L. H. Cole; Treas., George Chinn.

FROM THE CLUBS.

FIXTURES.

- June 5, 6—Yale B. C. two days race meet, at New Haven.
- June 6th—Manhattan A. C. Games at Grounds 86th Street and 8th Avenue, N. Y. City.
- June 8, 9—Indiana Division L. A. W. meet and tournament at Indianapolis, Ind.
- June 10.—Baltimore B. C. race meet at Druid Hill Park.
- June 11.—Road Race of Buffalo B. C.
- June 13.—National Association championship games at New York City.
- June 17.—Race Meet at Troy, N. Y.
- June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
- June 20th.—Three mile L. A. W. Championship at K. C. W. race meet.
- June 24.—Interstate Meet at Youngstown, Ohio.
- June 30, July 1st.—Two Days Race Meet of the Fort Schuyler Wheelmen, at Utica.
- July 1.—Third Annual Meet and Races of Canadian Wheelmen's Association, at Woodstock, Ont.
- July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
- July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
- July 4.—Race Meet at Union A. C. Grounds, Boston, Mass.
- July 6.—Big Four Tour starts from Buffalo.
- July 17.—Down East Tour.
- July 18.—Annual Meet of New Jersey Division L. A. W. at Orange.
- July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
- July 23.—Race meet of Pine Tree Wheel Club at Bangor, Me.
- August 5, 25.—Clerical Wheelmen's Canadian Tour.
- Aug. 13.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.
- Aug 27, 28.—Annual Race Meet Cleveland Bi. Club, at Athletic Park.
- Sept. 1, 2.—Connecticut B. C. Race Meet at Hartford.
- Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.
- CLOSING OF ENTRIES.
- June 10th—Entries close for Kings County Wheelmen's Race meet. See advertisement.

MARBLEHEAD MASS. B. C.—The following officers were elected at the regular meeting of this club held May 20: President, George Chinn; secretary, P. Howard Shirley; treasurer, George I. Glover; captain, George P. Graves; lieutenant, John H. Richardson. The annual banquet was spread the following evening.

WESTFIELD, MASS.—A new club was organized here on May 19th. The officers for the ensuing year are: President, E. A. Herrick; vice-president, F. F. Shepard; secretary, Russell Scott; treasurer, William Read; captain, William Colton. The uniform is dark blue throughout.

EAST SAGINAW B. C.—At the second annual meeting of the East Saginaw Bicycle Club held May 24th, the following officers were elected for the ensuing year: President, Theo. Huss; vice-president, William Seyffarelt; secretary, Fred Richardson; treasurer, Peter Traynor; captain, A. L. Button; 1st lieutenant, H. A. McCausland, 2d lieutenant, H. W. Ely. This club now has 25 members, and is the second largest club in the State.

PORTSMOUTH, O.—A new club was organized at this place on May 23d. The following officers were elected: President, F. M. Smith; captain, E. Calder; vice president, H. Ball. The club contains fourteen wheels.

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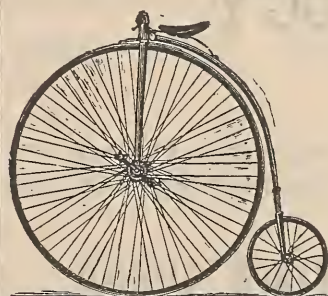
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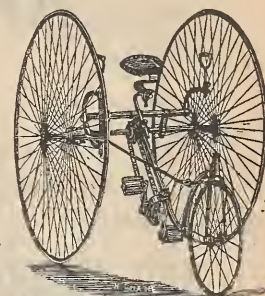
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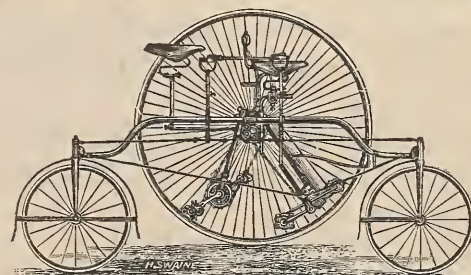


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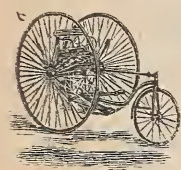
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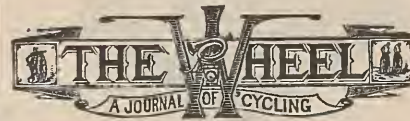


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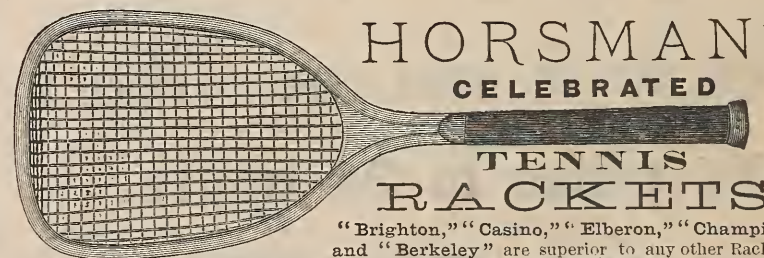
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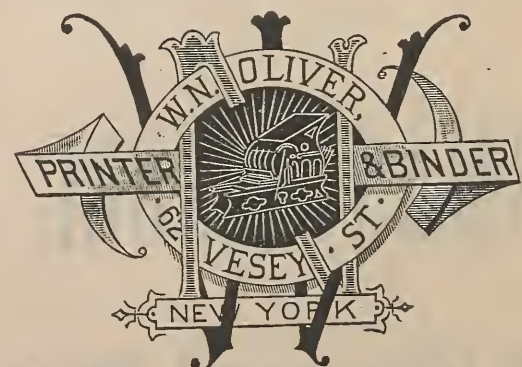
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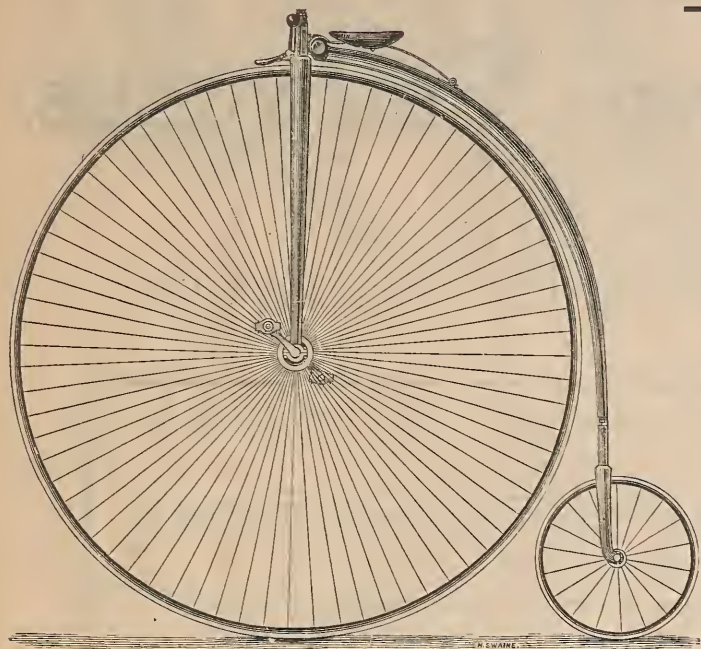


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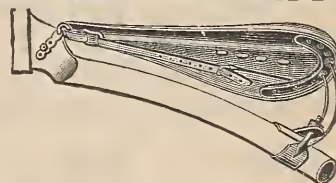
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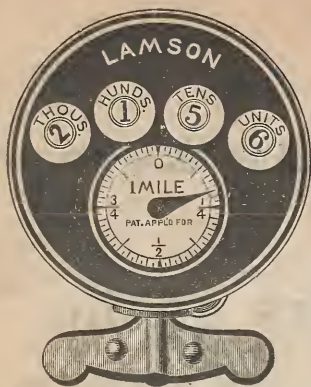
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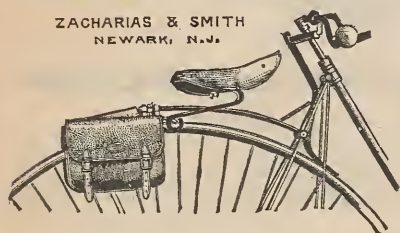
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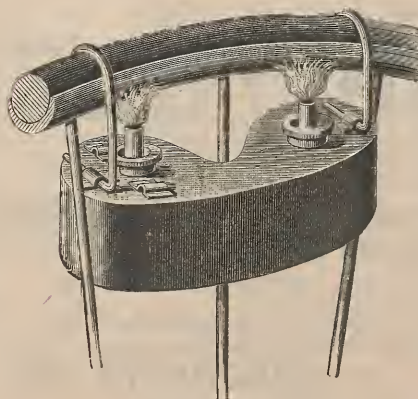
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