

# THE WHEEL

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Karl Kron's list now numbers 3089.

L. B. Ojata, D. T.—Secretary L. A. W., E. M. Aaron, Lock Box 916, Phila., Pa.

Boston wheelmen are agitating the subject of a fall race meet at Beacon Park.

The Binghamton, N. Y., B. C. is building a fifth mile bicycle track at Riverside Park.

The East Hartford B. C. has voted to build a quarter-mile clay track on the south side of Burnside avenue.

Mess. Rudge & Company have just completed an eighteen-pound racer. It is for a prominent English professional.

"Three times and out" applies to Mr. Fred. Jenkins, who though able to walk around is investigating the subject of tricycles.

W. E. Crist, Capital B. C. rode a mile in 2.51 1/2 at Athletic Park, Washington. This is the fastest time ever made in the District of Columbia.

The New York daily papers had a bad attack of "Bicycle" last week. The Saturday *Evening Telegram* had two columns on the "History of the Bicycle," the Sunday *Herald* had a two column article on the "Clerical Wheelmen's Tour," and the Sunday *Sun* had a column on the methods and utility of the L. A. W.

Since the bicycle boom has encompassed the land 'tis said that a druggist's daughter is considered as great a catch as a plumber's heiress.

The Pittsfield B. C. are progressing in their arrangements for their tournament which takes place August 13. H. D. Corey will referee the races.

Several men are already practicing at the Springfield track. Hamilton and Westervelt on bicycles, and Winans on a tri. Hendee will commence on this track next week.

It is proposed to hold a monster cycle meet in the Orange Mountains late in the summer. We hope the project will not fall through, as this is a beautiful riding district.

A thirty miles professional scratch race was run at Leicester on the 11th. F. Hanker winning easily in 1h. 40m. 35 3/5s. The first ten miles were ridden in 32 minutes.

The "New House" committee of the Missouri B. C. of St. Louis, will visit all the prominent club houses in the east, with a view to getting ideas for their proposed new building.

A Royal Order.—A 48in. "Xtraordinary," entirely plated, ivory handles, etc., etc., has just been supplied by Messrs. Singer & Co., of Coventry, to H. R. H. Prince Alphonso, of Portugal.

Our friendly squib about the *Philadelphia Cycling Record's* inordinate use of italics seems to have riled its Editor, but its editorial pages are now as free from italics as they formerly were disgraced with them.

Some members of the Missouri B. C. who ride every morning at five o'clock, call themselves the "Early Birds." We wonder if they ever take headers in their search after the proverbial "Worm."

And yet again has the Land's End-John O'Groat's record fallen, Mr. Lennox having just completed the journey in 6 days, 16 hours and 10 minutes, beating the previous record, his own, by two hours, fifty minutes.

A new bicycle club has been formed in Lynn, Mass., with the following officers: Captain, Robert J. Herow; first lieutenant, W. Lewis; second lieutenant, T. Ray; color-bearer, H. Fisher. The club proposes to make a two weeks' trip through New Hampshire, leaving Lynn August 9.

We understand that the L. A. W. Racing Board for the ensuing year is constituted as follows: Chairman, Abbott Bassett, Boston; H. E. Ducker, Springfield; F. T. Sholes, Cleveland, E. L. Miller, Philadelphia; and J. O. Blake, Chicago.

The French tricycle record given in last week's WHEEL was incorrect. The English *Cyclist* from which we originally obtained our information reports that the correct distances accomplished by M. Rousset were 220 miles in 24 hours, and 249 miles in 28 hours.

In our last issue comment was made as to the pace on the "Big Four Tour." The remarks in question referred chiefly to the first part of the trip, as the matter of regularity was in a great measure a question of time with a little experience thrown in.

We have received a large lithograph from the Springfield B. C. containing portraits of Hendee, Sellers, Prince, Howell, Dolph, Woodside, Higham, Stone and all the crack riders. It is, a souvenir worth having. We miss Hamilton's and Weber's face from the group.

The last *Bulletin's* appeal to members for aid in securing advertisements and literary assistance, has a rather peculiar phase. Perhaps the editor has already discovered that the best literary efforts are paid for, and that advertisements are not to be had for the mere asking.

Whenever we read, as we frequently do, in our contemporaries, that "The *Blowhard* is the best cycling paper I read," we always think of the young debutante who after returning from her first ball said, "It was the most delightful ball I ever attended."

Mr. Jens F. Pedersen, the Maiden Lane medalist has received orders from the Springfield, Hartford, Weedsport and Berkshire County Wheelmen. Mr. Pedersen has made an enviable reputation among bicycle circles by his courteousness and the great enthusiasm he takes in producing handsome trophies.

Dr. N. P. Tyler, of New Haven, is spending the summer at Mamaroneck, N. Y. He spends most of his time warbling, "It's nice to be a father," "Hush-a-by-baby" and other soothing melodies, his wife having recently presented him with a ten pound boy, whom the doctor says bids fair to be a great bicycle rider. Dr. Tyler will locate permanently at Jersey City about September 1st.

Perhaps the best recorded example of the practicability of the bicycle for business use, is that recently given by Mr. C. D. Kershaw, of Cleveland, Ohio, who has, within the last 14 months, in the regular discharge of his duties, ridden one Expert Columbia bicycle over 11,000 miles, and during that time an occasional filling of the little oil can constituted the entire running expenses. —*Boston Daily Advertiser.*

For several years tourists into Canada have been greatly bothered by the Custom House officials, who required them to give bonds for the safe return of their machines. On the last "Big Four Tour" Manager Ayers was required to sign to the extent of \$12,000. He gleefully writes that the Custom House has ruled free admission of bicycles and tricycles into Canada, the result of three years persistent work on the part of B. B. A.

The final resting place for General Grant on Riverside Drive, is probably better known to New York wheelmen than any other class of people in the city. The very spot is the famed resort of those who live to make the run to the terminus of the drive, and while the destruction of the Claremount will necessarily deprive them of a haven of rest, the selection will undoubtedly be gratifying from its point of beauty and commanding site.

The third annual tournament of the Berkshire County wheelmen, of Pittsfield, Mass., will take place at the Agricultural Society's grounds, Aug. 13. The boys are working hard to make the event attractive to all who enjoy contests and athletic sports. Seven hundred dollars are offered in prizes. The second annual race for the Auchmuty Club cup will take place; a half mile with flying start, open to all; a five mile cup race for Berk. Co. wheelmen only; a one mile race for boys under 18; a three mile record race, open to all; a five mile bicycle race, open to all; a one mile tug-of-war race, four men each, and a one mile bicycle race, open to all, make up the programme of races; entries closing Aug. 6, with P. W. Jones, Secretary. There will also be a grand competitive military cadet drill by companies from various parts of the State, which cannot fail to be an attractive feature. The days sport will conclude with the evening entertainment at the North Street Rink. A repetition of last years' successful tournament is looked for.



## SOME ENGLISH RACING NOTES.

The Tricycle Championships. — On Saturday, July 11th, the one and twenty-five miles amateur tricycle championships were decided at Crystal Palace, London. The afternoon was hot, but with a strong wind.

One mile tricycle.—First heat: H. C. Sharp, 3.05 1/2; A. E. Langley, second; H. G. Priest, o., won easily. Second heat: S. Lee, 2m. 59 4-5s.; R. Cripps, by a length; J. Lee, o. A grand struggle. This was a record surplanted P. Letchford's 3.01 1-5, made on the same track a few weeks ago. Third heat—P. Furnival, 2.58 1-5; P. T. Letchford, by three yards; A. J. Wilson, o. Another record: Furnival is the cyclist who beat Webber a few weeks ago. Letchford was a tricycle record man. Fourth heat—George Gatehouse, 3.00 2-5; R. H. English, second. Fifth heat—J. P. Grigg, 3.05 1-5; C. Cousens, by a length. Second Round—First heat: Furnival, 3.01 4-5; Lee, o; Sharp. Won after a most exciting struggle by one length. Second heat—Letchford, 2.59 4-5; Gatehouse, o. Final heat—Furnival and Litchford, dead heat in 2.59 1-5; Lee, third. In the run off Furnival won by a foot in 3.5 2-5, and thus became champion.

Twenty-five miles tricycling championship—The following table tells the tale. Times marked with an asterisk are now the amateur record. Both English and Gatehouse rode Genuine Humber Automatic Steerers:

MILES.	M.	S.	LEADER.
1.....	2	8	English.
*2.....	6	21	J. Lees.
*3.....	9	38 3-5	Cripps.
4.....	13	4	
5.....	16	24	English.
6.....	19	51	Lees and English.
7.....	23	18	Gatehouse.
8.....	26	51 2-5	"
9.....	36	25 3-5	"
10.....	38	59 4-5	"
*11.....	37	26	Cripps.
*12.....	40	51	Gatehouse.
*13.....	0	44 19	English.
*14.....	0	47 45 3-5	Gatehouse.
*15.....	0	51 4	"
*16.....	0	54 34	"
*17.....	0	57 58	"
*18.....	1	1 35	English.
*19.....	1	5 11 3-5	"
*20.....	1	8 42	Gatehouse.
*21.....	1	12 20	English.
*22.....	1	16 3 2-5	Gatehouse.
*23.....	1	19 41 2-5	"
*24.....	1	23 19	"
*25.....	1	26 29 2-5	"

English's time, 1h. 26m. 32s.  
17 miles 986 yards were ridden in the hour.

The Surrey B. C., held a summer meeting at Surbiton, on July 11th. The final heat of the mile bi handicap was won by F. Bowley (125 yards) in 2.37. The mile scratch race between the Surrey and Speedwell B. C.'s produced a grand contest, B. Ratliff, Speedwell, winning in 14.27 3-5s.; W. F. Ball, Speedwell, by thirty yards; R. Chambers, Speedwell, by a half yard; C. D. Vesey and C. Potter, Surrey, o.

The five miles amateur championship of Scotland, was decided at Glasgow on July 9. D. W. Laing won in 16.25 3-5. The track was new and very slow.

At the Polytechnic Cycling Club's race meet, held at Lillie Bridge grounds on the 11th, M. Webber won the first heat of the five miles handicap in 14.54 1-5 and the final heat in 14.52; very fast for this track.

Irish Champions—The one and four miles bicycle and one mile tricycle amateur championships of Ireland were held at Ball's Bridge, Dublin, on July

11th. The final heat of the one mile bicycle was won by F. J. Levis in 2.53 1-5. J. J. Keating won the one mile tricycle championship in 3m. 30s., and the four miles bicycle fell to Levis in 12.26.

Under date of July 6th, Thomas Stevens writes:—I reached Constantinople on the morning of the 2nd, a week later than I expected, but it rained every day without exception south of the Balkans, and in Turkey proper I had to wade through mud the whole distance, there being nothing in the shape of decent roads; especially south of Adrianople. Next to the English and French roads I was surprised to find the Servian roads the best in Europe on the whole, although all through Germany and Austro-Hungary there is plenty of excellent wheeling, but there seemed to be a general mending with loose flints going on all through those countries, which made it rather disagreeable going. I found nobody in the Turkish interior that could speak English; my passport and revolver seemed to worry the Turkish gendarmerie not a little; they seemingly knowing nothing but that they ought to interfere in some way. They never saw nor heard of a bicycle, and what to do about it, whether to let me go ahead, take me before the Pasha, or arrest me on general principles, is what puzzled more than one interior officer whose experience had hitherto been confined to managing the people of his village. My appearance in a Turkish or Bulgarian town created more excitement than I thought possible, and men have followed me on horseback for miles. The last bis are in Belgrade. A Servian rode with me from Belgrade to the Balkans, an Hungarian from Budapesth to Belgrade. I may stay here several weeks before venturing further south, on account of the heat.

## OHIO L. A. W. DIVISION MEET.

The annual meet of this division was held at Springfield, Ohio, on July 20th, and 21st. The business meeting was called to order in the Grand Opera House shortly after 10 A. M. Proceedings were opened with a lengthy address by Chief Consul T. J. Kirkpatrick. He was followed by the Secretary who reported a membership of 550, and a balance on hand of \$155.61.

After various unimportant business the following officers were elected for the ensuing year: President, T. J. Kirkpatrick; Secretary-treasurer, Paul A. Staley; Finance committee, Jas. R. Dunn, and the President and Secretary.

In the afternoon the races were held at the Fair grounds, and although the day was a scorcher, nearly 1500 people witnessed the races.

First Day—Fancy riding contest—W. H. Wetmore, Cleveland, first; W. H. Crumley, Mount Vernon, second. One mile novices—W. C. Connor, Springfield, 3.20 3-5; H. G. Wagner, Cleveland, 3.25 4-5. Five miles State championship—K. A. Pardee, Akron, 19.00 3-4; W. C. Connor, 19.02. Two miles, 7.00 class—L. M. Wainright, Noblesville, Ind., 6.44; Clarence Howland, Akron, 6.44 3-4. One-half mile dash—George Weber, Smithville, N. J., 1.25; K. A. Pardee, 1.29 4-5. Three miles record race—S. G. Whittaker, Boston, 11.16; W. F. Knapp, Cleveland,

second. One mile tricycle—Clarence Howland, 3.59 1-4; E. G. Barnett, Springfield, 3.59 4-5. One mile bicycle, without hands—J. D. Pugh, Jr., 3.24 1-4; W. H. Wetmore, Cleveland, 3.24 4-5.

Second Day—One mile, 3.20 class—G. F. Snyder, Cleveland, 3.16 1-4; L. M. Wainright, second. One mile State championship—K. A. Pardee, 3.18 1/2; E. F. Landy, Cincinnati, second. One-half mile tricycle—C. Howland, 1.56 1-5; A. M. Crothers, Springfield, second. Five mile record—S. G. Whittaker, 18m. 14 1-4s.; G. F. Snyder, second. One-half mile, L. A. W. championship—Geo. Weber, Smithville, 1.33 1/2; P. N. Myers, Covington, second. One mile consolation—S. P. Hollingworth, Russellville, 3.29 4-5; G. Kepsay, Springfield, second.

Messrs. Webber and Whittaker were protested as professionals, being employed by manufacturers to ride their machines. The matter will be brought before the L. A. W. racing board.

## SPRINGFIELD TOURNAMENT.

The following is the complete and final list of events and prizes to be given at the great meet:

### SEPTEMBER 8, FIRST DAY.

One-Mile Professional Bicycle, Handicap—First prize, \$50 cash; second prize, \$30 cash; third prize, \$20. Ten Mile Amateur Bicycle, Championship of United States—First prize, L. A. W. medal; second prize, L. A. W. medal; third prize, L. A. W. medal. One Mile Amateur Tricycle—First prize, vase lamp silver hammered and applique; second prize, candelabra plaque and clock Persian chased and applique; third prize, Stevens' 10-bicycle rifle with case. Three Mile Amateur Tricycle, Tandem.—First prize, two gold medals; second prize, two Venetian chased smoker sets, gold lined; third prize, two cigar boxes holding 50 cigars, oxidized old silver. Five Mile Professional, Safety Bicycle.—First prize, \$100 cash; second prize, \$60 cash; third prize, \$40 cash. Half Mile Bicycle, Open—First prize, Lakin's Cyclometer, gold plated; second prize, vase lamp, oxidized and silver applique; third prize, vase, old silver. One Mile Amateur Bicycle, Class 3.10.—First prize, tea service, silver embossed; second prize, candelabra plaque and clock, Persian chased and applique; third prize, stop watch. Three Mile Amateur Bicycle, Open—First prize, fishing set, bamboo fly rod, basket, landing net, etc.; second prize, vase lamp, silver and oxidized; third prize, gold chain.—Three Mile Professional Bicycle, Record—First prize, \$75 cash; second prize, \$45 cash; third prize, \$30 cash. Five Mile Amateur Bicycle Record—First prize, Springfield prize cup; second prize, tea service, Indian chased and applique; third prize, water set, Italian chased.

### SEPTEMBER 9, SECOND DAY.

One Mile Amateur Bicycle, Open—First prize, gold medal; second prize, nut-bowl, Indian chased and applique; third prize, Stevens 10 bicycle, rifle with case. One Mile Professional Bicycle, Sweepstake—One prize, \$300 in cash. Three Mile Amateur Bicycle, Safety—First prize, gold watch; second prize, water set, Persian chased and Roman gold inlaid; third prize, diamond pin.—Half Mile Amateur Bicycle, 1.30 Class

—First prize, jardiniere, richly decorated; second prize, stop watch; third prize, card receiver, Venetian chased, old gold. Three Mile Amateur Bicycle, Record—First prize, tea service and water fluted pearl finish; second prize, gold chain; third prize, fishing set, fly rod, basket, landing net, etc. Ten Mile Professional Bicycle, Open—First prize, \$150 cash; second prize, \$100; third prize, \$75; fourth prize, \$25. Five Mile Amateur Tricycle, Record—First prize, Springfield prize cup; second prize, gold chain; third prize, silver vase with richly decorated glass. One Mile Amateur Tricycle, Tandem—First prize, 2 Stevens 15 in. bicycle rifles with cases; second, 2 stop watches; third prize, 2 silver ink stands. Five Mile Amateur Bicycle, 16 minute class—First prize, Springfield prize cup; second prize, water set, Indian intaglio chased, old silver and gold finish; third prize, plaque, gold variegated. Three Mile Amateur Bicycle, Handicap—First prize, gold watch; second prize, gold chain; third prize, lemonade set, gold finished and inlaid.

### SEPTEMBER 10, THIRD DAY.

One Mile Professional Bicycle, Safety—First prize, \$50; second prize, \$30; third prize, \$20. Ten Mile Amateur Bicycle, Record—First prize, Springfield prize cup; second prize, gold watch; third prize, tilting ice water set, hammered and pearl finish. Three Mile Amateur Bicycle, 9.10 Class—First prize, Springfield prize cup; second prize, mantle vase, Venetian chased and applique; third prize, mirror, gold and oxidized old silver. Three Mile Amateur Tricycle, Record—First prize, gold watch; second prize, vase lamp, old silver Venetian chased and embossed; third prize, plaque and case complete, hammered silver. One Mile Amateur Bicycle, Handicap—First prize, mantle vase, Venetian chased and oxidized; second prize, fruit dish, gold and oxidized; third prize, smoking set, copper and silver hammered and applique. Five Mile Professional Bicycle, Handicap—First prize, \$100 cash; second prize, \$60; third prize, \$40. Five Mile Amateur Tricycle, Tandem—First prize, two umbrella stands, copper with silver applique; second prize, two sconcers, gold and oxidized finish; third prize, two fruit dishes, silver and cut glats. Three Mile Professional, Open—First prize, \$75 cash; second prize, \$45; third prize, \$30. One Mile Amateur Bicycle, Safety—First prize, gold medal; second prize, silver watch; third prize, Lakin cyclometer.

One Mile Amateur Bicycle, Consolation—First prize, tea service, snow flake and engraved; second prize, nut dish, gold lined; third prize, water pitcher, Venetian chased, old silver and gold lined; fourth prize, stop watch; fifth prize, cigar box holding 50 cigars.

Of all the prizes ever offered to pot-huntery, the gold toothpick offered by the Weedsport B. C. takes the cavity. It required no little farsightedness and originality to select such a trophy. Where is there a cyclist who would not rejoice in the possession of a gold toothpick. Even E. Berry Wall, the record dude of Long Branch, couldn't do better. It's awful swell, yer know. Yes, it was a brilliant idea and no doubt all amateurdom will flock to Weedsport to have a shy at that toothpick.



THE WHEEL.

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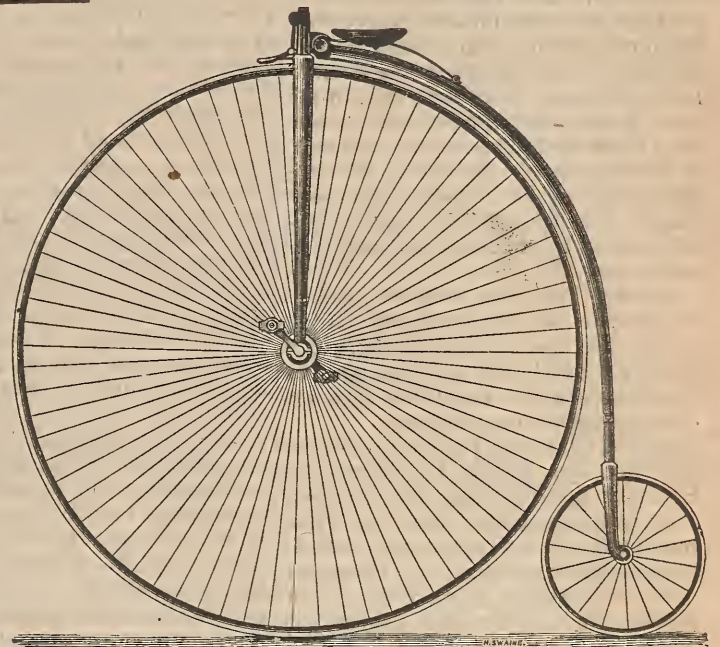
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## RACING AT THE HUB.

Another successful 50-mile bicycle road race has been placed to the credit of the wheelmen about the Hub. The race of the Dorchester Club last Saturday afternoon was the third held hereabouts this season and proved as successful as the previous two races. It was confidently expected that the records would be badly lowered, and this would undoubtedly have been the case had it not been for several disadvantages that the riders were forced to contend against. The roads were very poor, the weather far too hot, and in the latter part of the race, Rowe, the winner, rode alone. Had Rowe had some one to push him, it is very probable that he would have lowered the record in spite of the poor roads. Like all the road races, the result, owing to accidents, was not very satisfactory.

Rhodes the man that all looked to make it hot for Rowe, was retired early in the race by a bad header, which severely bruised and cut him up. In fact the whole interest of the race was centered upon these two men.

At the Lynn race Rowe took and the wealth of Lynn went to Dorchester, but Saturday the situation was reversed. Fortune seems against these two flyers meeting in a fair race, but until they do come together and one fairly downs the other, the backers of each will not be satisfied, and another race may be expected in the near future.

The route was announced to be over the best roads of the country, but this was by no means the case. It is, however, exceedingly difficult to lay out a 50-mile course, even about Boston, that will be good throughout, and the route selected was probably the best that could be found. It was as follows:—River street, Lower Mills, to Adams, to Quincy town, Hancock, School, Franklin, Independence avenue, Washington, to turning point. Return over same course as far as Centre street, then over Milton and Dorchester hill to starting point, River street, through Hyde Park and Dedham, Dedham avenue, Wellesley avenue, Washington and Eliot streets, to turning point about one-half mile beyond Bailey's, then return to starting point. The roads were even worse than usual, owing to alleged repairs being made all along the route.

The Dorchester Club is a comparatively young organization, and the race on Saturday was the first affair of the kind that they have undertaken, considering which the arrangements were very satisfactory. They certainly endeavored to do what was right, and make everybody have a good time. Several tents were erected on a field near by, for the storage of the visiting cyclists' wheels, and in one of the tents was provided a bountiful collation with various kinds of liquids. The latter were of course the most appreciated for the day was the hottest of the hot. Dr. W. G. Kendall, L. A. W. representative, was the promoter and general manager of the whole affair, and whatever credit its success deserves, is due largely to him.

A deal of interest was taken in the race, and goodly numbers of spectators were gathered at the starting point and along the route. All the local and suburban bicycle clubs were well represented, those from Lynn and Cambridge being out in force. The Cambridge men had much faith in Whittaker, and the result showed that they were not far wrong.

Not a few of the wheelmen present thought the day was too hot for cycling, and they came in carriages or conveyances other than cycles. Many of them were accompanied by ladies, and the fair ones manifested much interest in the contest, several of them wearing the club colors. Several ladies on singles and one on a sociable tricycle were also noticed among the spectators.

It is indeed a pleasure to note the growing interest that has been taken in cycle contests by ladies. Their presence adds much to the pleasure of the sport, and adds a refining influence that cannot prove but beneficial. When they can all be induced to attend on tricycles we will be supremely happy. I trust that the time is not far distant when such will be the case. At a race of this kind how delightful it would be to have the road on either side lined with the fair cyclists, enthusiastically waving their pretty handkerchiefs and encouraging on their favorites. I am inclined to think that some exceedingly lively time would be made down that stretch. But to return to the race of the present.

Previous to starting the 50-mile race a 15-mile tricycle race was started. The contestants appearing were: John Amee, Cambridge; John Williams, Dorchester; E. P. Burnham, Newton; W. Huntley, Newton; W. H. Huntley, Newton; W. Lester, Cambridge. It was expected that the heretofore invincible Burnham would have an easy victory, but instead the best he could do was to come in third. He was not in the best of condition and felt his defeat keenly. Better work is expected from him in the Boston club's race next Monday.

William's took the lead at the start and held it for a mile, when Burnham went to the front and made the pace for a time; then Huntley filled that position for a mile or so. At Hyde Park Huntley's machine toppled over and the other riders gained 200 yards on him. Before reaching the half-way point he passed Burnham and dropped into second place. Williams was now in front and had the race well in hand, and continued alone to the finish, running the race on a good lead. Huntley was second, Burnham third, and Lester fourth. Amee did not finish. Time, 1 hour 14 minutes 10 seconds and 1 hour 15 minutes 30 seconds. The time made now stands as the American record. Williams rode a quadrant tricycle. The course of this race was River street to common, in Dedham, four times round common, and then back over the same route.

Soon after the above race was started the competitors for the 50-mile race were called and arranged across the road in three lines. The first row was composed of David Drummond, Cambridge; L. D. Munger, Detroit; H. E. Lombard, Cambridge; W. E. Rhodes, Dorchester; C. E. Whitten, Lynn. The second line had W. P. Hood, Danvers; W. A. Rowe, Lynn; H. C. Getchell, Cambridge; F. W. White, Rome, N. Y.; A. A. McCurdy, Salem; J. C. Clark, Massachusetts Club; E. M. Westervelt, Springfield; while G. B. Craves, Cambridge, and S. G. Whitaker, Cambridge, modestly brought up the rear.

Rhodes had slightly the lead at the start, but the men hung well together until White street was reached when they began to string out with Munger in the van. At South Braintree the men were checked as follows: Rhodes, Rowe, White, Whittaker, Whitten, Westervelt, and Munger all in a bunch, while later

came Drummond, McCurdy and Lombard. Descending a steep hill on the return Rhodes took the header which retired him from the race and disappointed the whole of Dorchester. He pluckily remounted and rode past the starting point, but then had to give up. Near the scene of Rhodes' header Graves, Clark and Westervelt also came to grief and joined the number on the retired list.

The route was so laid out that, after riding 17 miles the men were to pass the starting point. Whittaker was the first to show up, and he was greeted with frantic cheering by his Cambridge friends. Then came Rowe riding in splendid form, followed soon after by Whitten and Munger.

"Where's Rhodes?" was the question asked by every one, and the faces of the Dorchester men, a few minutes before so bright and smiling, grew sad and long. When he finally did come he was riding very slowly and all covered with dirt. A cry of genuine sorrow went up, "Oh, that's too bad; he's had a fall!"

At this point the men were checked as follows:—

Name.	Time. H. M. S.
Whittaker, - - - - -	1 14 50
Rowe, - - - - -	1 15 19
Whitten, - - - - -	1 16 00
Munger, - - - - -	1 16 38
Rhodes, - - - - -	1 18 05
White, - - - - -	1 19 27
Getchell, - - - - -	1 19 35
Hood, - - - - -	1 19 42
Drummond, - - - - -	1 29 32

All the others were out of the race. About two miles beyond this point Rowe increased his pace and passed Whittaker. The latter hung close behind him until Great Plains was reached, when Rowe drew away, and keeping up a good pace was not once headed to the finish, when he completed the fifty miles with a good lead.

At the 25-mile point the men were checked as follows: Howe, 1.53 45; Whitaker, 1.53 45 1-3; Whitten, 1.56 10; Getchell, 1.59. After becoming separated from Rowe, Whittaker lost considerable time by getting off his route, and suffered the inconvenience of a header. Whitten seemed assured of third place, but he went way out of his course and came in a poor fourth, Getchell taking third prize with ease in consequence. Munger, of whom, owing to his brilliant performance in the Big Four 100-mile race, much was expected, got the cramps and a stomach-ache before reaching the twenty-five mile point, and he concluded to withdraw.

The time and result of the race is shown in the following: 1. W. A. Rowe, 3.47 37; 2. S. G. Whittaker, 4.07 00; 3. H. C. Getchell, 4.20 00; 4. Charles Whitten, 0.

Rowe rode a 55-inch Columbia Light Roadster, weighing thirty-five pounds; Whittaker was mounted on a Royal Mail. The prizes were elegant gold and silver medals to first and second, and a Butcher cyclometer to third. In addition to his medal, Rowe receives a handsome bicycle presented by the Pope Manufacturing Company. The machine used by Rowe stood the test of hard roads riding splendidly, not even a spoke or a nut loosening.

During the progress of the 50-mile race several other events, open only to club members were run. Of these, the

principal was the 15-mile event, as a special prize was offered by Dr. Kendall to the winner, as a token of the club championship.

For this there appeared at the scratch Will Emerson, H. S. Kendall, R. W. Howe and Irving Swan. Emerson took the lead at the start, and held it throughout, finishing in 1h. 3m. 20s. Swan was second in 1h. 8m. 27s., Kendall third, and Howe last.

In the one-mile race, Will Emerson won in 3m. 38s.; J. G. Greene second, in 4m. 1/2s.; P. S. Coombs, third, in 5m. F. W. Archer and W. S. Wheeler were also contestants.

The 2 1/2-miles race was won by A. V. Wallburg, 10m. 4s.; Irving Swan, second, in 10m. 20s.; E. L. B. Tuttle led until he fell and retired.

For the six-mile event the starters were H. S. Kendall, A. V. Wallburg, E. L. B. Tuttle and R. W. Howe. The finish was made by Wallburg in 26m. 15s.; Howe, 26m. 27s.; Tuttle third and Kendall fourth.

The one-mile race was won by Wm. Emerson with J. G. Greene, second, W. S. Wheeler, third, and P. S. Coombs, fourth.

## OTHER HAPPENINGS AT THE HUB.

Now that the Dorchester races are over we look forward with interest to the tricycle-road races of the Boston Club next Monday morning. This annual event has always been full of interest, and this season it promises to be even more so. The same riders who tried their mettle in the 15-mile race at Dorchester, will again come together, and the result may be different.

It is understood that Rowe, Rhodes, and Munger will descend from their bicycles and push a tricycle in the race. No doubt the Lynn men will be just as enthusiastic over their favorite, and be on hand with lots of money to back their opinions. Immediately after the start of the open tricycle race, a similar race over the same course will be run for members of the Boston Club.

It is hard to say who is the probable winner of this event, there are so many good tricyclists in the ranks of the Boston Club.

The policy of the club in holding the races early in the morning is a good one, especially so at this season of the year, when the heat during the middle of the day is almost overpowering. Besides the roads are less likely to be crowded with teams during the morning hours.

This latter is a matter, which is not, I fear being given sufficient consideration by the promoters of road races. Racing on the road is clearly against the law, and if many such races are held hereabouts, and the rights of the other frequenters of the highways not properly observed, it will not be long before the cycle will be brought into disrepute, and the law brought to interfere with the pleasures of the wheelmen.

The Boston Club has always been greatly concerned about this, and for that reason has never started the contestants together in their road races, but has allowed an interval of three minutes between the start of each contestant. This arrangement is not very favorable for the competitors, but it insures against a possibility of the roads being obstructed.

Edward Sells, of St. Louis, and known to fame as a member of the Big Four tourists, has been in town for several



days past. He has been well looked after by local wheelmen, and all who have met him agree that he is about the right sort of a fellow.

D. Edgar Hunter, the flyer from Beverly, has entered the employ of William Reed & Sons. He has almost fully recovered from the effects of his recent fall, and expects to compete at the Cleveland races next month.

H. S. Whittaker of Cambridge leaves here August 1 for St. Louis, where he goes to take charge of the bicycle department of the Simmons Hardware Company in that city.

George Thompson of Maplewood has on exhibition at the rooms of the Pope Manufacturing Company an electric bell for a bicycle. The bell is attached to the head of the machine and connected with a small battery located at the back of the saddle. The bell is operated by a button on the handle bar.

Yesterday was a hot day for wheeling, but the roads showed their usual number of cycle riders. Most of the local clubs, except those who never have runs on Sunday, had well attended runs, and by maintaining a moderate pace managed to enjoy themselves considerably. The beaches were the favorite resorts, and many a hot mile was wheeled over by perspiring wheelmen for the sake of reaching still hotter sands.

A dozen members of the Big Four were present at the Dorchester races Saturday, and endeavored to revive some of the old gags for the benefit of the assembled ladies.

At the races recently held at Springfield, Ill., Weber and Whitaker, the latter of this city, were protested as being makers amateurs. It is the first time that a protest has been made against these alleged makers' amateurs, and the result of the affair is looked forward to with much interest. The League rules provides for a disposal of all makers amateurs, but it must first be proven that the men under suspicion are receiving pay for racing, and this will be exceedingly difficult, if not impossible to accomplish. Whitaker is greatly incensed over the protest, and declares that in his case a great mistake has been made as he has always paid his own expenses at races, and has never received any monetary remuneration for racing. C. S. H.

Boston, July 27, 1885.

# PENNSYLVANIA L.A.W. DIVISION MEET.

The annual meet of this division was held at Scranton, Pa. Numbers of wheelmen arrived by the early morning trains, and the members of the Scranton B. C. met them at the depots and escorted them to the Wyoming Hotel, the League headquarters.

The procession was started shortly after ten, headed by a brass band. Chief Consul, E. M. Aaron, was in command, his aids being George Sanderson, Jr., Scranton, Ewing L. Miller, Philadelphia, and George Dakin, Buffalo. The pace makers were Messrs. Connolly and Wallace of the Scranton B. C. The line was headed by the Binghamton B. C. with four members, followed by the Wilkesbarre B. C., ten; Tunkhannock B. C., three; Lackawanna B. C., eight; Montrose B. C., four; Pittston B. C., four; Bethlehem B. C., two; Wilkesbarre Ramblers, five; Philadelphia clubs, eight; Scranton Juveniles, fourteen and

the Scranton B. C., thirty men. W. C. Kaufman the Buffalo professional fancy rider rode on a Singer wheel at the end of the procession, and following him were Brandt and Pryor on a tandem bicycle. The route was through the principal streets of Scranton, the wheelmen disbanding at J. C. Platt's grounds on Jefferson Avenue, after being photographed on Mr. Platt's lawn.

The business meeting was called to order in the Lackawanna rink at 11.30 with C. C. E. M. Aaron in the chair. Proceedings were opened by a speech from the chairman, who spoke of the progress of the past year, and reported a division membership of 934, which gives Pennsylvania the second largest league membership. In the absence of T. Howard Wright, secretary-treasurer, John J. VanNort was appointed to act pro tem. The treasurer's report, read by the chairman showed a balance on the right side. Mr. Wright was re-elected secretary-treasurer. After other important business and remarks by members the meeting adjourned.

About 1500 people visited the Driving Park in the afternoon to witness the races. The track was in good condition. The officers of the day were: Referee, E. M. Aaron; Judges, H. E. Ducker, E. L. Miller, George Dakin, H. S. Wood; and A. J. Kolb, Fred. C. Hand was starter, Frank D. Watts clerk of the course, Dr. J. V. Richards, Gerry Jones and Shepard Ayars timers, and H. A. Cole and John F. Roe, Jr., scorers.

One-half mile, novices—H. P. Simpson, Scranton, 1.35; M. J. Corbett, Binghamton, second; J. B. Rogers, Binghamton, 0; W. F. Staley, Pittston, 0; Edward Siebecker and Geo. S. Mott, Scranton, 0. Corbett led till a furlong from home when Simpson spurred past and was never headed.

One mile open—Joseph Powell, Smithville, N. J., 3.05; T. R. Finley, Smithville, 3.06½; D. H. Renton, N. York, 0; C. E. Titchener, Binghamton, N. Y., 0; W. J. Staley, Pittston, 0; L. J. Kolb, Philadelphia, 0. Kolb jumped off with the lead but was soon passed by Titchener; near the finish Powell and Finley came to the front, both placing themselves easily. Powell was protested as a professional by Renton of New York, and the prizes were withheld pending an investigation.

One-half mile, boys—Alex. Brown, 1.57; Charles Raub, second; W. A. Kammerer, 0. Brown did the others up "Brown," leading from start to finish.

One mile handicap, club—J. R. Schlager, 3.03; S. Mott (200 yds), second; H. P. Simpson (200 yds), 0. Schlager rode a fine race, making a record for the track.

Three miles State championship—J. R. Schlager, Scranton, 9.35½; L. J. Kolb, Philadelphia, by 220 yards; M. J. Bailey, Phila., by a foot. Bailey led at the mile in 3.14 3-4, with Schlager, second; Kolb, third. The same order was maintained all the second mile, passed by Bailey in 6.31; Schlager then spurred the last mile, beating the others by 220 yards. A good struggle for second place.

One mile ride and run—H. C. Hersey, Elmira, 4.29¼; C. B. Ripley, Hartford; W. H. Stone, Binghamton, 0; W. P. Moshley, Binghamton, 0. The latter was going nicely in the lead, but he sprained his ankle and withdrew.

Two mile scratch—J. Powell, 6.29;

T. R. Finley, second; D. H. Renton, 0. One mile State championship—J. R. Slager, 3.07½; L. J. Kolb, by twenty-five yards; W. J. Staley, 0. Schlager led from start to finish and was never troubled by the others.

Five miles handicap—J. Powell, 17.20 3-4; Renton, second; C. B. Ripley, 0; M. J. Bailey, withdrew. This race was not hotly contested.

One mile consolation—Kolb, 3.17; Bailey, second; Staley, third.

Tug-of-War—The Scranton B. C. beat the Binghamton B. C., Schlager winning in 3.14, although closely pressed by Titchener of the Binghamtons.

In the evening over 2000 people gathered at the Lackawanna Rink to witness the entertainment. The first event was the fancy riding of Frank Parrott. This was followed by exhibitions by Finley on his "Star" and Kaufman on his bicycle and unicycle. The latter wound up the fancy riding by riding a cart wheel.

The slow race was won by Finley, but having fouled Parrott, the prize was given to the latter. The competitive drill by teams of eight, representing the Binghamton and the Scranton clubs; the verdict being given in favor of the latter. The presentation of the prizes was made by Chief Consul Aaron who with George Anderson, Jr., made appropriate remarks. Prizes were withheld from Messrs. Powell and Finley, whose status will be investigated by the L.A.W. racing board.

## BROOKS BEATS RECORD.

On Saturday, July 20th, John Brooks, the Blossburg, Pa., professional rider, promoted a mixed race meet at his training track. The professionals entered having failed to turn up, Brooks postponed the amateur events, and in lieu of contests he rode twenty-five miles against record, charging no admission to the grounds. His times were as follows: One mile, 3.03; five, 15.11; ten, 31.02; fifteen, 46.34; twenty, 1h. 03m. 16s. and twenty-five, 1h. 20m. 59 9-10s., beating W. Woodside's record of 1h. 23m. 5 3-4s., by 2m. 11s. This record was made at Chicago, Dec. 8, 1884, on a board floor, three laps to the mile, in a fifty mile race. The amateur record for this distance is Weber's 1.23 04 4-5, made at the Yale meet.

The track was measured the day previous to the race and found to be five laps, 140 yards to the mile. In accepting this record, it is well to bear this fact in mind. Had the track been an even number of laps to the mile, the question of correct scoring and clocking would be simplified, but in this case none but experienced scorers and timers could obtain correct returns. Whether they were experienced or not we do not know, but we are informed that they were selected by the crowd which was truly a novel way to get experienced officials. The 9-10s. has a suspicious look about it, but we presume that the chief clockist held a horse-timer, the fractional second hand of which always stops at any point, and in this case it probably stopped midway between 59 9-10 and 60. How these men ever obtained the fractional times on such an irregular track we do not know but Brooks should have obtained affidavits as to the correct measurement and ability of the timers, and together with the method used to locate the different finishing

posts of the fractional distances, five, ten, fifteen miles, etc., forwarded them to some prominent cycling paper, and until some such papers are forthcoming we shall refuse to credit this latest onset on the record tables.

## THE CHICAGO TOURNAMENT.

The new track of the Chicago Bicycle Track Association was successfully inaugurated on Friday and Saturday, July 24 and 25th. The opening race meeting was set down for May 29 and 30th, but a heavy rain storm flooded the track and compelled the association to postpone till last week. A large crowd witnessed the races which were exciting, but not particularly fast, owing to a high wind which materially interfered with the races on the back stretch. With time, the track will rank with the fastest in America.

### FIRST DAY.

Five mile match race—John S. Prince (scratch) 16m. 55½s.; Asa Dolph (50 yds.) withdrew. Both men were in poor condition, and Prince was about to retire, when Dolph was attacked by cramps and compelled to decamp. The stake was stated to be \$250.

One mile professional, best two in three heats—W. Woodside won the two last heats and the race. John Brooks won the first heat in 2.46 3-4.

One mile bicycle—Phil. Hammill, 3.07½.

Two miles handicap—H. W. Gaskell, Boston (scratch) 6.10 3-4; John Nicholson, Minneapolis, (25 yds.) second; H. A. Parker, (60 yds.) withdrew, Parker rushed off with the lead but being overhauled by Gaskell and Nicholson he withdrew. Gaskell won easily.

The first day's racing was ended by trick riding by Prince Wells of Louisville, Ky. The report of the second day's racing not yet having arrived, will be published next week.

An enthusiast writes: "Out from the city, out from the throng, Silent and swift we are sweeping along," from, "Where pestilence ever—by night and by day, With long bony fingers is grasping its prey."

The above is a fair sample of the ordinary effusion of the cycling poet. It possesses the merit of not mentioning the delights of spring, or anything about "summer rain." It is very pretty no doubt, but we never did like sweeping; we prefer remaining in our light-blue and old-gold offices, entering up subscriptions for the WHEEL, (only two cents per week). As for Mr. Pestilence Ever, we think he is doing the correct thing, in meandering around searching for his pay. Some men would skin an arch angel. We have never seen he of the long fingers however, although our office overlooks St. Paul's churchyard. In fact we owe all our inspiration to this local "God's Acre." Perhaps the bony one keeps shy of us, for fear we might write him up.

Mr. Wallis Roberts, secretary of the N. C. U. Championships publishes an open letter in the English cycling journals, stating that he has been pressed to ask the N. C. U. executive to allow a meeting to be held late in September, for the purpose of having the fastest amateurs and professionals meet in open competition.



More about that Tandem tricycle record—After having put into type the article on "Official Ignorance," which appeared in last week's WHEEL, we recollected that, as the two tandem tricycle races mentioned therein were run on tracks that had but a chalk mark border, they could not be accepted as records, but as they proved the fact that races of this kind other than the one at the Yale meet had been run in this country, we allowed the matter to go through. We now present the genuine amateur tandem tricycle record, and we will take it verbatim from the *Bicycling World*, which denies that there is a record for this machine.

Describing the Philadelphia tournament, held at the Gentleman's Driving Park, September 13th, 1884, the *World* states in its issue of September 26, 1884, page 356. "Tandem Tricycle race," Germantown Club, (1), G. D. Gideon, A. G. Powell; 3m. 44 1/2s.; Ladies' Club, M. W. Brinkman and W. W. Randall (2), 4m. 13s. This establishes a record.

#### FROM THE CLUBS.

##### FIXTURES.

August 5, 26.—Clerical Wheelmen's Canadian Tour.  
Aug. 12.—Race meet at Weedsport, N. Y.  
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. 3.—Troy B. C.; fourth annual race meet at Island Park.  
Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.  
CLOSING OF ENTRIES.

Aug. 11.—Entries close for Weedsport B. C. Tournament. For full particulars, address W. R. Brock, Secretary, Weedsport, N. Y.  
Aug. 25.—Entries close for the Hartford meet. For full particulars address Robert F. Way, P. O. Box 1025, Hartford, Conn.

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#### MISCELLANEOUS.

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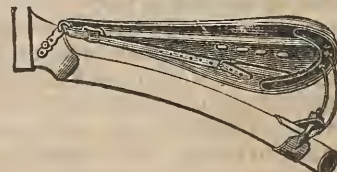
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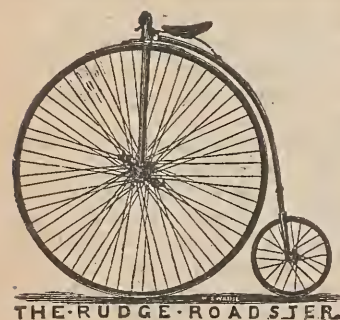


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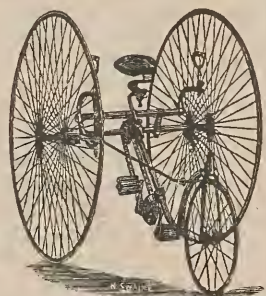
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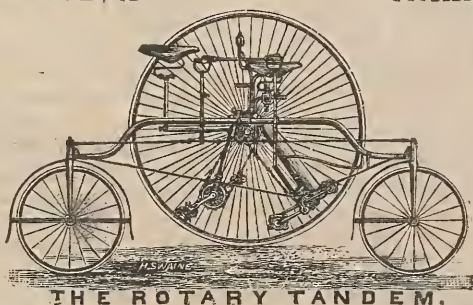
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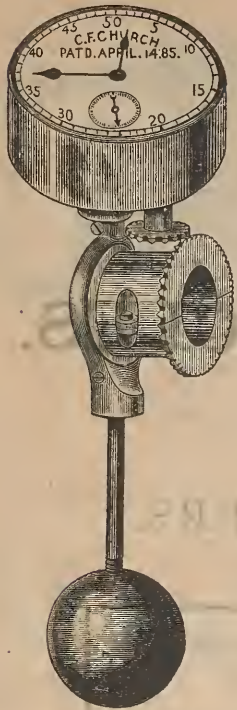
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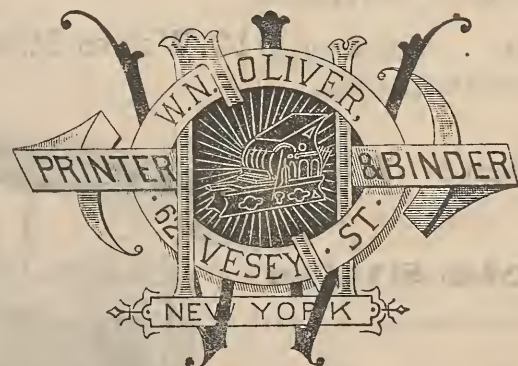
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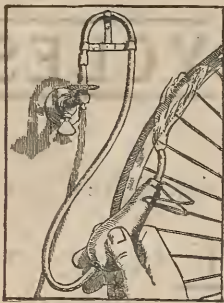
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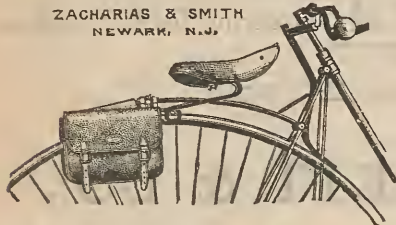
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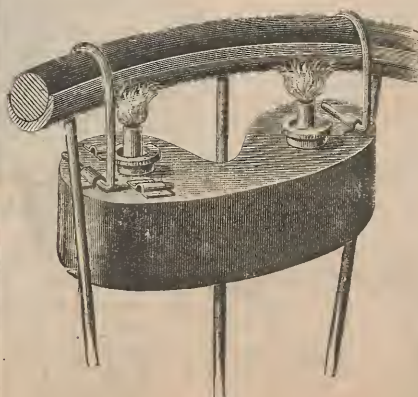
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