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Thomas Stevens is reported to have reached Constantinople.

Webber will make it warm at Springfield for some of the cracks.

The Reading B. C. has decided to hold a three days' tournament, August 26, 27 and 28.

The annual meet of the Michigan State Division L. A. W. will be held at Coldwater, Mich., July 16th.

The success of Van Sicklen at the League races was due entirely to his method of forcing the pace from start to finish.

Mr. George W. Baker of St. Louis, Mo., left that place Wednesday, July 1st, on a trip to Boston, riding a 48 inch Victor.

New Orleans was represented at the League meet and on the "Big Four" tour, by Messrs. G. McD. Nathan and A. M. Hill.

The League meet and the Big Four so crowded us this week that we were compelled to leave out the Providence races and many interesting paragraphs.

Some bicycle races were held at the Holyoke Driving Park on the morning of the Fourth. The important event of the day was the one mile heats, which was won by C. P. Adams in 3.01 1/2 and 3.07.

A Buffalo paper says: "Mr. E. F. Hill is of modern height, and is a blonde, with a moustache about thirty three years of age." Pretty aged moustache, that.

The *Bi-World* says "THE WHEEL has made a bid for the Official Bulletin. THE WHEEL did nothing of the kind, but one of the owners of it, in conjunction with his partner, did.

A number of members of the Troy B. C. had a two days' outing on July 4 and 5. They rode to Saratoga, Round Lake, Ballston Spa, and Mt. McGregor, the resting place of General Grant.

Kauffman of the Rochester B. C. recently rode fifteen miles in 45 minutes on the large wheel of his bicycle without back-bone, saddle, or little wheel. *Exchange*. Oh! What a whopper.

It is surprising how American race meet committees shun the practice of dividing a race into heats. Judging from the large fields that have lately been started in single heats, a serious accident is likely to open their eyes to this evil.

The Preston (England) C. C., of which Sanders Sellers is a member, passed a resolution at a recent meeting, making him a life member, in honor of his recent victory in the one mile championship, and his past brilliant performances.

We must take exception to the language used by London W., the correspondent of the *Bicycling World*, and who is, we understand, the associate editor of it. He says: "This record was slightly lowered the other day by a fellow named Webber.

The Old Dominion Wheelmen of Richmond, Va., organized on June 24th. The officers elected were: President, E. V. Williams; Vice-President and Lieutenant, J. L. Butler; Captain and Bugler, A. K. Schaap; Secretary and Treasurer, A. H. Meyer.

On Saturday, June 30th, Fred. Wood won the ten miles English professional championship, defeating R. Howell by a yard. The race was all in the last lap, and the time was rather slow, 33m. 30 1-5s. At another ten miles championship (they have them as often as they will in England) run on Monday, June 22nd, Howell turned the tables on Wood, beating him by a yard in 32m. 32s.

On Thursday, June 18th, Messrs. Battsensby and Grose, the English professional cracks, rode an hour match on Safeties. The distance ridden was 19 miles, 215 yards. The time for 19 miles was 59m. 41s., which is a new record for a "Safety." The first mile was ridden in 2m. 55 4-5s

The *Cycling Times* says THE WHEEL is trying to be satirical but fails. Yet its editor Charles James Fox (we follow the custom of our English contemporaries, who invariably print his name as above, probably to fitly represent his insignificance) steals three columns from THE WHEEL sans credit. Ta, Ta, chawles, the bun evidently has not agreed with you.

Last Monday evening we sauntered into the club house, and meeting the club Infant we grasped him by the hand to give him the usual shake. A yell rent the ambient evening air and the poor infant held up a bronzed-tinted hand, with chocolate colored fingers. Poor youth. He had been celebrating the Fourth, and his fingers were either rare or had an inch thick skin on them. We've all been there.

One of the important features of the "Big Four" tour to the general cycling public is the hundred mile race from Coburg to Kingston. This is a stretch of smooth road, and as many of the best road-riders in America have entered, the records will surely go. The race will be started from the vicinity of Colborne on the morning of July 10th, finishing in front of the British American Hotel at Kingston. Time-keepers will be stationed on the route, and a grand race will result.

Now the wealthy merchant weareth
On his head a common straw,
While his junior clerk appeareth
In a nobby mackinaw.
Now the festive husband sendeth
To the beach his trusting wife;
While she's absent he pretendeth
His will be a lonely life.
Tearfully with her he parteth;
Gladly he would go but can't—
When she's gone, he gaily starteth
Out to see the elephant.

Boston Courier.

The third annual tricycle road race of the Boston Bicycle Club will be held Monday, August 3rd, starting from Bailey's Hotel, South Natick, at 6 A.M., and finishing at the Club House in Boylston Street. The exact route has not yet been selected. Suitable gold medals will be awarded. Entrance

fee \$1.00. Close Saturday, August 1st, at noon, with W. B. Edwards, 87 Boylston Street. The race committee specially invites New Yorkers to participate, guaranteeing them a cordial welcome.

The road agitation goes on boomingly. The residents of Plainfield and the towns between it and the county seat are seriously considering the advisability of uniting in the building of a macadam road from that city to Elizabeth. Plainfield looks favorably on the scheme, Westfield is "hot for it," and has already completed a part of its share. The macadam turnpike connecting Rahway, Plainfield and Elizabeth in a triangle, may not be so much a thing of the distant future, after all. In the words of the victorious Rollinson, "Agitate! Agitate!! Agitate!!!"
—*Rahway Advocate.*

Now that the new League officers have been elected, appointments will be in order, and a word as to the formation of the racing board will be apropos. In forming this board President Beckwith would do well to look Brooklynward, for in that churchly town resides a young man named Charles Schwalbach, who would do honor to the League, and perform his duties intelligently and willingly. The appointment of the energetic and courteous race-meet chairman of the Kings County Wheelmen would not only be a strong plank in the racing board, but would be an official recognition of an enterprising and loyal club, and as such it would not fail to be appreciated.

A tricyclist the other day declared his intention of beating record for twenty-four hours, and consumed before starting such a number of lozenges containing a large quantity of alcohol that he was, not to put too fine a point on it, half-seas-over. His companions, seeing this, and thinking a good joke might be perpetrated, propped the wheels up off the ground so that, work as he might he would never move, and then started him. He rode for twenty-four hours straight off, with a friend near to watch him, consuming during that time pounds of these lozenges, which made him, if anything; worse as he went on. When he had finished he found his wheels had revolved as many times as if he had covered 363 miles on the road. He now goes about telling every one that he had ridden that distance, much to the amusement of those in the know.—THE FRAUD in *Wheel Life.*

THE LEAGUE MEET.

Upward of a thousand wheelmen were in Buffalo on the morning of July 2nd. They were from all parts of the country and of all styles and shapes. Ample accommodation had been made for them, and everybody was made comfortable. In the morning the rain descended preventing any impromptu sight seeing.

At ten A. M. the board of officers met in the committee rooms of the Young Men's Christian Association, with President Beckwith in the chair. The board then formally retired and Frank H. Clark, of Cheyenne, C. C. of Wyoming, was elected temporary chairman. The first business the election of officers, resulted in the selection of Dr. N. Malon Beckwith of New York, for President (re-elected), Stephen Terry, Hartford, Conn., Vice-President; Treasurer, F. P. Kendall, Worcester, Mass., and Secretary—Editor, Eugene M. Aaron, Philadelphia (re-elected). T. J. Kirkpatrick was elected a member of the Executive Committee, the two others composing this board being the President and Vice-President.

The Treasurer, Stephen Terry, reported the receipts for the year as \$4,686.44 and the disbursements, \$3,688.59, leaving a balance on hand of \$997.85. Charles K. Alley, the corresponding secretary, reported 2,742 applications for membership during the year, of which 2,698 had been accepted. Secretary Aaron reported on the work done in his department.

The Board decided that all initiation fees and half the yearly dues should go to the general treasury. Dr. G. Carleton Brown, then reported in favor of adopting a uniform code of signals for the general use of the League and the report was adopted. The meeting then adjourned.

The general meeting of the League was called at Association Hall at 2.15 P. M., the hall being well filled. Dr. Beckwith occupied the chair, under shadow of a large bouquet. The meeting was opened by the President's report. In it he congratulated the League on its rapid growth, commented favorably on the official Organ, praised the work of the transportation committee, which had brought nearly every railroad in the land to recognize the rights of wheelmen, and finished by suggesting that touring be made the especial care of the L. A. W.

After several committees had been appointed, the touring committee suggested that the State Divisions prepare reports of the routes in their district and forward them to the L. A. W. *Bulletin* for publication.

The attitude of North Carolina toward wheelmen was brought up and some pretty hard things were said resulting in the passing of a resolution to push N. Carolina to the uttermost in the effort to have the law repealed.

The Amateur-Professional chestnut was then attacked and much warm discussion was the order of the day. Although the professional must ever revere Dr. Blackham for his really eloquent defense of them, it was decided not to admit them to league membership.

After passing a vote of thanks to the retiring board of officers, to the Buffalo B. C. for their hospitality and to Captain Laud, who had offered them the use of

his armory in case of wet weather in the morning, the meeting adjourned.

After the meeting, the Board of Officers met, and after some discussion adopted the following definition of an amateur.

An Amateur is one who has never engaged in, nor assisted in, nor taught cycling, or any recognized athletic exercise for money, or other remuneration, or knowingly competed with or against a professional, for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by

(a) Engaging in cycling or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated money prize or gate money.

(b) Competing with, or pacemaking for, or having the pace made by a professional in public or for a prize.

(c) Selling, realizing upon or otherwise turning into cash any prize won by him.

(d) This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

The League recognizes as athletic exercises all the sports held under the jurisdiction of the National Association of Amateur Athletes of America, viz.: Running, walking, jumping, pole leaping, putting the shot, throwing steel hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating.

Chas. E. Pratt of Boston, was requested to take charge of the North Carolina difficulty, and prosecute the case vigorously. The board also decided to continue the publication of the L. A. W. *Bulletin*, with E. M. Aaron as Editor, and Philadelphia as headquarters.

In the evening the inclement weather kept the cyclists indoors, and the corridors of the hotels were crowded with knickerbockered humanity, all talking wheel.

THE PARADE.

The weather on the morning of the third opened very threatening, and no doubt many of the 600 and odd bicyclists, who took an early peep at it indulged in strong language, but a few hours later the "clouds rolled by Jenny," and the hotels emptied their myraids into the streets. The wheelmen had done their prettiest to look well, and smiling faces, handsome uniforms, with boutonnières, and polished wheels, attested the success of their efforts. They came from all directions, all bound for a common centre, Franklin Street and Delaware and Linwood Avenues, at which point the procession was to form. The venue was well known to the population, and every one in Buffalo brought his sister and his cousin and his aunt and his baby and his dog to see the show. As usual the wheelmen wandered up and down looking for somebody or something, and a good deal of hard things were probably taken down by the recording angels. At 10.30 the captains of the different clubs began to form in line, and at eleven the signal to start was given, the wheelmen moving up Franklin Street, headed by a platoon of police and a band of music. The line of march was up Franklin to Allen, to Delaware Avenue, to Virginia Street, to the Park, around the Meadow and return to Utica Street, to Linwood Avenue, North Street to Porter Avenue, to the Front. The route was six miles long, four miles of it being as smooth as a board floor. After a photograph had been taken of the wheelmen, grouped on a hillside, the

parade was dismissed and the wheelmen filled up their respective voids with light edibles, prominent among which were sandwiches and—alas—beer. The streets along the line of march were lined with people, and every now and then a cheer would be given as a particularly well drilled or handsomely uniformed club passed by. Many of the houses were decorated with bunting, and on all sides were seen signs of holiday making.

The following was the order of the day's parade:

Mounted Police.

Pacemakers, Albert G. Mang and Frank E. Drullard.

Plogsted's 65th Regiment Band.

Commander, Dr. N. M. Beckwith, President of the League Citizens' B. C. of New York. Adjutant, George R. Bidwell, Citizens' B. C. of New York.

MASSACHUSETTS DIVISION.

Commander, Chief Consul Henry E. Ducker of Springfield.

Massachusetts B. C. 5

A. L. Atkins, Captain.

Springfield B. C. 13

W. N. Winans, Captain.

Greenfield B. C. 4

F. R. Hollister, Captain.

Northampton B. C. 1

NEW YORK DIVISION.

Yonkers B. C. 11

H. O. Talmage, Captain.

Albany B. C. 14

A. H. Scattergood, Captain.

Ixon B. C., New York City 12

P. M. Harris, Captain.

Mt. Vernon B. C. 1

Trojan Wheelmen 24

J. R. Torrance, Captain.

Ariel B. C., Poughkeepsie 1

Binghamton B. C. 11

W. H. Stone, Captain.

Buffalo B. C. 64

George Dakin, Captain.

Kings County Wheelmen 14

E. F. Fiske, Captain.

Genesee Club of Rochester 27

S. C. Pipee, Captain.

Lock City Wheelmen 11

C. A. Ward, Captain.

Batavia B. C. 20

C. W. Gardiner, Captain.

Randolph B. C. 5

O. M. Jeffers, Captain.

Hornellsville B. C. 8

F. C. Pringle, Captain.

Allegany County Wheelmen 8

E. C. Latta, Captain.

Citizens B. C. of New York City 14

Simon Ford, Captain.

Lyons Club, B. C. 7

J. M. Happler, Captain.

Unattached 28

NEW JERSEY DIVISION.

Commander, G. Carleton Brown.

Brunswick B. C. 20

F. Provost, Captain.

Hudson County Wheelmen 11

D. G. DeWitt, Captain.

New Jersey Wheelmen 13

G. P. Williams, Captain.

PENNSYLVANIA DIVISION.

Commander, E. M. Aaron.

Philadelphia B. C. 10

E. L. Miller, Captain.

Keystone B. C. of Pittsburg 9

P. S. Johnstone, Captain.

Seranton B. C. 15

A. J. Kolp, Captain.

Alpha C. C. of Bethlehem, Pa. 6

F. J. Seibert, Captain.

Williamsport B. C. 7

Dr. N. R. Hubbard, Captain.

Germantown B. C. 16

F. S. Harris, Captain.

Pennsylvania B. C. of Philadelphia. 15

C. A. Roberts, Captain.

Penn City Club. 8

H. B. Morrell, Captain.

Wellesboro Wheelmen 10

F. A. Deans, Captain.

Bradford B. C. 5

R. L. Edgett, Captain.

Newcastle B. C. 10

H. W. Terry, Captain.

OHIO DIVISION.

Commander, T. J. Kirkpatrick.

Cleveland B. C. 35

H. R. Payne, Captain.

Champion City Club of Springfield 2

Cincinnati B. C. 3

Findlay B. C. 5

Massillon B. C. 3

Unattached 4

CONNECTICUT DIVISION.

Commander, W. H. Hale.

New Haven B. C. 3

Hartford B. C. 2

New London B. Club 1

Waterbury B. C. 1

New Britain B. C. 1

MICHIGAN DIVISION.

Commander, L. D. Munger.

Detroit B. C. 16

L. D. Munger, Captain.

ILLINOIS DIVISION.

Commander, J. O. Blake.

Hermes Club of Chicago. 3

H. D. Higginbotham, Captain.

Rockford B. C. 3

St. Louis Ramblers 2

Chicago B. C. 21

W. G. E. Peirce, Captain.

IOWA DIVISION.

Ottuma B. C. 2

CANADIAN WHEELMEN.

Montreal B. C. 5

L. Rubenstein, Captain.

Belleville Ramblers 1

Seaforth B. C. 5

E. C. Coleman, Captain.

Simcoe B. C. 5

A. W. Donly, Captain.

Woodstock B. C. 10

W. A. Karn, Captain.

Wanderers of Toronto. 6

A. Daniel, Captain.

Toronto B. C. 3

Hamilton B. C. 2

Total 612

THE RACES.

About 3000 people visited the Driving Park in the afternoon to see the races, run under auspices of the L. A. W. and the Buffalo B. C. All the best people of Buffalo were in attendance, including many ladies, and the grand stands presented a gay and picturesque appearance. The lawn in front of the stands, and the meadows on the other side of the track were lined with elegant turnouts, from the cumbersome drag to the neat village-cart. The weather was cool but clear, with a strong wind blowing across the grounds. The track was not in the best of condition, being rough in places, and marked with the hoof-tracks of the many horses that are exercised here every day. The management was not as prompt as might be, the races not being called until nearly an hour after the announced starting time.

The officers of the day were: Referee, Abbot Bassett; Judges, Dr. N. M. Beckwith, H. E. Ducker and Dr. J. E. Danelson; Timers, Charles K. Alley, J. H. Isham, H. D. Corey and C. H. Hepinstall. Clerk of Course, F. E. Drullard; Starter, George Dakin.

One mile, championship B. B. C.—First heat—J. S. Hedge, 3m. 10s.; C. W. Adams, close up; Gideon Haynes, Jr., o.; R. J. Cant, o., won easily on the last lap; Second and Final heat: Hedge, 3.21; Adams, second; Cant, o. Cant took the lead at the start, but soon gave way to Adams who led till entering the home straight, when Hedge spurred by him and won easily.

One mile tricycle, championship. L. A. W.—E. P. Burnham, Newton, Mass., 3m. 45s.; Neil Campbell, Niagara Falls,

by a hundred yards. This was a moral for Burnham, but Neilson started to make a race, and succeeded for a quarter mile, when Burnham went away and won as he liked.

One mile bicycle, championship L. A. W.—Geo. M. Hendee, Springfield, 46s., 1.26, 2.03, 2.44; Geo. Webber, Smithville, 2.44 2-5s; A. B. Rich, New York, third; J. Powell, Smithville, 0; A. E. Schaaf, Buffalo, 0. Hendee took the lead at the start, closely followed by Mess. Weber and Rich, and the race soon lay with these three. Coming into the homestretch Weber passed Rich and pushed Hendee all the way to the tape.

Three mile bicycle for L. A. W. members—N. H. Van Sicklen, Chicago, 3.06 1-5, 6.11 2-5, 9.34 2-5; A. B. Rich, New York, 9.37 1/2; C. J. Lund, Rochester, third; P. J. Dukelon, 0; Van Sicklen made the pace from start to finish and was never in trouble. The defeat of Rich and Weber was a surprise, but those who profess to know say that Rich was waiting on Weber, till the latter, being out of form dropped out, and then Van Sicklen had too long a lead to be overcome.

One mile exhibition—This was to have been a five miles professional championship, but the only candidate of the formidable entry list that appeared was Asa Dolph, who made an attempt to beat the record (2.39), but who only did 3.04 2-5s, considerably behind the amateur performances.

Fancy riding exhibitions—Prof. J. Kaufman, the Rochester professional fancy rider, and T. R. Finlay, amateur fancy "Star" rider of Smithville, N. J., delighted the crowd with difficult and graceful manoeuvres, the professor riding on a single large wheel, with everything but the treadles removed.

Two miles bicycle—E. P. Burnham, Newton, Mass., 2.59, 5.57 4-5s; N. H. Van Sicklen, Chicago, 6.01 1-5; H. W. Clark, Woodstock, Canada, third; Fred Foster, Toronto, 0; A. B. Rich, 0. Ten others started but all were out-classed by these five. Van Sicklen rushed away at the start, but Burnham soon caught him and lead at the mile, with Rich third, Foster, Clark, Lund and Baird in the order named. These positions were unchanged till the finish with the exception of Clark who placed himself third by a fine spurt.

After the races, the wheelmen gathered around the judges stand and under command of Captain Dakin of the Buffalo B. C. they paraded around the track to the admiration of the spectators.

RACING ON LYNN COMMON.

The Lynn B. C. celebrated Independence Day by holding a race meet on the Common. A course was staked off, starting and finishing in front of the Hotel Boscobel. It was supposed to be one mile in length, but was in reality but five-sixths of a mile.

One lap, heats—G. Porter won in two straight heats; time, 3m. and 2.57s; H. Lowe, second; W. Niles, 0.

Two lap race—W. A. Rowe, 5m. 30s; C. E. Whitten, 5.32; C. Whitney, 5.45; G. Porter, 0.

One lap boy's race, heats—First heat—A. C. Wiswell, 3m. 9s.; W. Senter, 3.15; A. Martin, 0. Second heat—Wiswell, 3.08; Martin, 3.15; Senter, 3.21. Third heat—Senter and Martin rode off the tie for second place, the former winning in 3.18 1/2.

One lap, novices—W. Lewis, 3.02; H. Lowe, 3.03; Hitchcock, 3.03 1/2.

Three lap race—W. A. Rowe, 3.01, 6.45s. and 8.44; C. E. Whitten, 3.02, 6.03 and 8.45.

AT LAST, THE 3000!

EDITOR OF THE WHEEL:—My celebration of the Fourth of July began promptly at midnight, for I worked thence till daybreak in completing my preparations for firing a broadside of circulars across the Atlantic, by the 6 o'clock steamers. These 120 packages are designed to rouse the slow-witted cycling tradesmen of England to realizing the sense of the "free advertisement" which my far-reaching scheme puts within their grasp. I am not over-sanguine of the immediate result—for nothing short of a surgical operation can put a new idea into the head of an average British business-man,—but I wanted the fun of firing off *something* on the Fourth (merely out of respect for the memory of old times, when I was a tireless firer of the toy-cannon and the deadly "double-header"); and this hectographic hurling of "Bermuda pamphlets," at the heads of the indifferent public, is the only kind of noisy sport that I am any longer skilled in.

When I had partly slept off the effects of twelve hour's uninterrupted indulgence in this same sport, I turned out of bed this noon, to see what the postman had brought for me; and I found that he had brought subscription-pledges enough (two of them from England) to make the latest number on my list exactly 3,000. So at last I have demonstrated the mistake of the Boston editor—the first man that read my prospectus, in January, 1884—who privately assured me, in entire good-faith and friendliness, that not only would it be impossible for me to promptly get 1,000 subscribers as a working basis for my proposed canvass for the larger number, but that the ultimate sale in America of any cycling book costing as much as a dollar, "no matter how good it is, nor how much it commends itself," must necessarily be less than 300 copies.

There is a certain sinful pleasure, always, in exposing the disastrous effect upon the mind of an intelligent Bostonian, of his indulgence in the prevalent local superstition that the sun rises and sets upon the horizon which may be seen from the gilded dome of the State House of Massachusetts; but, even inside the limits of the somewhat restricted "America" included within that horizon, I expect to have an ultimate sale of more than 300 copies of my book. I expect, also, ultimately, to enlighten my friend of Pemberton Square as to what I really meant by adopting the motto, "*Crescit eundo*," as the inspiration for my enterprise. Though the square itself has a scholarly atmosphere, and though the classic schools of our most famous American University are only a very few miles away from it, I fear he has not even yet got a firm intellectual grip on the latent significance of those two words which I violently dragged from the Latin primer. Let us then simply say, on this historic occasion (while the bells of the great city are joyfully ringing, and its flags are bravely waving in the sunlight, and its cannons are booming, and its small boys are making glad preparations for the evening's fireworks—all in honor of the successful completion of my "im-

possible" canvass), that those two Latin words, applied to "Ten Thousand Miles on a Bicycle," are an assurance of my ability to sell 10,000 copies of the book—if only I live long enough!

KARL KRON.

Washington Square, N. Y., July 4, 1885.

RACING AT UTICA.

The Fort Schuyler Wheelmen held a two days race meet on June 30th and July 1st., at the Driving Park. These two days were selected in the hope of attracting wheelmen journeying to the League meet, and for whom special transportation arrangements were made. The meet was very well advertised and preparations were made to entertain a large crowd, but, though the entries were plentiful and of high class, the day was chilly and windy, and the expected crowd did not appear, and the meet will probably result in a financial loss to its projectors.

TUESDAY, JUNE 30TH.

One-half mile open—A. B. Rich, Kings County wheelmen, 1.26 4-5s; Joseph Powell, Smithville, second; T. R. Finley, Smithville, 0; H. S. Wollison, Pittsfield, 0; Geo. H. Illston, Hartford, 0; J. G. Knowlton, Kansas City, 0; Rich kept in the rear division till near the finish when he spurted to the front.

One mile; Championship of Oneida County—C. H. Metz, Utica, 3.08 2-5s. F. H. White, Rome, close up; H. K. Van Size, Utica, 0.

Two miles, "Star" machines—Henry Maxwell, Rome, 8m. 00 1-5s; G. L. Prescott, Rome, second; H. Broadbent, Utica, 0.

Three miles, ten-minute class—H. S. Kavanaugh, Cohoes, 9m 58 1-5s; John C. Uhlein, 10m. 2-5s; T. R. Finley, Smithville 3; E. P. Baird, New York, 0; H. S. Wollison, Pittsfield, 0. The winner led from start to finish.

One-mile novice—W. B. Childs, Utica, 3m. 15 2-5s; F. S. Nicholson, Rome, second; F. E. Manahan, Utica, 0.

Three mile championship of State—A. B. Rich, Brooklyn, 11 m. 12 3-5s; H. S. Kavanaugh, Cohoes, 11 m. 13 3-5s; H. K. Van Size, Utica, did not finish; an uninteresting procession till the last lap.

One mile, Fort Schuyler Club—W. B. Childs, 3m. 9 3-5s; John C. Uhlein, 3m. 11 seconds; W. W. Nicholson, 0.

Five mile race, for greatest number of half miles won—H. S. Kavanaugh, Cohoes, first; F. H. White, Rome, second; E. P. Baird, New York, 0; H. S. Wollison, Pittsfield, 0; Geo. H. Illston, Hartford, A. B. Rich, New York, and James Powell, Smithville, did not finish.

SECOND DAY, JULY 1ST.

One mile—A. B. Rich, K. C. W., 3m 4 2-5s; Joseph Powell, Smithville, second; H. S. Wollison, Pittsfield, 0; George H. Illston, Hartford, 0; E. P. Baird, New York, 0. The contestants kept well together until the last lap, when ensued a spirited race.

One mile tricycle—J. G. Knowlton, Kansas City, 5 minutes 4 4-5 seconds; Louis Kammellehr, Utica, second. Won easily.

One mile tug-of-war—Fort Schuyler Wheelmen, 19 points; Rome B. C., 16 points. The teams were: Utica, Mess. Metz, Childs, Van Size and Uhlein; Rome, Mess. White, Townsend, Hovey and Nicholson.

Three miles, A. B. Rich, Brooklyn, 9m. 54s; Joseph Powell, Smithville, 9m 56 1/2s; H. S. Kavanaugh, Cohoes, 0.

One mile boys' race—Sydney Nicholson, 4m. 9 4-5s; Dore Jones, second; Edwin H. Martin, 0.

Two miles—Joseph Powell, 6 minutes 45s; A. B. Rich, 6m. 48s.; H. S. Kavanaugh, 0; George H. Illston, 0; E. P. Baird, 0.

One mile without hands—H. S. Wollison, Pittsfield, 3m. 36 1-5s; T. R. Finley, 3m. 44s; J. G. Knowlton, Kansas City, 0.

One mile, time race, 3m. 24s—E. P. Baird, 3m. 37 4-5s.; W. B. Childs, Utica, 0; W. W. Nicholson, Utica, 0; J. G. Knowlton did not finish.

Five mile handicap—H. S. Kavanaugh, Cohoes (scratch) 17m. 44 2-5s; F. H. White, Rome (20 seconds), 0; George H. Illston, Hartford (scratch), 0; J. H. Uhlein, Utica (20 seconds) E. P. Baird, New York (10 seconds, 0; H. S. Wollison, Pittsfield (10 seconds), 0. A good race.

One mile consolation—W. W. Nicholson, 3.42 2-5s; H. K. Van Size, second; W. A. Townsend, 0.

The following were the officers of the day: Referee, Dr. A. G. Coleman, Canandaigua, New York. Judges, A. B. Gardner, Utica; W. J. Eynon, Ann Arbor, Mich., and F. J. Bayliss, Binghamton. Timers, C. H. Schiller, F. J. Meyers and C. A. Nicholson, all of Utica. Scorers: George Bidwell, Utica, and Samuel Frear and H. J. Rowlands of Rome.

RACING ON BOSTON COMMON.

The most successful meet ever given under the auspices of the City of Boston was that held on the Common, July 4th. Thousands witnessed the races, which were very interesting, although the quarter-mile track had bad turns, and was soft and sandy. The first event was the

One mile bicycle—Wm. A. Rowe, Lynn, Mass., 3m. 9 1/2s.; S. G. Whittaker, Cambridge, 3m, 10 1/2s.; H. W. Gaskell, third. Four others started. Whittaker led till the last lap, when Rowe shot ahead.

Three miles professional—R. A. Neilson, 10m. 4 3-4s.; C. Young, 10.23; G. W. Harrison, by a lap; E. L. Maddocks, 0. Young led at the mile in 3.29. On the first lap of the second mile, Neilson took the lead and passed the two mile post in 6.41 1/2s. He was not headed from this to the finish.

Two miles amateur—C. F. Haven, 6.29 1/2. W. A. Rowe, second; A. Anderson, third. The first two were the only ones in the race. Rowe led from start to finish, riding the first mile in 3.12 1/4.

One mile tricycle—H. A. Rhodes, Dorchester, 3.44 1/2; Horace G. Crocker, Newton, 3.49; H. W. Gaskell, stopped on account of poor track. Crocker led till the half-mile, when Rhodes took the lead and retained it to the finish, though Crocker made desperate efforts to overhaul him.

Three miles, bicycle—H. W. Gaskell, 10.61 3-4; S. G. Whittaker, 10.21. Four others started. Whittaker forced the pace from the start, leading at the mile in 3.24 1/4. Gaskell then came forward and led at two miles in 6.51 3-4, and at the finish in 10.61 3-4, riding the last mile in 3.10, a good performance for so poor a track.

THE BIG FOUR TOUR.

HOW THE TOURISTS STARTED FROM BUFFALO, AND WHAT THEY DID THE FIRST TWO DAYS.

Well here we are in Batavia. Arrived here last night, and a choicer assortment of cycling wrecks was never seen before, and I trust never will be again, at least not on this tour. Batavia is a fine old town to arrive in when you are all tired out. The whole town seems to have but one object in life, and that is rest. Of course I refer to the town in its natural state, not while the cyclists are here. But even they were comparatively quiet last night, and retired to their rooms soon after eleven o'clock, and after an hour or so of continuous blowing on those fiendish tin horns they were content to go to bed. I went to bed in good season but did not get much sleep. A couple of other fellows in my room did though. That's just where the trouble was. They had too much sleep, and enjoyed it so thoroughly that they kept my pard and myself awake all night telling us about it. I give you my word I never before heard such ear-splitting snoring, in all my previous career. One snored bass, the other tenor, and the way they would get in the high notes and tremulo business was simply awful. We got up several times and rolled them over on their sides, but all the effect that had was to change the key, so we gave up in despair, and rang for seltzer water to put us to sleep. I have General Agent Jenkin's promise that he will consign me with some one else to-night.

The boys made no attempt to paint the town last night, but were content to sit—stand I mean, very little sitting was done—around the hotel till bed time. Whether they had expended all their carmine in Buffalo, or whether they were too tired for a racket, I of course cannot say, but I am inclined to think it was the latter, for they really were very tired. You may think that we are no good because we got broke up the first day. If you do you are all wrong. Let me tell you that, on a tour of this kind, the first two days are the hardest of the tour, and especially so when the roads are bad, and they were bad indeed. I think that I am a connoisseur of roads, and I pronounce them very, very bad. During the day I made thirteen compulsory dismounts, one of which seated me in a bunch of briar bushes, located ten feet below the road bed. I calculate that I took a less number of falls than the majority. But what broke us up more than the bad roads was the fact that the first half day's riding was 27 miles instead of 16 as announced on the time card. You see we spent the night before in Buffalo, and, calculating to a nicety, used up all our energy, save just enough to take us through the next day, and, of course, when they sprung an additional ten miles on us, it required a strain to keep up. We are to have a rest to-day though. The rain poured down all last night, and the roads are so heavy this morning that it would require stronger muscles than ours to push a wheel over them, so after dinner we take the train for Rochester. If Rochester is not brilliantly painted to-night, I am greatly mistaken. But if I am to write about this tour I had better begin at the start. As I am a member of the Boston Division these letters of mine will necessarily be confined somewhat to the

doings of those in that division, for the riding rules of the tour are very strict, and any one found out his division is promptly sent back again.

The start was made from the Genesee House in Buffalo, promptly at 9.30 o'clock, Monday morning. Manager Ayers says that if there is one thing that he prides himself more than another, it is that the start is always made on time. If you won't give it away I will tell you how he managed it yesterday. Precisely at the minute the bugles were sounded—I say bugles, because it sounds better, there really was but one—and the long line of picturesquely clad wheelmen moved out into the streets, and with more or less grace climbed up to their saddles. Everybody congratulated themselves that the start was made on time. Merrily away they rode, blowing their tin horns and making themselves as conspicuous as possible, straight out to the park where they dismounted and waited an hour and a half for the lazy ones. That's the way they did it, and everybody is happy.

As the riders keep a good distance apart the line is near half a mile long, and is a sight "worth going miles to see." The Boston and Chicago Divisions are the only ones which have a regular uniform, but they all wear the big Canadian straw hats, and the effect of these alone is something indescribably ludicrous. The crown of the hat ascends perpendicularly from the brim to the height of 14 inches, where it ends in a sharp point. The brim is six inches wide, fastened up on one side by a big rosette. The whole is gaily trimmed with the colors of the division, and in front is a big black figure 4. The Boston's uniform is the giddiest of the giddy, consisting of black jersey tights throughout, and a red, white and purple striped Norfolk blouse. I have seldom seen anything that equals the sight presented by some of the more delicate boys arrayed in full black tights and topped with one of the big hats. The Chicagoes wear a white jersey shirt and blue knee pants, with stockings to match. They look very nice now, but I fear that in a few days they won't look so pretty. The other divisions are dressed in shirts and jerseys of various styles and colors, grey being the favorite color.

Two large wagons follow the tourists. One is designated as exclusively for baggage, and the other for worn out wheels and wheelmen; but so much baggage has been brought that both wagons are filled to their utmost, and no room left for the tired cyclist. The rules of the tour allow each tourist only one piece of baggage, but the size of that piece is not limited, and some of the riders have brought huge trunks. A larger baggage wagon will have to be secured, or some of the wheelmen loose their only hope, the ambulance.

When the start was finally made from the Buffalo Park there were a hundred and three wheelmen in line, riding under the guidance of Mr. Chas. W. Adams, the Buffalo convoy. The roads were fairly good, and a lively pace was maintained for five miles, when a short stop was made at a couple of small hotels, which were at once relieved of everything drinkable. The run was very hot, and already the faces of the tourists began to resemble well done lobsters. The next stop was at Lancaster, five miles further, where the drinking act was repeated to the evident

satisfaction of the hotel keeper. The roads now became very bad, and headers and grumbling were unceasing, and some of the men of the leading divisions became badly mixed with those behind. Finally, however, Alden was reached, and dinner enjoyed under the trees. The tourists did not eat a great deal, but the amount of milk, water melon, and coffee disposed of, was something enormous. A two hours' rest was taken here, which afforded the tired men in the meantime to catch up. It is small satisfaction, however, to catch up on a run of this kind, for as soon as you get up off they start again refreshed by their rest, and anxious for a lively pace, while you, who have just come up, are all tired out and soon fall as far behind as ever. The roads were somewhat better in the afternoon, and Batavia was reached shortly after seven o'clock without incident, beyond the regulation headers. There was though, one rather funny happening. A stop was made at Corfu for refreshments, and while there one of the boys amused himself by squirting the hose on the others. The water came from a pump, and the motive power was furnished by an old native of the town. He enjoyed the fun of seeing the cyclists get soused immensely, and danced and capered in a way that would have done credit to a man twenty years his junior. The fun was kept up until time for leaving, when the fellow with the hose—he was from Boston, of course—suddenly turned and sent the water square into the face of the old man, catching his mouth wide open on a broad grin. The native dropped the pump handle and whooped her up for cover, assisted along by the delighted howls of the 100 cyclists.

At two o'clock we leave here by train for Rochester, and to-morrow continue on to Coburg. About half a dozen of the tourists, among whom are George Hendee, have started to cover the distance on their wheels. They will probably get along all right, but it would have been impossible to take the whole party through.

THE TOURISTS.

STAFF (Purple).—Burley B Ayers, manager, Chicago; Fred G Bourne, commander, New York; Frank H Taylor, commodore, New York; J P Maynard, quartermaster, Chicago; H D Corey, ass't quartermaster, Boston; H F Fuller, secretary, Chicago; Fred Jenkins, general agent, New York; L J Bates, historian, Detroit; Chas W Adams, Buffalo convoy, Buffalo; Geo H Orr, Canadian convoy, Toronto; J W Clute, Mohawk convoy, Schenectady; H R Bryan, Hudson River convoy, Hudson.

CHICAGO (YELLOW).

W G E Peirce, captain; H D Higinbotham, bugler, G W Kaskins, quartermaster, G H Webster, Jr., H M Higinbotham, S B Wright, W C Thorne, 1st lieutenant; S A Ribolla, F P Ribolla, N H Van Sicklen, Chicago; Lindell Gordon, 2d lieutenant, R C Gordon, Edward Sells, J Otto Hunnicke, St. Louis; A B Post, A L Eaton, Ottumwa, Ia.; Chas B Ellis, Kansas City, Mo.; A M Hill, New Orleans, La.; Junius E Beal, C W Wagner, Ann Arbor, Mich.; G E Holcomb, Jackson, Mich.; Harmon Wendell, Detroit, Mich.; F C Stokes, Moorestown, N. J.; Geo Weber, Smithville, N. J.

BOSTON (RED).

E G Whitney, captain, A D Peck, Jr., lieutenant, W W White, quartermaster, W I Harris, A L Atkins, C S Howard, J W Vivian, W E Webber, Gid Haynes, Jr., Boston; G A Wilson, Fitchburg, Mass.; W E Stone, Concord, N. H.; F W Westervelt, Springfield, Mass.; C A Joslin, E E Burdett, Leominster, Mass.; E L Sawyer, Faribault, Minn. L C Kittson, St. Paul, Minn.; W T Williams, Yantic, Conn.; E D Albee, Hopkinton, Mass.; R G Steel, St. Johns, Mich.; L D Munger, Detroit, Mich.; Cola E Stone, St. Louis, Mo.

BUFFALO (BLUE).

W S Bull, captain, George Dakin, lieutenant, Buffalo; A B Reid, quartermaster, C V Reid, Clarion, Pa.; A M Scott, Woodstock, Ont.; F G King, Corry, Pa.; N C Davidson, Chas M Clark, H E Bidwell, Pittsburg, Penn.; William M. Begg, W Kingsley Evans, London, Ont.; Fred C Hand, F D Watts, H P Simpson, Scranton, Pa.; G M Streeter, Phila.; J E Small, York, Pa.; R C Baldwin, Addison, N. Y.; N C Bosworth, Cleveland, O.; G S Marley, Clyde, N. Y.; G W Houk, Wellsboro, Pa.; Edward Leonard, Auburn, N. Y.; Duncan S Ellsworth, Penn. Van.

NEW YORK (WHITE).

George R Bidwell, captain, Simeon Ford, lieutenant, W H DeGraaf, Dr J S Aitken, P Harvard Reilly, Geo A Paillard, Knight L Clapp, S H Monell, New York; A J Kolp, quartermaster, Scranton, Pa.; J P Downs, Newark, N. J.; Elmer Skinner, J Bidmead Wright, Robert J Knox, Robert F Hibson, Brooklyn; Geo M Hendee, New Haven, Ct.; R M LaTouche, Moscow, Pa.; C R Gallie, Jamaica, N. Y.; Frank Read, H S Wood, Phila.; H S Wollison, Pittsfield, Mass.; Geo N Strong, Camden, N. J.; Francis A Sherman, Watertown, N. Y.; Wm L Gardner, Troy, N. Y.; F T Browning, C R Browning, Orange, N. J.

ENTRIES FOR THE CENTURY ROAD RACE.

Geo Weber, N H Van Sicklen, F W Westervelt, Lindell Gordon, F W Walker, H D Corey, Cola E Stone, Gid Haynes, Jr., Chas B Ellis, Wm McCay, L D Munger.

TIME TABLE.

Monday July 6.—Lv. Buffalo (Genesee) 9.30 a. m., Lancaster, Alden (dinner), 16m., Crittendon, Corfu, Batavia (St. James Hotel); 36m.

Tuesday, July 7.—Lv. Batavia 9 a. m., Byron, Bergen (dinner), 17m.; Churchville, No. Chili, Coldwater, Gates, Rochester (Power's Hotel), 34m.

Wednesday, July 8.—Lv. Rochester, 9 a. m., Charlotte; Steamer across Lake Ontario; Coburg, Ont. (Arlington Heights)

Thursday, July 9.—Lv. Coburg 9 a. m., Wicklow, Colborne, Brighton (dinner), 21m.; Trenton, Belleville (Defoe House), 43m.

Friday, July 10.—Century Road Race, Coburg to Kingston. Lv. Belleville 9 a. m., Shannonville, Miltown, Napanee (dinner), 25m.; Odessa, Westbrook, Cataract, Kingston, 47m.; finish of the Century Race; leave Kingston 6 p. m. via steamer, for Round Island Park.

Saturday, July 11.—Thousand Islands Camp Race; Skiff and Steamer Excursions.

Sunday, July 12.—Thousand Island Camp.

Monday, July 13.—Lv. Camp 9 a. m. via steamer to Clayton, wheel to Alexandria Bay (dinner); steamer to Clayton; U. & B. R. 5.45 p. m. train to Lowville Station (lunch); Amsterdam, N. Y. (Hotel Warner).

Tuesday, July 14.—Lv. Amsterdam 10 a. m. Ferry across Mohawk River; Pattersonville, Schenectady (dinner), 14m.; Aqueduct, Albany (Delevan House)

Wednesday, July 15.—Lv. Albany 9 a. m.; Greenbush, Schodack, Pine Grove, Kinderhook (dinner); Stuyvesant Falls, Stockport, Hudson, 33m.; ferry across Hudson River, Catskill (Prospect Park).

Thursday, July 16.—Lv. Catskill 9 a. m.; ferry across Hudson River; McKinstryville, Blue Shore, Clermont, Red Hook, Rhinebeck (dinner); Staatsburg, Poughkeepsie (supper); steamer to West Point.

Friday, July 17.—Lv. West Point 9.30 a. m. Steamer to Tarrytown; leave Tarrytown 10.30 a. m.; Irvington, Dobb's Ferry, Hastings, Yonkers, Kingsbridge, Fort Washington, Central Park, 25m.; New York (Grand Union Hotel).

C. S. H.

BATAVIA, N. Y., July 7, 1885.

A bicycle race was held at Hampden Park track, Springfield, Mass., on Independence Day. The race was a five mile handicap, with Lewis B. Hamilton of Yale College at scratch, giving a minute start to W. M. Harridan, and half that time to C. P. Harris, both of Springfield. Hamilton won on the last lap, making the distance in 2.48, 6.03 1/2, 9.07, 12.03, and 15.10.

FROM THE CLUBS.

FIXTURES.

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.—Penn. L. A. W. Division meet and race meet of Scranton B. C. at Scranton, Pa.
 July 23.—Race meet of Pine Tree Wheel Club at Bangor, Me.
 July 25.—Bay City Wheelman's race meet at San Francisco, Cal.
 July 25.—Race meet at Chicago.
 August 5, 26.—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. 2, 3.—Connecticut B. C. Race Meet at Hartford.
 Sept. 6, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.

CLOSING OF ENTRIES.

July 15th.—Entries close for Pine-Tree Wheel Club with James Crosby, Bangor Public Library, Bangor, Maine.
 July 15th.—Entries close for the Chicago Races with N. H. Van Sicklen, 2 Adams Street, Chicago, Ill.
 July 15th.—Entries close for the Scranton B. C. races with A. J. Kolp, 219 Wyoming Avenue, Scranton, Pa.

FOR SALE AND EXCHANGE.

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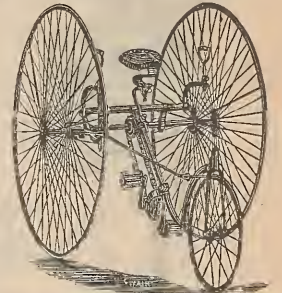
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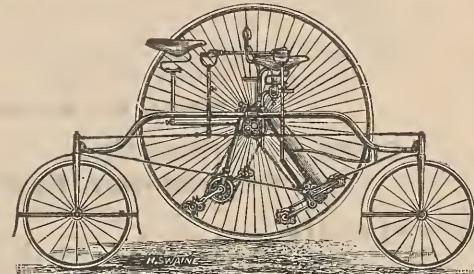


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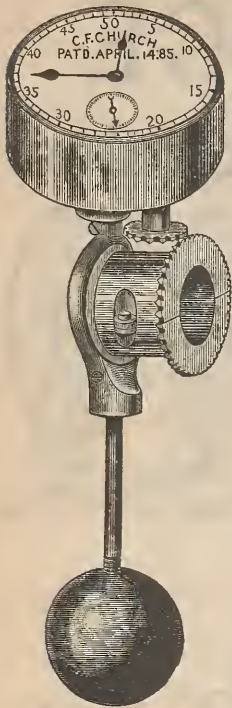
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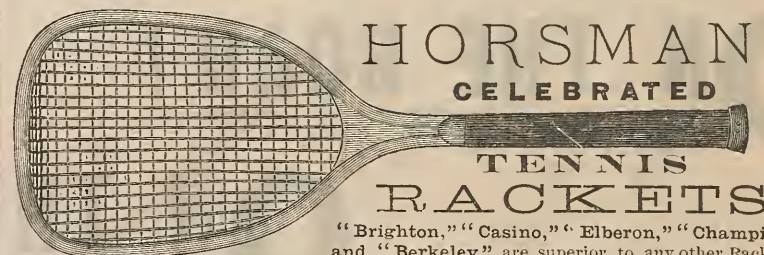
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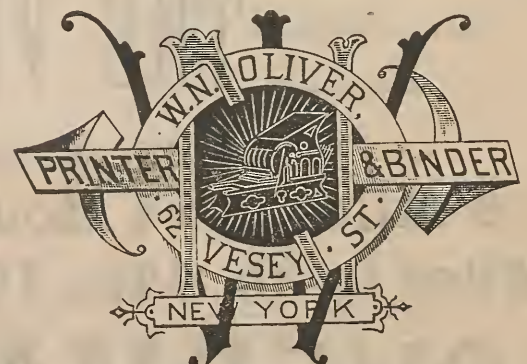
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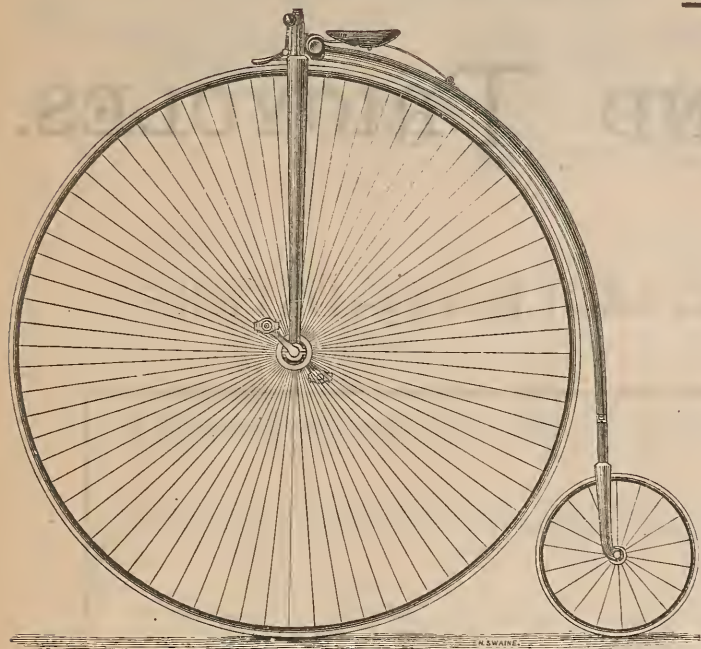
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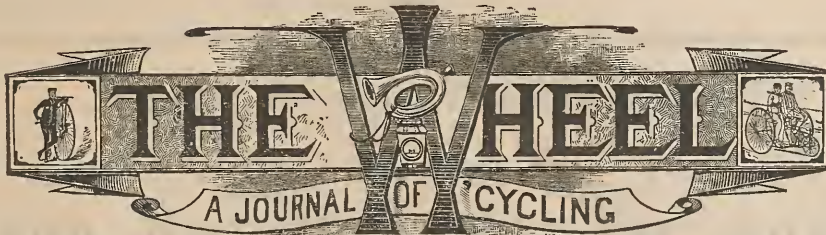
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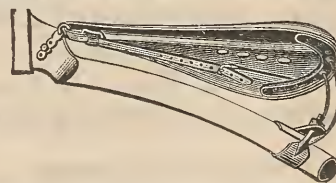
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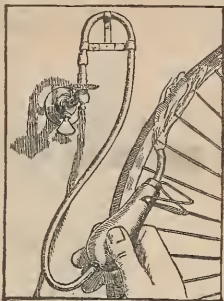
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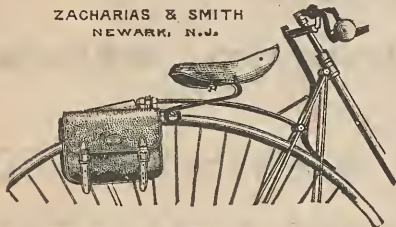
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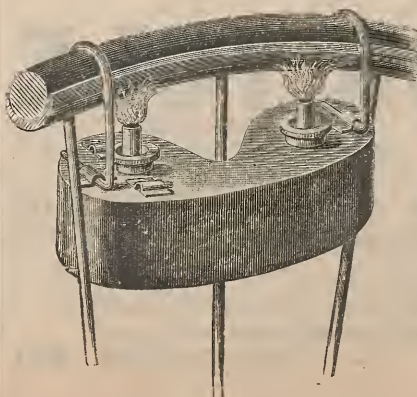
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