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A NEW TWENTY-FOUR HOUR RECORD.

The most creditable road performance so far, attempted by American 'cyclists, is the breaking of the 24 hour record of 241 miles, recently made by Messrs. Ives and Rhodes, by Alfred A. McCurdy, of Dorchester, Mass., raising it to 255 $\frac{3}{4}$ miles. McCurdy has been in training for the event for some time, and has confidently expected to put all existing distances into the shade, but when the fact of his receiving a terrible header from collision with another rider, loosening several of his teeth and sustaining other injuries, is taken into consideration, it is indeed a wonderful performance. The course was from the Faneuil House to a point 23 5-8 miles out and return, a total distance of 47 $\frac{1}{4}$ miles. The course was measured last Sunday by Mr. E. P. J. Morton, and found to be that distance. McCurdy was to ride to and from the different points as many times as he could in the twenty-four hours, and then circuit about Brighton for the remainder of the time.

The watches just marked the hour of six when he was sent away Monday evening from the Faneuil House accompanied by the hearty cheers of a score of 'cyclists. The time was taken and his cyclometer checked by Freelon Morris of the Boston club and C. S. Howard of *The Globe*, who acted as judges of the trial, and were on hand to take the time at the finish. During the twenty-four hours at the completion of each circuit of the course he was checked by E. P. Morton, A. E. Pattison, and the hotel clerk, Frank Balch. He was at all times accompanied by one or more pace-makers, and everything possible was done to prevent any

afterdoubts being cast upon the accuracy of the record made.

He completed the first circuit at 10:18 P. M., four hours eighteen minutes after the start, which time includes a delay of fifteen minutes at Newton, caused by a collision with another rider. McCurdy's bicycle was badly injured, but he was able to ride to the hotel, where he was provided with another machine. His pace-makers were L. H. Frost of Chelsea and W. A. Bond of Lynn.

After a rest of fifteen minutes, the second circuit was begun, Mr. C. H. Annis of Lynn, and Mr. Frost of Charlestown setting the pace. Tuesday morning at 2.37 A. M. he completed the second lap, having covered 141 miles. He started at a brisk pace on the third lap at 3:02 A. M. having disposed of a hearty breakfast, and been rubbed down. This lap he completed at 7:12 o'clock, having covered 141 miles from the start. After a rest of twenty-two minutes he mounted his wheel at 7:34 o'clock and started on his fourth lap, with G. E. Cain of Lynn, as pace-maker. McCurdy, when he came in was looking rather tired, but after being rubbed down, making a change of clothing, and taking a light dinner he looked like a new man, and the rapid rate of speed at which he started left no doubt but that the rider was yet in good condition; but the accident which occurred to him on his first lap had been telling against him. His teeth were loosened in the fall, and he was unable to partake of any solid foods. His trainer, C. H. Carroll of Lynn, had made arrangements so that along the course he was provided with hot beef tea.

The fourth lap was completed at 11:37 o'clock, with 188 miles to his credit. He rested 22 minutes, and when he started on his fifth lap, at 11:59 o'clock, he was looking as fresh as ever. He was accompanied by F. A. Woodman of Chelsea and H. E. Lombard of Cambridge. They arrived at Newton Centre at 2:23. Here it was decided to prolong the route by riding over the course to the great signboards and back, a distance of seven miles. At this point the cyclometers checked 213 miles. Thence he made two extra trips to the signboards, making three trips in all to that point. Messrs. Porter of Lynn, Lombard of Cambridge, Drummond, Woodman of Chelsea and Carroll of Lynn, alternated as pace-makers. At 4, he left Newton Centre for Faneuil House, the cyclometers checking 233 miles. McCurdy was in excellent condition, and going at a hot pace. He looked, and evidently felt very tired, but evinced no desire of slowing up. He made up his mind to go as far as possible, and put the figures at a notch hard to reach. While at Newton Centre, which is about half way in each round, he partook of beef tea, ginger ale, and custard, occupying only a few minutes time. McCurdy reached the hotel again at 5:21, the cyclometers registering 248 $\frac{3}{4}$ miles. This was made known to the large number of

wheelmen present, and was greeted with an outburst of enthusiasm. Mr. Lombard reported that McCurdy's pace had been superb, and that he had had hard work to keep with him. At 5:22 he was off again, and rode to the Beacon House, returning at 5:57, and with but three minutes remaining. This he spent in short rides around the house, and returned with thirty seconds to spare. As he dismounted, McCurdy was at once taken to his room and rubbed down. At the finish of the ride he was in excellent condition. At 7 P. M. Mr. E. W. Pope, of the Pope Mfg. Co., tendered a supper to the wheelmen present. The following table is a resume of the twenty-four hours:

	Distance.	Started.	Finished.	Elapsed Time.
First round...	47	6 P. M.	10:18 P. M.	4:18
Second round...	46 15-16	10-34	2:37 A. M.	4:03
Third round...	47	3:02 A. M.	7:12	4:10
Fourth round...	47	7:34	11:37	4:03
Fifth round...	60 5-16	11:59	5:21 P. M.	5:22
Additional....	6 $\frac{3}{4}$	5:21	5:59:30	37:30
Total.....	255 $\frac{3}{4}$			22:33:30
Total time rested.....				1:26
Total time.....				23:59:30

MUNGER FAILS TO GET THE RECORD.

HE BREAKS DOWN IN AN EFFORT TO EXCEL
MCCURDY'S PERFORMANCE.

L. D. Munger of Detroit, who came East expressly to undermine the 24-hour bicycle road record, was not at all daunted by McCurdy's brilliant performance, but left the Faneuil House, Brighton, at 5:30 sharp Tuesday afternoon, with Mr. J. C. Clark of the Massachusetts Bicycle Club as pace-maker. An encouraging shout followed them as they started. Their route lay through Mattapan, Hyde Park, Dedham, Needham, Newton, Watertown toward Waltham, back to Watertown, Brighton to Faneuil House. The first return was at 8:47, the cyclometer checking 35 11-16 miles. Munger was immediately off again with Haynes of the Massachusetts Club as pace-maker. They got back at 9:34, the cyclometer, of which there were two on Munger's machine, one on the axle and one on the forks, registering 44 $\frac{1}{2}$ miles. A rest of 14 minutes was then taken. Munger was feeling first rate, and he had thus far equalled McCurdy's record. He was rubbed down and fed, and then taken out by Mr. W. P. Hood of the Danvers club over the 50-mile course of the Boston Bicycle Club.

While riding through Newton he slipped one of his pedals, which, when it came up again, cramped the foot in such a way as to badly strain his ankle. The pain bothered him somewhat; but he continued on, hoping that the strain would prove of no consequence. The second circuit was a longer one, and when completed at 1:40 A. M. the cyclometer showed that eighty-five and three-fourths miles had been covered.

The third round was begun at 2:01 $\frac{1}{2}$ A. M., with H. C. Getchell for pace-maker. Mr.

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Getchell was the first pace-maker he had who knew the course, and a full fifty miles was made. The circuit was completed at 6:51 A. M., with a record of 135 3-8 miles.

At 7:20 he started on the fourth circuit, with C. O. Danforth for companion. Some fast time was made on this trip, fourteen miles being covered in one hour. It was 11:49½ A. M. when the hotel was reached, and the cyclometer showed 185½ miles. His ankle was now paining him greatly, but, after having it doctored up a little, he concluded to continue on. C. I. Swan and J. C. Clarke went with him as pacers. At Newton Centre he was met by his friends, who seeing that he was suffering greatly, persuaded him to abandon the trial, which he did, and returned directly to the hotel. Munger is of strong and wiry build, weighs about 160 pounds, and rides a 57-inch Apollo bicycle weighing 34 pounds.

A TRICYCLE ROAD RECORD.

50 MILES IN 5H. 27M.

While Ives, Rhodes and McCurdy have been cracking the bicycle road records, but little has been attempted on the tricycle; but now that John Williams has opened the ball with a cut at the fifty-mile road record, we expect to see the entertainment kept up all winter. We have records and records and the pen of the wheeling journalist is weary of the sound. We propose to keep track of them and some of these days will issue another little book. The previous American record for the distance was 6h. 26½m., made by L. J. Martell, May 30th, 1885. The English amateur time is 3h. 39m., by H. J. Webb, Sept. 27th, 1884. The story of William's ride is as follows:

"Williams started Tuesday at 12:53 P. M. from the corner of Chester park and Columbus avenue with the double intention of trying to make a fifty mile tricycle record, and to lay out a course for L. D. Munger to try breaking the twenty-four hour bicycle record. He was accompanied by Munger and Gideon Haynes, Jr., both of whom had Butcher cyclometers attached to their wheels. The greatest care was taken in turning, and checking the cyclometer measurement. The Butcher is noted as being the most accurate cyclometer made, and as they both registered the same distance within a very small fraction of a mile there seems little doubt of the correctness of the record claimed. It was at first proposed to ride over the course of the Boston club's recent 100-mile race, but at Needham the riders strayed off the course, and as Williams was doing such good work it was decided to lay out an impromptu course by the cyclometers.

The course traversed was as follows: Chester park to Albany street, Swett street, Boston street, Hancock street, Meeting House Hill, Adams street, Milton Lower Mills, River street, Mattapan, Mill Village, Dedham, Needham Plains, Wellesley, Washington street, Great sign boards, Newton, back to Newton, Watertown avenue to Watertown, return to Watertown, Watertown avenue to Newton, Washington street, Brighton avenue to Brighton, Cambridge street, Brighton avenue to Chester park, and finished at the corner of Chester park and Tremont street. When near the end of the course Munger and Haynes rode in advance of Williams, and when their cyclometers marked 50 miles, dismounted and took his time as he passed. The time for 25 miles was checked as 1h. 45m., which is wonderfully fast. The reason why the last 25 miles was not done in quicker time was because, at that point, Williams felt so bad that he about concluded to give up in despair, but his comrades induced him to continue on."

MR. NEILSON EXPLAINS.

Editor of the Wheel.—My attention has just been called to the report of the Chicago 'Cycle Tournament by your special correspondent in the WHEEL of October 23d, in which you allowed him to serve himself or others some sinister purpose by contemptible slurs and falsehoods about my manner of riding in some of the races. I did not ride in a "disgraceful manner," or "wobble all over the track," or do anything that for which I "ought to be ruled off every respectable track," and I can prove it. Your statements are false and libelous, and I call on you to retract them in the next issue of the WHEEL. If you don't, I shall seek other redress.

Yours respectfully,

ROBT. A. NEILSON.

PROSPECT PARK RIDING RULES.

For some time past the wheelmen of Brooklyn have been annoyed by unattached wheelmen and strangers, who disregarded the former rules in connection with coasting, riding without lights, colliding with baby carriages and indulging in other freaks peculiar to wheelmen, and petitioned to the Park Commissioners for protection. The badge system in vogue at Central Park and a new set of rules have been the immediate result. A Brooklyn paper has this to say of the new arrangements:

"The new rules governing bicycle and tricycle riders in Prospect Park will go into effect on Sunday, Nov. 1. They are in substance as follows: From Nov. 1 to May 1 riding will be permitted upon all pathways before 10 A. M. and after 7 P. M. At other times no riding will be permitted on any of the pathways excepting those south of the lake from the Irving statue to gate 4 and to Lookout Hill. The west drive running parallel with Ninth avenue, Fifteenth street and the old Coney Island road to gate 4 at the southerly entrance may be used at all times. Fast riding, racing and coasting must be dispensed with, and the right side used at all times. Bicycle riders must dismount in going down Ravine Hill and Deer Paddock Hill, but tricyclers may descend these hills mounted, provided their brakes are applied. Lighted lamps must be carried by all after sundown. On the Ocean and Eastern pathways and Coney Island Concourse riding at will may be indulged in at all times, but the rules of the road must be observed.

All wheelmen will be required to register their names and addresses at the office of the Chief Engineer and Superintendent in the Litchfield mansion and procure a numbered badge from the Park Commissioners which shall be worn conspicuously on the left breast, and no wheelman will be allowed to enter the park or use the parkways and concourse without such a badge. Special privileges such as parades, entertainments to visiting clubs, etc., can be arranged by application to the Chief Engineer and Superintendent.

The rules it is said, meet with the approval of all experienced riders, and were in the main suggested by the organized clubs of Brooklyn."

WHEEL GOSSIP.

M. V. J. Webber's American prizes are on exhibition in a shop window, Ryde, Isle-of-Wight.

The social members of the Boston B. C. are whistling for a club restaurant. From present indications, they will keep on whistling.

H. O. Duncan is having a racing track, after the English style, laid out at Montpellier, France. We advise him to imitate Springfield.

M. Josee Kohont, of the Cesky Klub Velocipedists, holds the twenty-four hour record for Germany. He recently covered 248 miles in 21 hours, 30 minutes, actual riding time.

By reason of the great rivalry, that always has, and probably always will exist between St. Louis and Chicago, the racing qualities of Mr. S. G. Whittaker, late of Boston, make him a desirable acquisition of the former city.

Mr. John B. Marsh, has just completed a tricycle tour from Locarno, Switzerland, to Milan, Italy, riding through one of the passes of the Alps. At Como, he was the guest of Count de Yoldi, Castle Carnasino Presso.

The *Cycling Times*, commenting on the Rochester meet, says that "James was unlucky as usual." You are wrong, friend Fox. To quote from the English press in the reports of Hartford and Springfield, "Twas a clear case of superiority."

The London *Illustrated Sports*, publishes an article on "The Decline of Cycling." The writer after dwelling at length on the causes of the decline, suggests that the C. T. C. hold an annual tour, on the plan of the Big Four. He is of the opinion that it would do much toward arousing a new interest in the sport.

The fever for expensive club houses is evidently infectious. The Missouri Wheel Club, of St. Louis, has announced that it is ready to receive offers from builders to erect them a house costing about \$10,000. One capitalist has offered to put up a building at his own expense, on condition that the club lease it for a number of years. Some of the more sanguine members of the M. B. C. expect that the proposed house will be well under way by the beginning of winter.

Wm. A. Rowe, whose late record breaking performances were reported in the last WHEEL, will make Springfield, the scene of his great successes, his permanent residence next year. He has already applied for membership in the Springfield B. C. and will undoubtedly be elected to membership, at the next meeting of the club, on November 5th. During the winter, when riding will be impossible, Rowe will go through a complete gymnastic training at Boston, under the care of Dr. Sargent. With the coming of spring we confidently expect that Rowe will blossom forth, as the fastest amateur bicycle rider in the world.

FROM THE CLUBS.

[Club secretaries and others are invited to contribute to this Column and keep us well posted as to runs, races, elections and other events of interest.]

LEOMINSTER.—The Leominster B. C. have under way a "Whist Tournament," for the championship of the club; to be followed by a "Billiard Championship." Truly, a good idea.

MAVERICK.—The Maverick (Boston) Wheel Club, hold an entertainment at the Paris Rink, on October 29th.

NEW ORLEANS.—The New Orleans B. C. has elected the following officers: President, L. E. Tyler; Vice-President, J. M. Gore; Sec'y and Treas., G. A. Miller; Captain, C. M. Fairchild; Lieutenants, G. McD. Nathan and R. J. Bertram.

NASHVILLE.—The Nashville B. C. has elected officers as follows to serve for the ensuing year: President, E. D. Fisher; Vice-President, Jas. S. Ross; Sec'y and Treas., J. P. Osborne; Captain, A. J. Dyas; First Lieut., Jos. Gibson; Second Lieut., C. R. Vanderford; Bugler, E. A. Coles; Standard Bearer, J. B. Burnett; Club Committee, A. E. Howell and T. Morat.

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HUB HAPPENINGS.

HOODLUMS BREAK MANY PAPER LANTERNS AND BICYCLISTS BREAK MANY ROAD RECORDS.—AN EVENTFUL WEEK AT THE METROPOLIS OF AMERICAN CYCLING.

The past week has indeed been a lively one in cycling circles, and I fear it will be difficult to give a full account of all that has occurred without unduly crowding the columns of THE WHEEL. Perhaps the most "eventful event" was the Japanese and Chinese lantern parade of the Massachusetts Bicycle club last Thursday evening. To Lieutenant A. D. Peck belongs the conception of the idea, and the successful manner in which it was carried out. As far as he and the club were concerned, or for that matter all the wheelmen, the affair was a grand success; but Boston's hoodlum element turned out in such force and displayed such activity as to sadly mar the parade, and bring it to an untimely end.

It was a weirdly beautiful night, oriental in its loveliness and viewed from a distance, seemed not unlike a myriad of will-o'-the-wisps; the twinkling lights darting hither and thither, ever ceaseless in their erratic movements. Imagine a line of upwards of four hundred bicycles and tricycles, pendant from everyone of which hung gorgeously brilliant paper lanterns of every line known to the art of the orientals; while ever and anon colored fires loomed from the handle bars of the cycles, suddenly illuminates with dazzling brilliancy, the surrounding space. Thousands thronged the streets to witness the spectacle, and were well repaid for their trouble.

A bicycle would seem a machine capable of but slight ornamentation in the way of fragile lanterns, yet many bore a score of the twinkling lights, and one had forty-three. The latter was a feature of the parade. It was an ordinary bicycle, about which was rigged the outline of a yacht, the lines, spars and yards, formed by strings of lanterns, and at the mast top floated a pennant bearing the word "Puritan." The tricycles afforded unlimited opportunity for decoration, and the riders fairly excelled themselves in the artistic arrangement of the colored light. Some were wholly enclosed in a bower of colored light, while hoops and crosses and umbrella frames formed bases for innumerable designs. A unique effect was produced by arranging an arch of the colored lanterns behind the rider, casting about his head a halo of Japanese glory.

So long a parade of wheelmen has but once before been witnessed in the streets of Boston. If we can turn out such a number for an occasion of this kind, how many more will we be able to show when the League meets here next spring?

Soon after eight o'clock the parade started from in front of the club house, which was itself as gayly decorated with works of Japanese art as any of the wheels which flitted before its doors. The order of the parade was as follows:

SQUAD OF POLICE.

Lieutenant A. D. Peck and staff; President H. W. Williams and Captain Shillaber of the Massachusetts Club; President H. W. Hayes of the Cambridge Club; Captain John Vivian of the Charlestown Club.

Massachusetts Bicycle Club 122 men.
Cambridge Bicycle Club, 30 men—Captain Charles Smith.
Charlestown Bicycle Club, 25 men—F. S. Nelson commanding.
Newton Bicycle Club, 15 men—Captain H. M. Saben.
Allston and Cambridge Wheelmen, 40 men—H. B. Lord commanding.

Massachusetts Institute of Technology Bicycle Club, 30 men—Captain Fred Wood.

Somerville Bicycle Club, 15 men—Captain H. S. Worthen.

Maverick Bicycle Club of East Boston, 25 men—Captain F. H. Brewster.

Suffolk Wheel Club, 15 men—Captain W. E. Webber.

Somerville High School Bi. Club, 10 men—Captain E. H. Bailey.

Nonantum Bi. Club of Newtonville, 15 men.

Waltham Bicycle Club, 20 men—Captain E. J. Williams.

As soon as the parade was started the hoodlums made their presence felt. From out the slums of South Boston, East Boston and the Highland district, they had come in scores, each bearing a stick, and a pocketful of rocks; the latter as ammunition for those deadly juvenile weapons known as "sling shots." Thus armed they proposed to make things lively for the "dudes" they were pleased to call the cyclists. The beautiful lanterns were an easy target for the gamins, and comparatively safe too, for the wheelman could not easily leave his wheel and pursue his tormentor. Not half of the route had been traversed before two-thirds of the lanterns were demolished, yet there was still enough to make a goodly display.

When about half the parade had passed the corner of Newton street and Columbus avenue, affairs reached a crisis. Mr. W. W. Stall, well known as one of Boston's most muscular cyclists, was standing on the corner, and after repeatedly seeing a certain youth strike the lanterns and cause the fall of more than one of the wheelmen, he lost all patience and grabbing the youth by the coat collar started to march him off to the police station. The crowd at once set up a cry of rescue, and closed about the cyclist and his prize. Some took hold of Stall, others of the boy, and endeavored to pull them apart; but Stall had a good grip and successfully held his prize.

A half dozen wheelmen left their machines and forced their way to the side of their comrade. Excitement was now at fever heat and cries of "let him go!" "Hold on to him!" were heard on every hand. Then the cry was taken up of "He's choking the boy, 'See he's turning white;' answered by howls of "Down with him," "He's a dude," "Slug him on the head," and the like. Sticks and stones were flying about thick and fast, and many will have bruises and scars to long remember the fracas.

For a quarter of an hour the fight raged hot, the half dozen wheelmen, hanging well together and holding their own manfully. Some excited individual among the crowd yelled that Stall had drawn a revolver. Just at that moment the long absent policeman began to club his way through the mob. Not fully understanding how matters stood, and hearing that Mr. Stall had drawn a revolver, he naturally grabbed him, and insisted on his going to the station house. Then the long-held boy escaped. The crowd thereupon took sides with Mr. Stall and tried to rescue him from the policeman. It was hot work for a few minutes more, when two mounted policemen dashed up and succeeded in scattering the crowd, and holding them in check while the policeman and the cyclists hurried to the station. Matters were there quickly explained and Mr. Stall at once departed mentally thinking hard words about the stupidity of the officers in allowing his prize to escape.

The latter part of the parade was completely demoralized, and the majority returned home.

SMASHING ROAD RECORDS.

So frequently have cycling records been lowered of late, that yesterday an account of

one of these performances, given in a daily paper, was headed "Chestnut, Another Bicycle Record Broken." It really is getting to be monotonous. There was scarcely a day last week, beginning with Rowe's 20-mile ride Monday, that some record was not reduced. We have had our share of them about Boston, three since Thursday. To-day is Monday and to-night A. A. McCurdy will start at 6 o'clock to try and regain the 24-hour record wrested from him so recently by Ives and Rhodes. He intends riding over the same course and endeavor to have all the conditions just the same as they were for Ives and Rhodes, so that whatever record he may make will stand on equal merit with their performance.

McCurdy, however, is not the only one who thirsts after the glory to be derived from smashing 24-hour records. L. D. Munger, of Detroit, once holder of this much fought for record, arrived here Friday night, and as soon as he can possibly get himself in trim he will set out on the same course as the other riders, and see if he cannot better any record they may have made. As Munger is as confident of smashing any record McCurdy may make, as the latter is of bettering the record now held by Ives and Rhodes, it is impossible for me to predict what the American 24-hour record will be when this is read by the readers of THE WHEEL.

The course over which they ride is that laid out for the recent 100-mile road race of the Boston Bicycle Club. It is a 50-miles circuit and the record-breakers speed around it as many times as possible. I have ridden over the course and can say that it is simply superb. I am confident that there is not another such course in this country, and I have been assured by those who know, that there is nothing superior in England. This being true there seems no good reason why a record can not be made over this course that will equal if not excel that now held by England. Our record is now within 25 miles of it, and as such progress has been made during the last few months, it is possible that before next Saturday night something above 260 miles will be the figures held by America.

241 9-32 MILES IN 24 HOURS.

That is the feat accomplished on last Thursday and Friday by F. F. Ives, of Meriden, Ct., and W. A. Rhodes, of Dorchester. It was a remarkable performance, not alone from the number of miles covered, but from the fact that it was made by two men who kept together throughout the ride. It is much more difficult for such a performance to be accomplished by two men riding together, than it would be for either to do it alone. During so long a ride there are times when one rider will feel very tired while the other is in good trim, and later the conditions may be reversed. Thus the rider in good trim being obliged to wait for the tired one, causes an extra delay. Ives and Rhodes are, however, wonderfully equally matched. They are both of about the same build, age, height and weight and ride the same make and size of machine, —58 inch Victors.

Both had for some time been in training for the ride, and were waiting for a big moon to light their way during the long hours of the night. Thursday the elements gave promise of favoring the cyclists, and at 5 o'clock p. m. they were sent away from in front the Faneuil House, Brighton, which was to be the headquarters for their checkers and trainers.

Every precaution was taken to guard against any mistakes being made on the possibility of after doubts as to the accuracy of the record made. The course had a few days previously been carefully measured with several Butcher

The "STAR" Still Before the Curtain.

ON THE TRACK, IN OPEN COMPETITION.

Best Records from 4 to 20 Miles Made by an American Rider on an American Machine, viz:

RECORDS.

4 Miles,	. . . . .	11.17 $\frac{1}{5}$	10 Miles,	. . . . .	29.20 $\frac{4}{5}$	16 Miles,	. . . . .	47.22
5 "	. . . . .	14.12 $\frac{4}{5}$	11 "	. . . . .	32.21 $\frac{4}{5}$	17 "	. . . . .	50.26
6 "	. . . . .	17.16 $\frac{3}{5}$	12 "	. . . . .	35.22 $\frac{4}{5}$	18 "	. . . . .	53.32 $\frac{3}{5}$
7 "	. . . . .	20.16 $\frac{3}{5}$	13 "	. . . . .	38.25	19 "	. . . . .	56.38
8 "	. . . . .	23.15 $\frac{4}{5}$	14 "	. . . . .	41.26	20 "	. . . . .	59.46
9 "	. . . . .	26.17	15 "	. . . . .	44.24			

—* Also, 20 MILES 160 YARDS WITHIN THE HOUR, *

A Feat Performed by no other American Rider in Open Contests.

In Addition to these, the STAR Holds the 1-2 Mile, 15 Mile and 25 Mile L. A. W. Championship for the Year.

THE * ROAD.

The World's Record for 50 and 100 Miles in Open Contest.

50 MILES, 3 HOURS 10 1-2 MINUTES.

100 MILES, 6 HOURS 57 MINUTES.

THE * HILL.

The Star was the only Machine that succeeded in climbing Corey Hill in a legitimate contest, being the only wheel that successfully surmounted the obstacle in the Boston Club's Hill Climbing Contest in 1883.

Also Won the First Prize in the Corey Hill Contest, October 24th, 1885.

CONSIDERING the fact that the STAR is in direct competition with over five hundred other makes of wheels, and that its constituency of riders is in proportion of one to fifty in America and one to five hundred as opposed to the entire crank army of the world; also that in races the STAR machines ridden have weighed, in cases, double the weight of the crank wheels opposed to them, we consider our showing a good one.

H. B. SMITH MACHINE CO.

SMITHVILLE, N. J.

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cyclometers, and found to be $48\frac{1}{4}$ miles. Rhodes and Ives each had a cyclometer attached to his wheel, and at the finish of each circuit of the course, both were checked. In addition they were at all times accompanied by one or more pace makers.

W. S. Doane acted as pacemaker for the first lap, which was finished as the clock pointed to 9:10. The cyclometers registered 48 $\frac{3}{16}$ miles. The only incident of note that happened was the running into of an obstinate Irishman who refused to move his sturdy form from the path of the cyclers. After a rest of twenty-six minutes the second circuit was begun with H. S. Kendall for pacemaker. This lap was completed at 2:06 A. M. The air was very cold and when the men finished this circuit their hands were benumbed. A cot bed had been placed in the office of the hotel, and as soon as the riders arrived they were placed upon it and given a good rubbing down with hamermilas and alcohol. This was found to be an excellent preparation; at once soothing and stimulating.

On the completion of this lap both riders were looking very tired, but a short rest and supper of beef tea and chicken sent them off again in good trim. F. A. Pierce acted as pacemaker for the third lap; C. I. Swan and A. W. Walberg for the fourth and W. P. Hood and T. Rothy for the fifth lap. After completing the fifth lap they had yet 10 minutes, so made a circuit about Brighton, which brought them back to the finish at 4:58. They crossed the line so well abreast that it was impossible to tell which finished first, so both were given the record.

The following table tells the story of the ride:

	Dis- tance.	Time started.	Time stopped.	Elapsed time.	Rest- ing time.
First round	48 $\frac{3}{16}$	5:00	9:10 A.M.	4:10	26m
Second round	96	9:36 A.M.	1:56	4:20	29m
Third round	144 $\frac{3}{4}$	2:25	7:12 P.M.	4:47	38m
Fourth round	193	7:12 P.M.	12:07	4:17	24m
Fifth round	241 $\frac{9}{32}$	12:31	4:58	4:27	—

Total distance, 241 $\frac{9}{32}$ miles; total elapsed time, 23h. 58m.; total riding time, 22h. 1m.; total resting time, 1h. 57m.

WORCESTER TO BOSTON IN 3H. 20M.

Saturday was run the annual road race of the Worcester Bicycle Club, and, as might have been expected the result was another broken record. The start was made from in front of the skating rink at Worcester, at 9 a. m., and the course was to Chestnut Hill reservoir, a distance of 41 miles. The starters were G. W. Peel, N. N. Sibley, O. J. Wakefield, G. D. Putnam, Lincoln Holland, and N. N. Fairbanks. Putnam took the lead at the start, and maintained such a lively pace that he was not once headed, and landed an easy winner in 3 hours, 20 minutes, 20 seconds; which beats by 7 minutes the record established by Thos. Midgely last year. As his course was not over picked roads, his time compares most favorably with our 50 mile record, and proves him a rider of great ability. Peel was second in 3 h. 22 m., 30s.; Wakefield third, 3h. 36m. 15s.; Sibley 3h. 39m.; Fairbanks 3h. 49m. 45 s.; Arnold and Holland did not finish. E. F. Tolman was the judge at the start, and F. P. Kendall and W. A. Pickett, judges at the finish. The prizes were: First, wall clock; second, silver ice pitcher; third, silver berry dish.

CYCLING UP COREY HILL.

No better illustration of the general improvement of our riders during the past year can be shown than the result of the hill-climbing contest on Corey Hill, Brookline, last Saturday afternoon, under the auspices of the Boston Bicycle

Club. At the last contest held on that hill but one rider surmounted it, and his time was 4 m. 41s. Yesterday eleven riders reached the top, and the winner got there in 3 m. 24 1-5 s. Every wheelman has heard of Corey Hill, and there are few who reside hereabouts, or have visited here, who have not tried to scale its sides. It is doubtful that a harder hill has ever been surmounted by a cyclist. Its grade is as follows: Total length, 2,300 feet; height, 199 feet; average, 1 foot in 11.41; horizontal length from Prospect street, 1,464 feet; height, 129.3 feet; average rise, 1 in 11.32 feet. On the last 150 feet the average rise is 1 in 7.85 feet, and for the next 470 feet lower down the rise 1 in 7.87 feet.

Throng of wheelmen and non-wheelmen spectators crowded the hill, and it was with difficulty that a dozen policemen kept the course clear. A mounted officer galloped up the hill ahead of each competitor. It was hard work for the horses.

The contestants were started separately at intervals of five minutes, and the timing was done by men stationed at the start, who checked the time from watches which had previously been set to run together.

All who were entered had done considerable practice on the hill, days before and all were confident of reaching the top. Arthur Young, of St. Louis, was rather looked upon as the winner, for many wonderful things had been told of him. Williams, the speedy colored tricyclist, was rightly judged as having the best claim on the first prize for tricycles. Separate prizes were given for bicycle and tricycle riders, three for the former and two for the latter, besides souvenir medals to all others who surmounted the hill. All the entries appeared with the exception of Hendee and Ives, neither of whom were feeling well.

Following is a list of the starters, together with the make of machines ridden and the time made by each: Arthur Young, St. Louis, 46in. Victor Bicycle, 5 3-4 in. crank, time 3m. 42s.; Fred. White, Boston, 46in. Cyclone tricycle, geared to 44in., 6m. 11 $\frac{1}{2}$ s.; R. E. Burnette, Chelsea, 48in. Victor bicycle, 3m. 45 $\frac{1}{2}$ s.; W. W. Stall, Boston Bicycle Club, 54in. Star Roadster, 3m. 24 $\frac{1}{4}$ s.; W. M. Harradon, Springfield, 48in. Royal Mail bicycle, 5in. crank, 3m. 40 1-5s.; C. E. Whitten, Lynn, 51in. Columbia roadster, 5 $\frac{1}{4}$ in. crank, 3m. 34 4-5s.; C. H. Townsend, Willimantic, Conn., 46in. Victor tricycle, geared to 40in., 4m. 13 1-5s.; F. Eldred, Springfield Bicycle Club, 54in. Cyclone bicycle, geared level, 4m. 21 2-5s.; C. O. Danforth, Cambridge Bicycle Club, 46in. Cyclone tricycle, geared to 40in., 5m. 23 3-5s.; J. W. Williams (colored), Dorchester Bicycle Club, 40in. Quadrant, geared up to 48in., 3m. 46 2-5s.

By reference to the times it will be seen that Stall took first bicycle prize, Whitten second and Harradon third; while for tricyclers Williams captured first and Crocker second prize.

The contest was under the immediate supervision of Dr. W. G. Kendall, and much credit is due to that gentleman for the success that attended it. The officers were as follows: Referee, Abbot Bassett; judges, President E. C. Hodges, Capt. L. R. Harrison, and D. N. C. Hyams, Boston Bicycle Club; timers, H. M. Saben, J. S. Dean, Freelon Morris and J. E. Savelle; committee of arrangements, Dr. W. G. Kendall and C. S. Howard.

NOTES.

On Wednesday, Thursday, Friday and Saturday of this week will occur another tricycle run for ladies. The boat will be taken from Boston to Gloucester and a trip by wheel made around Cape Ann.

The Waltham Cycle Club has voted to join the L. A. W.

The Mass. Club held a ladies night Saturday. The Boston Club will have an informal run to Lynn next Saturday.

The Bubonnes Rotandes have moved into new quarters.

Bob Neilson has been in town for the past few days. He goes to Springfield to-day to try for a few more records.

A bicycle and tricycle riding school will be one of the features at the Olympian Skating rink.

A very pleasant entertainment was given at the Boston Club house last Thursday evening, under the management of Lieutenant Hyams. The feature of the evening was singing by the Hawthorne quartette, whose splendid voices fairly delighted the hundred club members present.

BOSTON, OCT. 26, 1885.

C. S. H.

CYCLE RACING AT BRATTLEBORO.

The second annual fall race meet of the Brattleboro Cycle Club took place at the old Windham County Park on Wednesday, Oct. 7th instead of Saturday the 3d, as originally intended. A cold day and a heavy, raw wind account for the slow time made. Attendance good, weather considered. Track, half-mile circuit, in very fair condition. Judges, O. A. Marshall; W. S. McKenney; Timers, H. R. Lawrence, R. C. Cressy; Referee, A. W. Childs.

The first event was the one mile novice race, with five entries; F. Cressy, G. J. Reed, W. W. Hubbard, O. R. Leonard, and S. W. Kirkland. Leonard took a header on the first quarter and withdrew; on the homestretch Reed and Kirkland made a sharp fight for first place, but Kirkland took a terrible header rendering him unconscious for some time. Reed's time was 3:37; Cressy, second; Hubbard, third.

The three mile club championship for the Child's medal was the next event and six of the club appeared when the bell rang: C. Wm. Schuster, F. T. Reid, C. R. Crosby, O. R. Howe, O. R. Leonard, and J. W. Drown. In the send-off Howe pulled out a handle-bar and Leonard took a header over his machine, and the men were obliged to start again. Schuster led off closely followed by Reid and Crosby, which position was held until Reid took a header which many thought lost him the race, as he showed himself superior to Schuster in the three mile lap race later on.

Schuster won in 12:35; Reid, Crosby, and Howe close after him. Leonard and Drown caused considerable excitement by their "grandstand riding."

In the half-mile amateur race there were four entries; F. Harlow, of Springfield, Vt., C. Wm. Schuster, C. R. Crosby, and E. H. Atherton. After quite an exciting contest Schuster won in 1:39 $\frac{1}{4}$, Crosby, second; Harlow, third; Atherton, fourth.

The three-mile lap race had four entries; C. Wm. Schuster, F. T. Reid, C. R. Crosby and F. Cressy. Reid rode a fine race, winning the first five laps, taking it easy on the last. The home spurt was very exciting, Schuster, Cressy and Crosby in the order named struggling for the lead. Time, 13:17.

The next was the half mile ride and run with four entries: O. R. Howe, J. W. Drown, W. Hubbard, and Frank Crosby. Howe won in 2:26; Hub. and came in second but was ruled out as he mounted before reaching the line on the last eighth, and Drown was given the second prize.

The two-mile amateur was one of the best of all and had six entries, viz.: J. W. Drown, C. R. Crosby, F. Cressy, C. Wm. Schuster, G. J. Reed and F. M. Harlow. Schuster lead for the first half and withdrew; Crosby led for the

THE WHEEL.

ALL WHEEL RECORDS

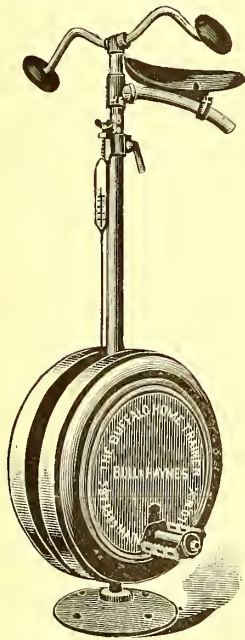
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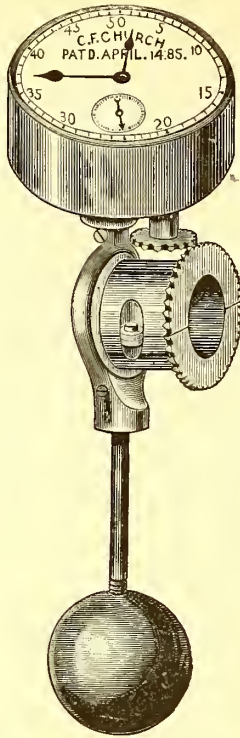
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rest of the way with Reed and Cressy close behind, and by a sharp spurt won in 9.38½; Reed, second; Cressy, third.

The one mile club championship had five entries and was very exciting; Howe, Reed, Crosby, Leonard, and Drown drew positions as named. Howe led off closely followed by Reed and Crosby. On the homestretch Reed made a spurt for first place and had he not taken a header would probably have won. Crosby won in 3.45 with Howe second.

The last was the one-mile consolation race with four entries: S. W. Kirkland, Frank Crosby, E. H. Atherton, and O. R. Leonard. Leonard dropped out on the first half and the remaining three worked hard for place but Kirkland had recovered sufficiently from his header to win in 3.40. Crosby second.

The races were very successful both financially and otherwise, and the club feel well pleased with this, their second annual. Music for the occasion was furnished by the First Regiment Band. In the evening, 18 members of the club sat down to an oyster supper at Batchelder's, our "Klub Katerer," and a most enjoyable time was spent listening to speeches from different members and songs by the quintette.

NOTES.

"Our George" (Reed) showed up well on his 54 in. for a novice and *Orvice* couldn't have done better himself.

The boys laughed last year at the idea of Cressy on a Star. He was there, too.

Ah, ha! 'tis done at last. The Sec. has purchased a pony (Star) and he says if "Howell" don't quit fooling around it there will be war.

"Capt." had hard luck last year and not much better this, but let us hope for a "scoop" some time in the near future.

Well, I'm getting sleepy, and can half see in my dozes that familiar form in the doorway and hear that old war-cry: "What's the matter with Batchelder" and a tremendous "*He's* all right," rouses me to the fact that I'm only

THE TRAMP.

THE KEEN FUND MEETING.

A second race-meet in aid of the John Keen fund was held on Lillie Bridge grounds, September 26th. The air was raw and a cold wind blowing across the track and drove away anything like enthusiasm that the close contests called for. The time made was good, all things considered, and a good field of riders started in each event. Mr. McWilliam, the manager of the fund movement, can but be praised for the untiring energy displayed in his devotion to the old vet. Following is a summary of the events.

One Mile Handicap, Open. (First in each heat and fastest loser to compete in final.) First heat: R. V. Asbury (60) 1; W. Travers (95) 2; W. E. Taylor (120) 3. Time 2m. 52s. Second heat: J. Cole (100) 1; G. L. Hillier (scratch) 2, by a yard; G. A. Nelson (110) 3. Time 2m. 55s. Third heat: H. Keen (110) 1; G. Lewis (85) 2; H. J. Ebsworth (60) 3. The feature of this heat was the defeat of T. Lamb unplaced. Time 2m. 54 1-5s. Fourth heat: W. E. Lapworth (150) 1; J. Hunter (150) 2; E. R. Gun (90) 3. Time 2m. 49 4-5s. Fifth heat: T. Lansley (110) 1; G. Davis (150) 2; W. H. Stanbury (150) 3. Time 2m. 53 3-5s. Final heat: H. Keen (110) 1; J. Hunter (fastest loser), (150) 2; T. Lansley (110) 3; R. V. Asbury (60) 0; J. Cole (125) 0; W. E. Lapworth (120) 0. Time 2m. 48 3-5s.

One Mile Tricycle Handicap:—First heat: W. M. Appleton (50) 1; M. Eleney (125) 2;

R. A. Jackson (80) 3. Time 3m. 34s. Second heat: A. E. Langley (scratch) 1; F. W. Potter (110) 2; C. Cousens (60) 3. Time 3m. 6 3-5s. Third heat: M. P. Walker (50) 1; W. E. Lapworth (75) 2; L. A. Bower (scratch) 0. Time 3m. 15 3-4s. Fourth heat: J. T. Smith (80) 1; W. G. Williams (60) 2; H. C. Sharp (scratch) 3. Time 3m. 9 4-5s. Final heat: F. W. Potter (110) 1; W. M. Appleton (50) 2; J. T. Smith (80) 3; W. P. Walker (50) 0; A. E. Langley (scratch) 0. Time 3m. 9 3-4s.

Two Mile Tandem Handicap:—First heat: J. T. Smith and H. Williams (60) 1; C. Cousens and G. Robertson (175) 2. Time 6m. 12 4-5s. Second heat: H. J. Swindley and E. B. Turner (40) rode over. Time 6m. 49s. Final heat: J. T. Smith and H. Williams (60) 1. No time taken.

One Mile Bicycle:—Fred Cooper, 1; John Keen, 2. Time 3m. 1 2-5s. Won easily by nearly two seconds.

Two Miles Bicycle:—John Keen, 1; David Stanton, 2. The conditions of this race were that Keen should ride an ordinary roadster, with Stanton on a racer. Time 8m. 9 4-5s.

Five Miles Bicycle:—G. Lacy Hillier, 1; M. V. J. Webber, 2. Sellers, Speechley, and others were entered for this contest, but failed to appear. At the start Hillier took the lead, which he kept throughout the race. The easy win of Hillier was a surprise to the audience, but the fact that Webber had not been on a wheel since he left America, and was entirely out of condition, explains the circumstance. The times for the intermediate and full distance are: First mile, 3m. 7s.; second mile, 6m. 21s.; third mile, 9m. 38 3-5s.; fourth mile, 13m. 3s.; fifth mile, 16m. 10 4-5s.

RACING NOTES.

The races to be held at Philadelphia on Tuesday evening, October 13th, were abandoned account of the weather and the failure of the electric light.

If Neilson continues to improve he will soon be able to lead Howell or Wood over the tape. He is without doubt the fastest American professional, and we are glad to encourage his plucky riding.

The annual fall meeting of the Columbia College Athletic Association was held last Friday on the five lap track of the New York Athletic Club at Mott Haven. The two mile bicycle handicap was won by D. H. Renton in 6m. 35 2-5s. from scratch, defeating S. E. Sage who had a hundred yards start. The best college record of 6m. 38s. is of course lowered, and the time is good considering the track, which has very sharp corners.

The Bloomsburg (Pa.) Cycling Club held their first race-meet on Oct. 20, on the grounds of the Columbia County Agricultural Society. Upwards of twelve thousand spectators were present. In the second heat quite a serious accident occurred. A two horse team crossed the track just as Ed. Tustin and Chas. McKelvey were rounding the turn. Both were thrown and the machines were totally wrecked. The medal was awarded to Tustin, who was leading at the time. The one mile open was taken by Chas. Cilde, of Hazelton.

L. E. Myers received a grand testimonial benefit at the Madison Square Garden last Saturday, fully five thousand people crowding the boxes, many of them ladies in evening dress. The two mile bicycle race was the last event on the card and was won by D. H. Renton from scratch, in 7m. 43s. The track is eight laps to the mile and made of dirt and sawdust and was

not up to record standard, the sharp turns making any attempt at racing, dangerous to life and limb.

The Cleveland (Ohio) B. C. held their annual races on October 10th. M. Black won the quarter mile bicycle, in 50 2-5s. H. Herrick, 2; C. B. Shannon, 3. R. Whittlesey, won the five-mile open, in 24m. 7s.; E. Adams, 2. G. Valliant came in first in the half mile in 1m. 43s.; M. Black, 2. C. B. Shannon, 15s., won the half mile handicap in 1m. 50s.; H. Herrick, 2. R. Sheridan captured the hundred yards slow race in 3 minutes; F. White, 2. H. Herrick was the winner of the two mile lap race with M. Wade, 2.

About 1000 persons assembled on the athletic grounds of the University of Pennsylvania, West Philadelphia, on October 16th, to witness the annual fall games.

The second event on the programme, was a two mile bicycle race, open, and was won after a close contest, by L. G. Kolb, Philadelphia; G. A. E. Kohler, 2; F. M. Dampman, 3; C. Wilson, 0. Time, 6m. 51s.

The two mile bicycle handicap was captured by G. B. Hancock, 45s.; A. D. Whittaker, 30s., 2, by 150 yards; G. A. E. Kohler, scratch, 3; No time.

The mile championship, Philadelphia B. C. was won by T. A. Schaeffer, in 3m. 27¼s. G. A. E. Kohler, 2, by five yards. Eugene M. Aaron, officiated as judge for the bicycle races, with Messrs. Ewing L. Miller and A. G. Powell as timekeepers.

There were not many spectators at the Camden Club's races held at the Gentlemen's Driving Park, Oct. 24th, but the six races between local men were well contested and the pleasant weather added to the enjoyment of all. The track was in fairly good condition.

The first event was a mile dash for the club cup that had been already won twice by W. Atkinson. T. A. Schaeffer captured it in 3m. 27½s., Atkinson second in 3 m. 29 s. The half-mile dash was won in two straight heats by Schaeffer, time, 1.44 3-4, and 1.48½. B. O. Miller won the two-mile dash in 7 m. 48½ s. Atkinson finishing a half-second later. L. J. Kolb of Philadelphia won the mile open race in 3m. 33s.; J. A. Wells taking 3 m. 40 s. for the same distance. B. O. Miller gathered in the three-mile race in 12m. 15s.; Schaeffer second. Esterbrook easily romped over the last event a half-mile dash in good style, thus bringing the tournament to a close.

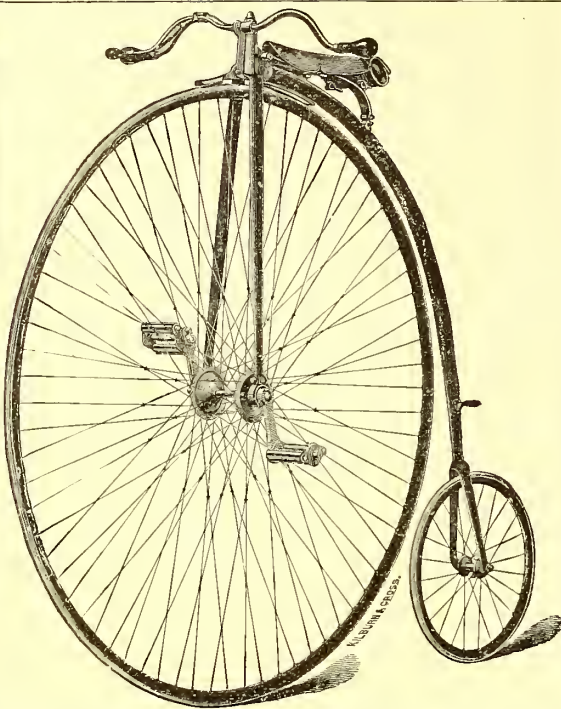
While contemplating the long and exceptionally brilliant array of unparalleled achievements this season placed to the credit of amateur and professional cyclists, and noting the additions constantly being made to the list, the average reader must feel disposed to heartily join with the sorely-tried preserver of records in fervently praying for a "let up" on the part of the over-ambitious propellers of the nicked steeds. Surely they should remain content with the marvelous performances so far accomplished, and willingly give their overworked machines a much-needed rest till the season of 1886 opens. The feats performed by Amateur Rowe and Professional Woodside since our last issue, together with nearly all the unprecedented achievements chronicled since the Springfield tournament have, it must be remembered, been done in trials against time, under conditions of weather, track and surroundings altogether favorable to the performer, and that, while constituting technical records, in actual merit they fall short of slower performances accomplished in races between men. This fact should be given due consideration in comparing the time made, as it will be in making up the records at the end of the year.—*Clipper*.

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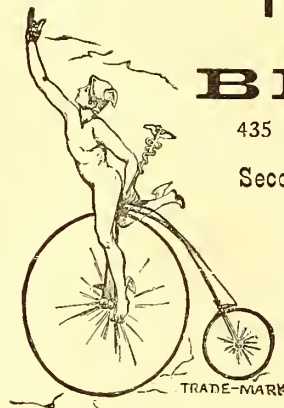
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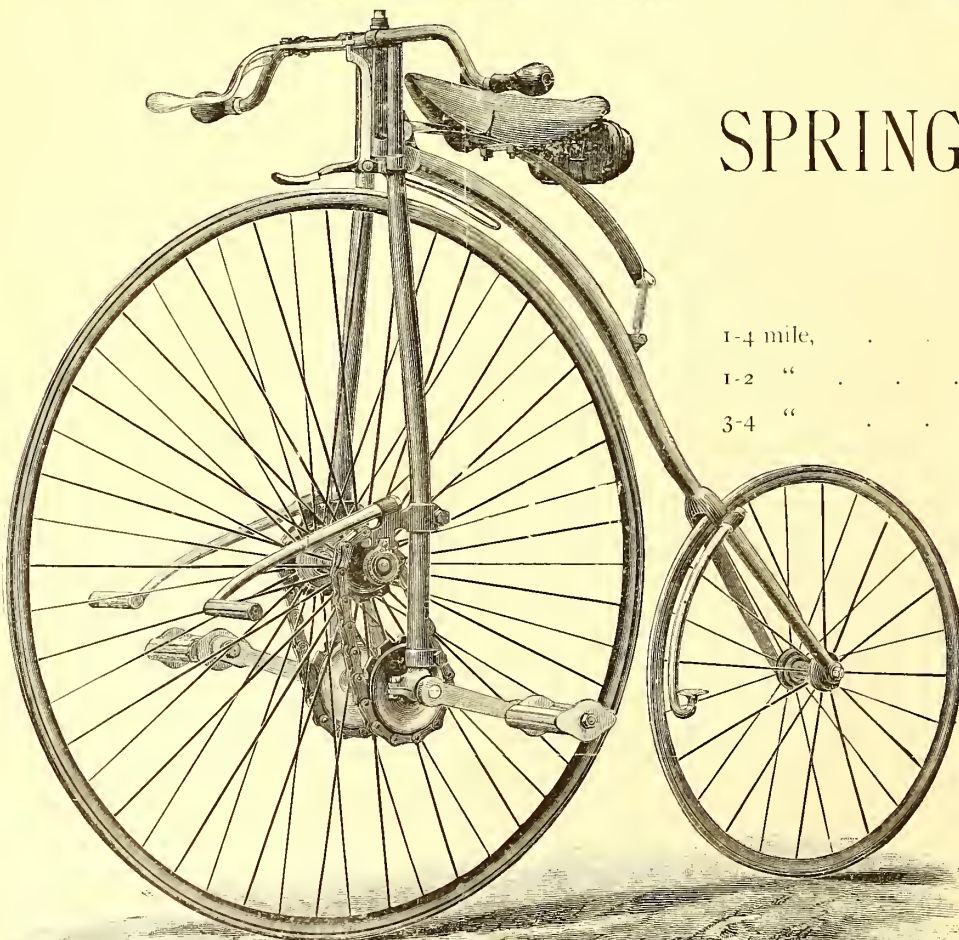


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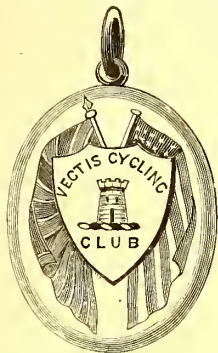
THE WHEEL.

WEBBER'S WELCOME HOME.

On Friday, Oct. 9th, the town of Ryde, Isle of Wight, gave M. V. J. Webber a grand complimentary banquet in honor of his racing achievements while in America. The banquet was held at the Royal Pier Hotel and was attended by all the leading "society" people of the town, to the number of seventy-five, including the Mayor, who had the chair, but not appearing until late in the evening, Colonel Malone, of the Royal Marines, was selected to take his place.

The usual patriotic toasts had been drank before the Mayor entered the room amidst prolonged cheering, and advancing toward the chairman, passed Webber, the lion of the evening and patted him approvingly on the back.

The Mayor was greeted with applause on rising to propose Webber, and made some remarks on the latter's victories. He stated that Webber had won but seven races prior to his departure for America, where he had won all the important events, including the ten miles International race, which was a great honor, inasmuch as it was run in America, the country that produced such splendid bicyclists. He said that to be champion of Isle of Wight was no small honor, but to be one of England, and also of the world was a splendid thing indeed; and, that it was an honor to belong to any club of which Webber was a member. After the applause had subsided the speaker continued: "They were gathered there that night, not only to do him honor, but to present him with a lasting token subscribed by the citizens of Ryde." Handing Webber the locket, which by the kindness of the *Cycling Times* we are enabled to present below, the chairman said: "Mr. Webber, I am convinced, that you will, whatever your after career may be, do honor, and be an ornament to your native town."



Mr. Webber, who, on rising to respond, was received by a tremendous outburst of enthusiastic cheering, said he hardly knew how to thank them all for the kind way they had treated him since his return from America. The locket with which he had that evening been presented, would ever remind him of one of the pleasantest evenings of his life, and he should remember with pride and satisfaction the kind remarks of Colonel Malone. He should like to say one word as to the records. Some persons had seen fit to throw doubt upon them; it showed that they could know nothing of the matter. The tracks were a surprise, indeed, to him; they were rolled as hard and level as billiard tables, and he felt when he got on them that something must go, either his machine (a Marriot and Cooper) or the record; and the machine stood and the record went. (Cheers.) He must also crave permission to render a slight tribute to American hospitality. Nothing could exceed it, and the kindness he had experienced on all hands when there, would never be forgotten by him. He would ask them to drink with him success to the Springfield and Connecticut Bicycle Clubs. (Hear, hear). He was deeply obliged to them for their great kindness to him, as he was to the gentlemen

present for their splendid reception of him that evening.

The health of the American clubs was then drank, the entire assemblage singing "Yankee Doodle" and "For they are Jolly Good Fellows," and giving three extra cheers before seats were resumed. The Vectis C. C. was proposed by Mr. D. S. De Freitas, who made some remarks on Webber's physical and mental powers, and said that he was an excellent specimen of British "loins and thews." Webber had given the Americans a "Roland for their Oliver," in balancing the defeat of the Genesta. A number of extra toasts were proposed, and the rest of the evening passed in singing and recitations. Mr. Jones, who rendered "Only One" in fine style at the piano, added the following verse:

Only one—Young man who's very clever;
Only one—His name is "go on record" Webber.

The 50-guinea cup he's been to win,
The Yankees cried "Oh darn your skin!"
He licked them all through thick and thin.
Shortly before midnight the assemblage dispersed.

MORE RECORDS GO TO THE WALL.

Again has the Lynn shoemaker put the recently revised records for one, two and three miles in the shade. On Friday, October 23rd, in company with Chas. P. Adams and John Illston as pacemakers, alternating at every half mile, Rowe started in to capture the three mile record which would make complete the chain up to twenty miles. The first quarter was made in 41 3-5, the half in 1:20 4-5, the three-quarters in 1:58 3-5 and the mile in 2:38. He then began to go for the records and reversed the duties of pacemaker, pushing them so hard that he practically set the pace for them. His two miles were made in 5:21 3-5, the previous world's record being 5:29. When told that he was breaking records he shook his head and gave a satisfied shout and then pitched into the three mile at a terrific pace. As he rounded the upper turn for the homestretch he scooted by Adams, his pacemaker, and flew under the wire in 8:07 2-5, to 1-5 seconds under the record. Woodside, who was on the judges' stand, stood in open mouthed wonder. Following were the officers: Referee, W. N. Winans; Judges, J. H. Foulds, Jr., E. M. Wilkins, Charles Clark; Timers, A. O. McGarrett, C. H. Parsons, H. W. Collins; Scorer, W. N. Winans; Starter, A. L. Atkins.

Rowe then made an attempt for the three-quarters, and made the quarter in 39, the half in 1:17 2-5, the three-quarters in 1:56. As he had 40 seconds to spare a signal was given him to keep on for a mile and the way in which his wheel revolved sent him spinning in, in 2:35 2-5. He failed to break the three-quarters, that being 1:55 3-4. Following were the officials in the second race: Referee, W. J. McGarrett; Judges, H. P. Merrill, Charles Clark, E. M. Wilkins; Timers, H. W. Collins, W. N. Winans, A. O. McGarrett; Starter, A. L. Atkins; Scorer, E. M. Wilkins.

A FEW MORE RECORDS.

Speaking of the more recent fast times at Springfield, the *Republican* says: "Woodside and Rowe again drew a fair crowd on the park, Monday afternoon when it was announced that they would try to shatter previous "bike" records, Woodside the 10-mile and Rowe the three-quarter. Woodside started about 4:30 o'clock in an attempt to lower all records from 6 to 10 miles and succeeded admirably. A strong wind was blowing which was favorable for the first quarter, but decidedly unfavorable for the half. An amusing incident occurred

just before Woodside started. He had mounted his machine and was waiting for the word. Atkins, the starter, having received the judges' signal, asked the familiar words "Are you ready," and raised his pistol to fire. The pistol failed to go off, but Woodside went like an arrow from the bow. Atkins, looking at his weapon exclaimed, "My gosh, I forgot to load it." On the second attempt he received a good start, and made the quarter in 42 seconds, the half in 1:21 4-5, the three quarters in 2:01 1-5, the mile in 2:45 3-5, two miles in 5:39 3-5, three in 8:36 2-5, four in 11:34 1-5, five in 14:32 1-5, six in 17:28 2-5, seven in 20:25 3-5, eight in 23:23 4-5, nine in 26:19 4-5, and ten miles in 29:12 2-5. He thus lowers the world's professional records from 6 miles up to 10 and lowers the English professional 10-mile record 7 3-5 seconds. He rode without a pacemaker and on a Columbia wheel. Rowe next tried the three-quarter record held by Hendee and succeeded in lowering it to 1m. 55 1-5s. Adams and Illston acted as pacemakers. Following are the officials for both trials: Referee, Arthur Young of St. Louis; judges, N. P. Merrill, F. W. Westervelt and Charles O. Power; timers, W. N. Winans, W. C. Marsh and C. H. Parsons; starter, Arthur L. Atkins; scorer, W. J. McGarrett. If the weather continues favorable Rowe will try the quarter-mile record."

WOODSIDE'S GREAT WORK.

HE LOWERS MANY RECORDS AND MAKES THE AMERICAN ONE-HOUR PROFESSIONAL.

Springfield, Oct. 27. 1885.—William Rowe, in an attempt to lower Brown's quarter-mile record of 36 1-5 seconds on Hampden Park to-day, made the distance in exactly the same time. William Woodside, in a 50-mile run, lowered all American records, from 5 to 46 miles inclusive, except his own of yesterday, and all English records from six to nine inclusive, but failed to break either the American or English 50-mile record. His time for five miles was 14m. 33s.; six miles, 17m. 29 1-5s.; nine miles, 26m. 23 4-5s.; and for 46 miles, 2h. 38m. 48 3-5s. The best previous American time was 2h. 39m. 21s. He also established an American professional record for one hour, covering 20 miles 285 yards. The English distance is 20 miles 509 yds. Woodside rode the 50 miles without a pacemaker. The time by miles is as follows:

Miles.	H.	M.	S.	Miles.	H.	M.	S.
1.....	0	02	55	26.....	1	18	56 2-5
2.....	0	05	47 3-5	27.....	1	22	21
3.....	0	08	42 3 5	28.....	1	25	49 4-5
4.....	0	11	37 2-5	29.....	1	29	22 1-5
5.....	0	14	33	30.....	1	32	56 1-5
6.....	0	17	29 1-5	31.....	1	36	45
7.....	0	20	27 3-5	32.....	1	40	28 1-5
8.....	0	23	24 4-5	33.....	1	44	06
9.....	0	26	23 4-5	34.....	1	47	43
10.....	0	29	21 2-5	35.....	1	51	25 2-5
11.....	0	32	19	36.....	1	55	28 3-5
12.....	0	35	18 2-5	37.....	1	59	19 3-5
13.....	0	38	19 3 5	38.....	2	03	15 1-5
14.....	0	41	21 1-5	39.....	2	07	22 1-5
15.....	0	44	24 3-5	40.....	2	11	46 2-5
16.....	0	47	28 1-5	41.....	2	15	52
17.....	0	50	31	42.....	2	20	00 4-5
18.....	0	53	33 4-5	43.....	2	24	18 1-5
19.....	0	56	33 4-5	44.....	2	29	22 3-5
20.....	0	59	29 4-5	45.....	2	33	48 3-5
21.....	1	02	38	46.....	2	38	24 3-5
22.....	1	05	52	47.....	2	43	23 3-5
23.....	1	08	59 2-5	48.....	2	48	02
24.....	1	12	13 1-5	49.....	2	52	25 4-5
25.....	1	15	33 2-5	50.....	2	56	19 4-5

The title of "The American Faed," can well be bestowed upon Mr. C. A. Hazlett, of Portsmouth, N. H. During the past six years Mr. Hazlett has ridden upwards of 20,000 miles on his bike.

THE WHEEL.

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BRITISH CHALLENGE, for 1885. Entirely remodeled, cow-horn handle-bar, ball pedals, tread narrowed,—in fact, a new machine.

SINGER'S CHALLENGE, 50-inch, \$105.00 The finest wheel yet offered for the money.

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CHALLENGE SAFETY, Easiest Running Safety yet devised.

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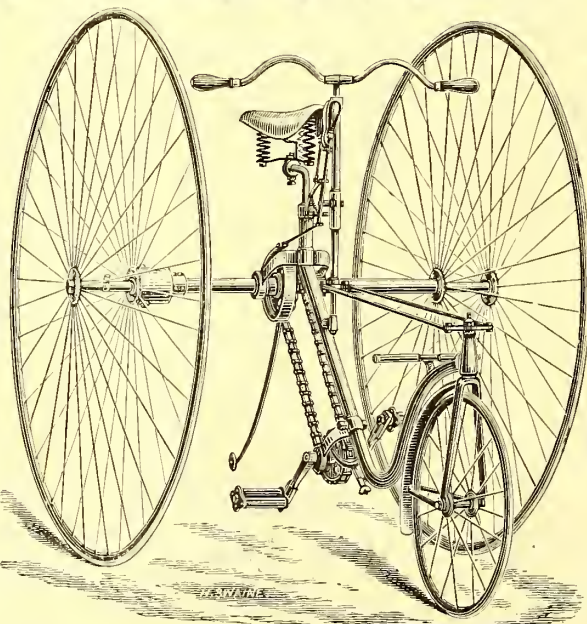
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*Machines Sold on the Instalment
System.*



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PRICE, \$180.

SOME OF ITS ADVANTAGES ARE:

THE COMFORTABLE AND NATURAL POSITION OF THE ARMS. THE RIDER IS IN THE BEST POSITION FOR EXERTING THE FULL POWER OF BOTH ARMS AND LEGS. THE ABSENCE OF VIBRATION TO ALL PARTS OF THE BODY. ITS GREAT SPEED.
This Machine is Unquestionably the Fastest Tricycle that has ever been built.

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THE WHEEL.

W. D. Banker, of Pittsburgh, Pa., has been reinstated by the L. A. W.

During George W. Baker's tour from St. Louis to Boston, his fastest work was 80 miles in ten hours, and ninety in twelve hours.

Prince Wells, Kentucky's fancy rider was born in Louisville in 1866. He weighs 136 pounds, and stands five feet nine inches high.

The Massachusetts B. C. held an all day run on October 27th, to Lexington via Waltham and return. The start was made in front of the club house at 9 A. M. after a photograph of the group had been taken.

George B. Thayer, of Vernon, Conn., left home some ten days days since, on a tour to Haverhill, Mass. He arrived at the latter place, having ridden 500 miles through the Connecticut valley, and is now homeward bound

G. E. Bartlett, of Brooklyn, N. Y., while riding a bicycle on upper Tenth avenue, this city, ran over a four year old child, causing concussion of the brain. Bartlett was arrested, and is held to await the results of the child's injuries.

The Waterbury Wheel Club is evidently a social organization. After a meeting on the 16th inst., electing two new members, those present adjourned to the residence of President Upson, and after a pleasant time, spent in other channels, finished with a grand feast.

The Eufaula, Ala. B. C. hold their first annual race-meet at Eufaula on November 5th, on the fair grounds. The track is a half mile in circuit, and will be put in the best possible condition for the races. Valuable prizes will be offered, and it is expected that all the prominent Southern riders will compete.

ASSIGNEE'S SALE.

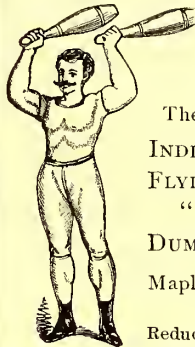
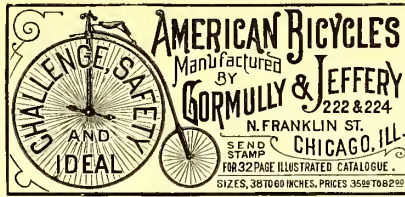
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POCKET BOOKS.

GOODS SUITABLE FOR WHEELMEN

Extraordinary Bargains!

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BRYANT BUILDING,
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BORNSTEIN,
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The Only Man in the City who sells
INDIAN CLUBS, any size, \$1 pr pair.
FLYING TRAPEZE, " \$1 each.
" RINGS, " \$1 pr pair.
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Maple Wood Dumb Bells, Wands, &c.,
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Complete Record Book
UP TO DATE.

CONTAINS: American Amateur bicycle and tricycle, safety bicycle, tandem tricycle, tandem bicycle, ride and run, hands off, flying start, bicycle road, tricycle road. American Professional bicycle, tricycle and tandem, also English Amateur bicycle, tricycle, tandem tricycle, sociable, safety bicycle; bicycle, tricycle, tandem and sociable road records by miles and hours, Land's End to John O'Groats; also English Professional bicycle, tricycle, and safety records.

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Bicycles, \$8 to \$160; Tricycles \$7.50; Velocipedes \$3 and upwards. Columbia, Victor, Facile, Royal Mail, American Challenge, Otto and other bicycles sold on the installment plan without extra charge except for interest. Send for large new illustrated catalogue of wheel goods, including many novelties in sundries and particulars of our installment plan of interest to every actual or prospective wheelman. Many in the Atlantic States are finding it to their interest to deal with us. Freights equalized. Second hand wheels handled. Geo. W. Rouse & son 13 G St., Peoria, Ill.

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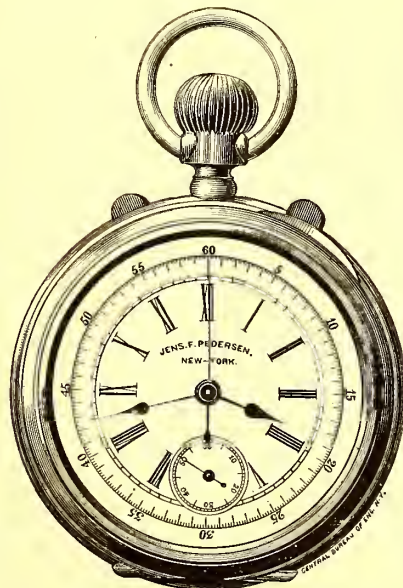
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20¹/₂ miles 396¹/₃ ft. by Wm. A. Rowe, Springfield, Oct. 19

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WORLD'S RECORD,	- - - - -	3-4 Mile,	- - - - -	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur),	- - - - -	1 Mile,	- - - - -	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD,	- - - - -	2 Miles,	- - - - -	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD,	- - - - -	3 Miles,	- - - - -	WM. A. ROWE,	8.07 2-5
WORLD'S RECORD,	- - - - -	4 Miles,	- - - - -	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD,	- - - - -	5 Miles,	- - - - -	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD,	- - - - -	6 Miles,	- - - - -	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD,	- - - - -	7 Miles,	- - - - -	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD,	- - - - -	8 Miles,	- - - - -	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD,	- - - - -	9 Miles,	- - - - -	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD,	- - - - -	10 Miles,	- - - - -	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD,	- - - - -	11 Miles,	- - - - -	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD,	- - - - -	12 Miles,	- - - - -	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD,	- - - - -	13 Miles,	- - - - -	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD,	- - - - -	14 Miles,	- - - - -	WM. A. ROWE,	40.25
WORLD'S RECORD,	- - - - -	15 Miles,	- - - - -	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD,	- - - - -	16 Miles,	- - - - -	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD,	- - - - -	17 Miles,	- - - - -	WM. A. ROWE,	49.25
WORLD'S RECORD,	- - - - -	18 Miles,	- - - - -	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD,	- - - - -	19 Miles,	- - - - -	WM. A. ROWE,	55.22 2-5
WORLD'S RECORD,	- - - - -	20 Miles,	- - - - -	WM. A. ROWE,	58.20

Chicago, October 16, 17.

19 out of 22 First Prizes, 30 out of the entire 40 Prizes, taken on COLUMBIAS.

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7 MILES PROFESSIONAL RECORD,	20.25 3-5
8 MILES PROFESSIONAL RECORD,	23.23 4-5
9 MILES PROFESSIONAL RECORD,	26.19 4-5
10 MILES PROFESSIONAL RECORD,	29.12 2-5

By W. M. WOODSIDE, at Springfield, October 24 and 26.

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