



Vol. IX.—No. 3]

NEW YORK, OCTOBER 16, 1885.

[WHOLE NUMBER, 211.

Single Copies, - - - - - 5 Cents.
Subscription Price, - - - One Dollar A Year.
Clubs of Six, - - - - - Five Dollars.
European Subscription - - - 5 Shillings.
COMBINATION OFFERS.
Bicycling World and THE WHEEL, \$2.00 a year.
Outing and THE WHEEL, - - \$3.00 a year

Published every Friday morning by

THE 'CYCLING PUBLISHING COMPANY.

Box 444, 12 Vesey Street, N.Y.

and entered at the Post Office at second class rates.

To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their paper regularly it is on this account.

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All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two or one cent issue.

The Kings County Wheelmen have inaugurated a road race for teams of four men from the local clubs. The course is from Prospect Park to Coney Island and return, and the date selected is election day, November 3d. The prize is a handsome silver cup made by Pedersen and now on exhibition in his windows at 13 Maiden Lane.

Mr. Victor M. Haldeman has shown considerable enterprise in the arrangement and management of the bicycle and tricycle races of the Pennsylvania State Agricultural Society at the fair grounds, Broad street and Lehigh avenue, Philadelphia, which were to be held last Tuesday the 13th. Nine events were on the card and the contests were evidently limited to local men.

To-morrow night at the Madison Square Garden the greatest athletic meeting ever held in this country will take place. The occasion is the benefit of L. E. Myers the champion runner, who recently returned laden with honors. There will be a two mile bicycle race and a number of other events, and all who attend will realize a good investment in the money expended.

Thomas R. Finley, of Smithville, N. J., has been declared a professional by the Racing Board and this declaration carries with it expulsion from the League. The charges are preferred under oath by Eugene Ely, of Millville, N. J., and Frank Garrison, of Bridgeton, N. J. The original complaint was made through Chief Consul Brown, of New Jersey, to Ewing L. Miller, of Philadelphia, a member of the Racing Board.

The Long Island Wheelmen have extended a cordial invitation to the Citizens Club for a joint run to Coney Island on election day. On Decoration Day the former were entertained by the Cits, and the good times then experienced will doubtless be repeated on this occasion.

At the fall games of the New York Athletic Club held last Friday, a two mile bicycle handicap was on the programme. D.H. Renton won from scratch with D. W. Edwards (130 yds.) second. Time 6m. 46 4-5s. W. H. McCormack (50 yds.) and P. M. Harris (20 yds.) had a pretty brush for last place, the former securing the honor. The handicapping of the bicycle race was particularly atrocious.

THE OMAHA RACES.

FIRST DAY.

The Omaha Wheel Club held its second annual race meet on October 9th and 10th at Omaha, Nebraska. There was a large audience who were interested throughout the entire day and bubbled over at times with enthusiasm. The time, in general, was fast for the track. The first event was a one mile, novices race, and was won by W. D. Townsend, in 3m. 24 4-5s., S. P. Shears, 2, A. C. Joliffe, 0.

In the three mile open, J. G. Hitchcock came in first, with C. H. Cowing second. Time 9:52. The half mile was a spirited contest, and was captured by T. F. Blackman in 1:32 1/2; O. H. Gordon, second, W. H. Morford third. In the five mile lap race, J. G. Hitchcock of Omaha was the victor, with J. Clawson second, C. H. Cowing third. Time 15:52. This was the event of the day, as the prize was an American Challenge bicycle offered by Messrs. Gormulley & Jeffrey, of Chicago.

E. S. Raff and J. G. Hitchcock were the only starters in the one mile tricycle, and finished in the order named. Time 4:22 3-4.

P. H. Merriam from the 350 yards mark won the five mile club handicap in 16:50; O. H. Gordon (400) 2; T. F. Blackman (scratch) 3; Perry Badollet (400) 0; C. H. Cowing, (200) 0.

AN AMERICAN CENTURY RECORD AT LAST.

The season of record smashing was brought to a brilliant close on Saturday, October 10th, by a plucky run of a hundred miles against time on the part of F. F. Ives of Meriden, at Hampden Park, Springfield. A stiff wind blew most of the time and somewhat impeded the riders, but the atmosphere was clear and suited for the long run. At twenty minutes past eleven Ives and W. A. Rhodes of Dorchester were started on their long journey. About one hundred spectators were present the majority of the time, together with a competent board of officials. Rhodes took the lead

at the start with Ives lapping his wheel, which position he maintained for the first ten miles. He then went ahead and gained steadily but did not commence to cut the record until the twenty-sixth mile which he reached in 1h. 27m. 52 1-5s. He registered the fifty miles in 3h. 3m. 30s., without a dismount. He continued in the saddle until four o'clock when at the end of the sixty-fifth mile he dismounted for refreshments and a rub down. After a six minutes rest he again mounted and rode to the finish only stopping once at the eighty mile post for a couple of minutes. It was gradually growing dark, but the plucky rider of "lilac" fame continued to the finish of the hundred miles, covering the entire distance in 6h. 25m. 30s., giving America a creditable set of figures as follows from twenty-five miles up:

Miles.	Time.	Miles.	Time.	Miles.	Time.
26	1.27.52 1-5	51	3.07.47 1-5	76	4.51.14
27	1.31.24 3-5	52	3.11.32 2-5	77	4.55.13 1-5
28	1.35.12 1-5	53	3.15.26 2-5	78	4.58.50 4-5
29	1.39.14 1-5	54	3.19.21	79	5.02.22 2-5
30	1.43.37 2-5	55	3.23.13 2-5	80	5.09.01 1-5
31	1.48.22 2-5	56	3.27.03 3-5	81	5.12.54
32	1.52.41 1-5	57	3.31.22 1-5	82	5.16.30 1-5
33	1.56.39 2-5	58	3.35.29	83	5.19.06 3-5
34	2.00.18 3-5	59	3.39.21 3-5	84	5.23.33
35	2.03.40 3-5	60	3.43.31	85	5.27.14
36	2.07.03 1-5	61	3.47.37 1-5	86	5.30.57 2-5
37	2.10.40 1-5	62	3.51.51 3-5	87	5.34.35 3-5
38	2.14.27 3-5	63	4.01.42 1-5	88	5.38.13 1-5
39	2.18.29 3-5	64	4.05.32	89	5.41.53 2-5
40	2.22.31 3-5	65	4.09.07 1-5	90	5.45.35
41	2.26.26 1-5	66	4.12.48 3-5	91	5.49.31 1-5
42	2.30.13 2-5	67	4.16.24	92	5.53.45
43	2.34.30 1-5	68	4.20.16 4-5	93	5.57.41 2-5
44	2.38.18 1-5	69	4.24.11 3-5	94	6.01.47 4-5
45	2.42.27 2-5	70	4.28.19 1-5	95	6.05.44 3-5
46	2.46.40 1-5	71	4.32.22 2-5	96	6.09.32 2-5
47	2.50.48	72	4.36.35 2-5	97	6.13.39 4-5
48	2.54.50	73	4.40.24	98	6.17.42 4-5
49	2.58.49 4-5	74	4.43.57 1-5	99	6.21.50
50	3.03.30	75	4.47.33	100	6.25.30

Ives, after his long run, was in excellent condition, and good for another ten miles. The officers of the race were: E. H. Little, referee; Joseph E. Luther, R. S. Hitchcock and C. B. Padeh, judges; C. P. Schaffer, starter; W. G. McGarrett, W. N. Winans, H. W. Collins, M. D. Gillett and Robert James, timers.

HUB HAPPENINGS.

THE BOSTON CLUB RETURNS TO THE LEAGUE—SPEEDY TRICYCLING BY NOVICES—NOTES AND GOSSIP.

To all well-wishers of the L. A. W. it will be welcome news to learn that the Boston Bicycle Club has decided to return to the League. The action was taken at the meeting of the club held last Friday evening. The active members are to join in a body January 1, 1886, the beginning of the League year. I predicted some weeks since in these columns that the club would return to membership, but I doubt if the prediction was generally believed, for there seemed to be a wide-spread feeling that the members of the club were too strongly preju-

diced against the League to ever consent to return to membership. The reasons of the club for withdrawing are too generally known to need discussion at this time. The hard feelings then engendered have happily, long ceased to exist, and now that the club has returned to membership, its members will undoubtedly do all in their power to advance the interests of the League. The chief if not the sole cause of the club again joining the League was undoubtedly the fact that the next annual meet is to be held in Boston. When the matter was first brought before the club Friday evening there was a strong opposition against it. President Hodges however, in a concise address, so clearly set forth the reason why the club should join and how it would be impossible for them to properly extend their hospitality to the visiting wheelmen unless they were members, that when the vote was taken there was not a dissenting voice.

Various other matters of business were transacted, including the admission of several new members. A bicycle was raffled for after the meeting, and won by President Hodges.

THE HUNDRED MILE ROAD COURSE SHORT.

I regret greatly to state that the course of the recent 100 mile road race of the Boston Bicycle Club, in which Weber made such wonderful time, has proven short. Captain Harrison and your correspondent rode over the course Sunday and carefully measured it with Butcher cyclometers of different patterns. The distance registered was $97\frac{1}{4}$ miles; the several cyclometers agreeing within one-sixteenth of a mile. Weber will therefore not be allowed either his 50 or 100 mile record; but will be given a record for 97 miles. It is a great pity that after working so hard he should lose his record. In reality he actually did ride 100 miles, taking into account the extra distances ridden while off the course. As these distances cannot be accurately measured, he of course, cannot be given the record. Even admitting that he rode but 97 miles his performance would still be a most creditable one, and better than anything yet done by the Englishmen. During the latter part of the race the men must have ridden at a four minute gait and the time for the 97 miles being 6 hours 57 minutes, the 100 miles would have been done in 7 hours 9 minutes, some two minutes better than the best English record. No one regrets the faulty measurement more than Captain Harrison and the other members of the committee in charge of the race. It is an exceedingly difficult matter to lay out accurately such a long course without having it surveyed, and the committee should not be too heavily censured for their mistake. It is not very many miles short, and I doubt if the courses over which the Englishmen make their records, are as carefully measured. After having ridden over the course I can more easily understand how such time as Weber's was possible. The course is a perfect one, scarcely any hills, and road surfaces smooth as concrete. It would be impossible to find such a course anywhere else in this country, and I doubt if a better one could be selected even over England's roads.

MASSACHUSETTS CLUB MEETING.

The meeting of the Massachusetts Bicycle Club held last Wednesday evening was a well attended one. The following gentlemen were elected members: Louis Barta, O. M. Fisher, John R. Green, E. H. Foote, A. F. Harlow, G. A. Loring, Carl Schuchman, John T. Williams, A. A. Carpenter and D. N. Northrup. An invitation was extended the League to hold its next annual meet in Boston. The proposition to raise the annual dues \$12 to \$16 was defeated. It was voted not to accept the rebate on the League dues tendered the club by the Massachusetts division. This action is certainly a

creditable one. It was establishing a very unwelcome precedent for the Division to offer a rebate on League dues, and the club acted very properly in refusing to accept it.

A goodly delegation of Massachusetts men left Monday night by the Fall River Line for your city where they are to remain for the next few days and have a glorious good time as guests of the Citizens Club.

A TRICYCLE ROAD RACE.

On last Saturday afternoon occurred the much talked of tricycle road race between the 1885 crop of Boston club men. As originally planned the race was to be between Messrs. Huston, Lambert and Robinson. The former was, however, owing to an accident unable to ride and as it was desirable that there should be at least three starters some one was looked up to take his place. After a deal of consideration, Mr. J. H. Mann was decided upon as the proper person, for it was thought that he would prove the easiest victim. A tremendous amount of interest was taken in the race by the club members for it was known that the contestants had been doing a deal of training on the quiet and that the race would be to the finish. The course was from the Hawthorne to the club house, distance about four miles. On the afternoon of the race the contestants rode out to the Hawthorne accompanied by scores of friends on bicycles and tricycles, who intended running in with them and seeing the fun. The men were ranged in line across the road and sent off with a cheer. Robinson and Mann had a hot struggle for the lead for the first half mile, when Robinson dropped back to the rear, leaving Lambert who had made no attempt at spurring to fall into second place. The two leaders stuck close together until reaching Perkins, when Mann's machine suddenly slowed up, allowing Lambert to take the lead. It must not be supposed that Mann's machine stopped at Perkins from force of habit, for such was not the case. The machine formerly belonged to a Massachusetts club man. Mann's stomach also gave out at that point. It only gave out a little bit, however, and then settled down again in old quarters, allowing its owner to continue on and hold second place from Robinson, whose Apollonian form was beginning to show up close behind. Lambert, after he took the lead continued to gain steadily and landed an easy winner in 19 minutes. On the last half mile Robinson made a gallant spurt and finished but 15 seconds behind Mann who took second prize by doing the distance in 20 minutes 30 seconds. The prizes were a cyclometer and a box of cigars. It was understood that an umbrella was offered as one of the prizes, but, as is not unfrequent with such articles, the umbrella could not be found when it was wanted. The result of the race caused untold quantities of champagne to flow at the club house and the evening was passed right merrily.

Now that the Englishmen have got through with their record smashing at Springfield the Americans are trying their luck at the same game. Last week Ives and Rhodes changed all the records above 20 miles and this week Rowe is to try and see what he can do. It is reported that in practice Saturday he did a mile in 2:37 3-5. I think that *The Wheel's* prediction of Rowe proving the fastest American amateur has been well fulfilled.

On October 24, Corey Hill is to be invaded by divers numbers of riders of bicycles and tricycles, who think they are capable of surmounting that famous hill. On that date a contest is to be held under the auspices of the Boston Bicycle Club, and a very successful affair is expected. It will be given under the

immediate direction of Dr. W. G. Kendall, League representative for Dorchester.

The ladies tricycle run next Thursday is now an assured fact. They start at 9 a.m. and hope to reach Magnolia before dark. They have wisely changed their provision excluding from participation members of the sterner sex.

The Massachusetts Club held a very successful entertainment last Saturday evening. There was sparring and fencing by the club members and a dumb bell drill by members of the Y. M. C. A. C. S. H.

Boston, October 12, 1885.

THE NORRISTOWN RACES.

On Saturday afternoon, October 10th was held the second annual race-meet of the Norristown, Pa. B. Club. All the pretty maidens of Norristown and the neighboring towns, in addition to seventy-five bicyclers and the population generally, assembled at the Globe Park Grounds and filled the coffers of the club with quarters. The parade of wheelmen preceded the races, seventy-five being in line, and marching to the inspiring strains of the Norristown Cornet Band, the latter comfortably riding behind a four-horse team. An enormous mob of people filled the track in front of the grand-stand, and though the officers of the club did their best to remove them, there they stayed during the entire day. First event, half-mile open. Joe Powell, Smithville, N. J., first in 1:27 3-4. Chas. E. Kluge, Jersey City, N. J., by a foot. One mile, four minute class: First, J. E. Gould, Philadelphia, 3:30 1/4; H. J. McArdle, Philadelphia, 3:30. In this event there were eight starters, but Gould was an easy winner all through. Hundred-yards, slow race; First, Eugene Beaver, 3:01 3-4.

Half-mile, two minute class:—J. E. Gould won in 1:40, J. G. Kugler by a wheel.

Three-mile, open: First, Joe Powell, 9:30; C. E. Kluge by half a second. A close race from start to finish. J. B. Hensch won the 100 yards foot race in 11 1/2 seconds. One mile, club championship: H. E. Gammons in 3:23.

Half-mile, without hands: A walkover for C. E. Kluge in 1:48 1/2. Half-mile tricycle—A. G. Powell, Philadelphia, walked over in 1:50. One mile open: Joe Powell, first, in 3:07, C. E. Kluge, by 3 seconds. W. R. Reiff, Morristown first in 220 yards foot race. Time 29s.

Three miles, club, handicap: First, E. J. Warner (2 m.) 12:21 1-4; H. E. Gammons (scratch); H. E. Seckler (30s.) 0.; J. L. Brower (scratch) 0. The handicapping for this event was miserable. One mile consolation—C. E. Kluge, 3:10 1/4. F. M. Dampman, 0. Kluge and Dampman were the only starters. Kluge was protested on the grounds of having won the half-mile without hands, but the judges decided that he should start, after taking into consideration the fact that he had had no competitor in that event. After the races the wheelmen present adjourned to the rink and witnessed Tommy Finley's fancy riding. At 10 p. m. members of the Reading B. C. led a grand march, in which fifty couples participated.

Our readers are doubtless aware that the *Cyclist* doubted the correctness of the Springfield times. In the last issue of the *Cyclist* its London editor gives a table of times made between different points by a fast train on which he was riding. The times are very fast. For instance, down a 4 3-4 mile stretch he makes it travel in 2 1-2 minutes!!! Now we doubt these times, Mr. Nairn. There was but one time keeper and they were too fast to be true—we adopt your own line of reasoning. Why should a "veritable duffer" of a train show such vastly improved form!! Preposterous!! Mr. Nairn's watch must run a half minute to the mile slower on railroads than elsewhere.

WHEEL GOSSIP.

"I pride myself on my descent," said the cyclist, as he took a header.

Mr. R. H. English was given a public dinner by his townspeople and club on his return from America.

The dinner to the returned English victors to be given at London, has been postponed from the 13th to the 17th, to await the arrival of Messrs. Lambert and Furnivall.

Boston girl on a visit to a New York cousin: "I say, Lil, they say tricycles are going to be very fashionable this fall." "Lil—You don't tell me so, what are the favorite colors?"

The Waltham B. C. has arranged for a series of dances to take place at the Waltham Academy of Music at different periods during the "off" season. To other clubs would we say: "Go ye and do likewise.

Harry Etherington has arrived home and his *Wheeling* bubbles over with enthusiasm at the reception his little band received in this country. Come again, and bring a "representative" timekeeper from Coventry.

Already Canary is being worked in the English papers and no doubt he will receive a cordial reception and reap abundant shekels from his trip. It is said that Kaufman, of Rochester, will also visit England next spring.

In the last issue we credit J. H. Adams with riding 232 1-2 miles in twenty-four hours beating the previous tricycle record by 3-4 miles. The official figures received later credit Adams with 233 1-2, which of course is now the record.

An exchange says that several of the married men who entered the Massachusetts Road races, caused their names to be suppressed before the races, for fear their wives might learn their intentions and put a summary end to their racing proclivities. Poor de'ils.

In another column Messrs. Garvey & Herring announce a clearance sale of their second hand wheels. The figures have been put down to cost with a view to winding up the business of the firm and these veritable bargains should certainly attract a number of buyers.

It is said that the German dog is particularly averse to cycles—or rather entertains a remarkable affection for them. Packs of the beasts follow every wheelman. Delightful, truly. There is a fortune awaiting the inventive genius who will discover some easy method of quieting the brutes.

Messrs. Zacharias & Smith successfully reopened the Roseville Rink, last Thursday evening, about 3,000 people being present. Professor Copeland successfully exhibited his steam bicycle, running at the rate of twelve miles per hour. Fancy riding exhibitions and skating concluded the evening's entertainment.

There was considerable rivalry on the other side of the water as to which paper would publish the first and most correct results of the great meets. The *Cyclist* undoubtedly beat *Wheeling* in the matter of early delivery, but the figures given by the *Cyclist* were a mass of errors. The reports of *Wheeling* were also far from correct.

At the Keen meeting held at Lillie Bridge, Sept. 26th, G. Lacy Hillier made his reappearance on the London racing path winning the five miles scratch race in 16.10 4-5. M. Weber who made his first appearance since his return from America, rode second by a few lengths.

English made his reappearance on the English racing path at North Shields, Sept. 26th. He was beaten one foot in a two miles handicap in 6.13 1-5. At the conclusion of the race he let go his machine and fell to the ground in a fit. A doctor quickly brought him to and announced his illness as the result of his ocean trip.

The *Wheel* comes to us this week in a form so neat that any Cycling paper might feel justly proud to be compared with it. The news it contains is thoroughly interesting to all who are enthusiastic in the sport for which that trustworthy publication does so much. The subscriber must, indeed, feel well repaid for receiving so much and such well written news. —*Sportsman*.

Cripps denies the report that he made pace for Wood in the latter's recent onslaught on the mile record, at Springfield. He was simply practicing, and had no notion that Wood was anywhere near him till he shot past. Cripps had to slow up at the finishing point on account of the crowd, but he went on again as soon as he found space to get through.

We have the utmost regard for Geo. Weber, and it was with unalloyed pleasure that we witnessed his twenty mile spin at Springfield and his hundred mile spin at Boston, but when the *Bicycling World*, itself such a stickler for accuracy in its contemporaries, credits him with riding forty races this year, and getting a prize in all but four, "we must object."

Some remarkably good road rides have recently been made in England. Mr. P. A. Nix rode 231 miles in 24 hours on a Facile; Mr. R. Tingley rode 231 miles on the same style of machine in the same time; Mr. H. R. Goodwin on a Facile rode 212 miles, and finally Messrs. Renouf and Barmore rode 200 miles on a tandem tricycle within the day.

On Tuesday, Sept. 30, Mr. T. R. Marriott finished a record-breaking tricycle trip between Land's End and John O'Groats, accomplishing the distance in 6 days, 15 hours. The previous record was 8 days, 11 hours and 45 minutes, made by Lawrence Fletcher, June 2, 1885. Mr. Marriott also beat the bicycle record of 6 days, 16 hours, 10 minutes.

In an English wheel paper appears the following advertisement: "The leading American Athletes attribute their proficiency to the use of Johnston's Fluid of Beef, Beef Flour, and Meat Lozenges." It is needless to state that the American Athletes do nothing of the kind; that Mr. Johnston's lozenges have never been heard of in this country. That lack of American proficiency just now could certainly prove that friend Johnston's lozenges do not possess all the merit he claims for them.

English cycling journalism has undergone a considerable change of late, and the number of papers started has exceeded the demand as much there as in this country. The latest issue of *Wheel Life* contains an announcement of a combination of three important papers in one. The trinity will include *Wheel Life*, *The Tricyclist*, and the *Bicycling News*, the latter title representing the amalgamation. Under the editorial management of Geo. Lacy Hillier, F. Percy Low, H. H. Griffin and W. McCandlish, a strong well written journal will doubtless be the result.

As will be noticed in another paragraph we had about begun to think that our old friend Karl Kron had fallen into a species of Rip Van Winkle doze, when lo! and behold! he writes us that: "Just two months since the magic 3000 was enrolled, the 3200 subscription

pledge has arrived; it will probably be two months before the final pages of X. M. Miles will be printed." So it seems at last, though scoffers predicted that "X. M. Miles" would only delight some future generation, that it will gladden our souls about Christmas time; or by New Years, at any rate.

There has been too much gag about Furnivall being the only pure unadulterated amateur who visited the States. "Furnie" is a gentleman and a honest wheelman, for, having got thoroughly disgusted with the continual blabber from the papers who vent their wrath upon the so-called M. A.'s, he candidly admitted in public at Springfield to his fellow riders that he (Furnivall) was "just as much a maker's amateur as any of them." * * * "Furnie" is a downright honest good fellow, a thorough gentleman, and will not have his fellow men branded, himself lauded, when he is in the same boat.—*Wheeling*.

Cola Stone is dead. The lion-hearted champion of the West, in the first blush of his breaking dawn of fame has passed away, leaving behind him the memories which always cling around the brave, the noble-hearted and the true. Cola was of heroic mould. In stature and build a giant, his heart was fitted to his frame, and those who knew him best were those who loved him most. Blunt and unpolished in his ways, he was a jewel in the rough and one of nature's noblemen. Fear was to him a foreign word; to do or die the watchword of his life, and one which at last carried him to an untimely death. He loved—twas the old, old story—and laid down his young, bright life at the feet of her who scorned the tribute of his manly heart.—*St. Louis Wheelman*.

The English visitors will be wine and dined at the Holborn restaurant, London, upon their return, the probable date being Saturday, Oct. 17th. The following lists of toasts have been proposed.

1. "The United States and their Cyclists, especially the Hartford and Springfield Committees." (The American Minister, or some member of the Legation, will be asked to acknowledge this toast.)
2. "The Winning Cyclists." (To be acknowledged by the amateur and the professional who took most first prizes.)
3. "The Record Cutters." (To be acknowledged by the amateur and the professional who cut most records.)
4. "The Makers of the Winning Machines." (To be acknowledged by the maker of each class of machine, "Bi," "Tri," "Safety," "Tandem," which won most first prizes.)
5. The Reporters of the Races." (To be acknowledged by the three whose reports were first published.)
6. "The Entertainment Committee."

MEETING OF THE ILLINOIS DIVISION, L. A. W.

The second annual fall meeting of this prosperous division will be held to-day and to-morrow. Under the energetic management of Chief Consul J. O. Blake, an entertaining programme has been prepared and widely circulated. The races will be held on the grounds of the Chicago Bicycle Track Association and seven State championships will be decided. They are as follows: One-mile Bicycle Race, two-mile Bicycle Race, Handicap; 100-yard Slow Race, five-mile Bicycle Race, Fancy Riding Contest, one-mile Tricycle Race, three-mile Bicycle Race.

Although we are inclined to wonder at the insertion of a "handicap" in a championship programme, they will no doubt be of considerable interest, as the best local talent and a flavor-

THE "STAR" WINS!

GEO. E. WEBER,

—*RIDING A 54-INCH "STAR" BICYCLE,*—

❖WON❖

————Up to October 5th, 1885:————

17 FIRST PRIZES IN WELL CONTESTED EVENTS.

12 SECOND " " " " " and

6 THIRD " " " " "

He holds three (3) L. A. W. Championships, viz: $\frac{1}{2}$ Mile, 15 Miles and 25 Miles.

He rode 20 miles and 160 yards in one hour, and is the only American rider who has ever ridden 20 miles within the hour. He also as an American has the best record for 10 miles, having covered the distance in 29 minutes 20 4-5 seconds. He also as an American rider holds all records from 4 to 20 miles, and probably the World's record for $4\frac{1}{2}$ miles.

He also holds the World's record for 100 miles on the road, beating the previous world's record 14 minutes, and beating Cola Stone's American record 1 hour and 29 minutes—Weber having covered the first 50 miles in 3 hours 10 $\frac{1}{2}$ minutes, and the whole distance in **6 hours and 57 minutes**. He has to his credit $\frac{1}{2}$ mile flying start 1.17 $\frac{1}{2}$; and the following from the stand still:—1 mile in 2.44 1-5; 2 miles, 5.36 1-5; 3 miles, 8.31 1-5; 4 miles, 11.17 1-5 and 5 miles in 14.12 4-5. Also 6 miles, 17.16 3-5; 7 miles, 20.16 3-5; 8 miles, 23.15 4-5; 9 miles, 26.17; 10 miles, 29.20 4-5; 11 miles, 32.21 4-5; 12 miles, 35.22 4-5; 13 miles, 38.25; 14 miles, 41.26; 15 miles, 44.24; 16 miles, 47.22; 17 miles, 50.26; 18 miles, 53.32 3-5; 19 miles, 56.33; 20 miles, 59.46.

Other Star Riders have made even better time on short distances.

For further particulars address the Manufacturers,

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THE WHEEL.

ing of the flyers will be present to compete for the honors.

Annual Fall meeting for the discussion of business of the Division will be held in the "Briggs House" parlors at 10 o'clock Saturday morning, October 17th. The annual meetings held in Spring have been hurriedly passed over to give time for parade and other social features, necessarily leaving out the discussion of many matters of interest to wheelmen. At this meeting the recent amendments to the L. A. W. Constitution, Amateur Rule, State Touring Board, Illinois Road Book, League government and prospects, and other wheeling issues will be revised and discussed. The questions at issue are interesting, and involve, besides the above, reports of the craft from all quarters of the State, showing growth of wheeling, privileges enjoyed and facilities to be secured.

WHEEL RACES.

RACES AT NEWCASTLE, PA.

A new park has been opened at Newcastle, Pa., containing a bicycle track, which promises to be fine in course of time. A series of bicycle races were run on Tuesday, October 6th, and hotly contested before a large crowd of people. Gold and silver medals were the prizes. The half-mile open, two in three, was won by Brown, of Greenville; Place, of Greenville, second. Time, 1.29 4-5, 1.35 2-5; the one mile novice was won by W. H. Hubbard, Beaver Falls. Time, 3.19. W. A. Crawford a good second. The one mile open, won by Hedges, of Buffalo, Brown second. Time, 3.02 2-5. The half mile race for boys under 17 was won by Will S. Hubbard, Charley Greble, Greenville, second. Time, 1.39 1-5. The two miles open was a great contest between Brown, Hedges and Place. They came in the above order. Time, 6.34 2-5. W. A. Crawford won the club championship, with C. J. Kirk, second. Time, 1.34. The one mile consolation race was won by John Kersch, Canal Dover, O. Time, 3.26 2-5.

A NEW ENGLISH ROAD RECORD.

While we were mutually rejoicing at the bad "turn" our road riders gave the English 50 and 100 mile bicycle road records, in the recent Boston road race, we were in blissful ignorance, that on Sept. 26th, a competition was held in England, which reduced their 100 mile road record considerable, not as low as ours happily; but a fifty mile record was made which goes some five minutes under our figures at the same distance. The race was promoted by Messrs. Starley and Sutton, with a view of getting a record for their "Rover" safety. The route was kept secret till the day of the race. It would be useless to give our readers the names of the different towns through which the riders passed, as they would convey no definite ideas. The wind helped the riders for the first fifty-eight miles, but at this point the course veered to the West, and the riders were neither hindered or helped by it the rest of the journey. The roads were stated to be heavy; the last thirty miles being especially rough.

The start was made about 8.30 A. M. on Saturday, Sept. 26th, opposite the public house at Norman's Cross. Fourteen men started. Elaborate arrangements had been made to provision the men and scores of pace makers and runners-up were at different portions of the route to ride with and encourage their friends. A special prize was offered for a fifty mile record, and the competition to reach this point first was very keen, the men passing as follows: S. Golder, 3h. 5m. 34s.; E. Hale, 3h. 10m. 49s.; G. Smith, 3h. 15m. 17s.; D. Belding, 3h. 15m. 19s.; P. G. Hebblethwaite, 3h. 22m. 32s.; R.

Allan, 3h. 22m. 33s. There was no English record at this distance. Weber's American record, made in the Boston race 3h. 10m. 30s. Golder at one time led by twenty-three minutes, but an accident to his machine threw him out of the race. The following table gives the order and time of finish:

George Smith, Merry Rovers	7h. 5m. 10s.
E. Hale, Gainsborough	7h. 17m. 3s.
D. Belding, St. Bartholomew's Hospital	7h. 28m. 25s.
P. T. Letchford, Finchley, T. C.	7h. 30m. 55s.
O. G. Duncan, Beretta, C. C.	7h. 55m. 3s.

The rest come straggling in up till 9h. 15 minutes, three only failing to finish. The previous road record was George Smith's, 7h. 11m. 10s., made on a "Kangaroo" last year. The American record is 6h. 57m. made on a "Star" at Boston last week.

A WORLD'S TRICYCLE RECORD.

Mr. T. R. Marriott, of Marriott and Cooper succeeded Sept. 21st, in an attempt to beat the Land's End--John-o-Groat's record, on an M. & C. tricycle. Mr. Marriott started from Land's End, Monday at 1.23 A. M., arriving at Bridgewater, a distance of 165½ miles during the afternoon of the same day. Second day, Tuesday, left Bridgewater 4.30 A. M., arriving at Hodnet, 146 miles during the evening. Total distance 312 miles. Third day arrived at Kendal 10.30 P. M., distance 114 miles. Total 426 miles. Fourth day, left Kendal 4.00 A. M., arriving at Edinburgh early Friday morning; total of 568 3/4 miles. Fifth day, arrived at Dunkeld. Sixth, arrived at John-o-Groat's, total distance 881 3/4 miles. Time, 6 days 15 hours, 25 minutes. This is the best on record for the journey, supplanting Lennox's bicycle record of 6d. 16h. 10m., and Fletcher's tricycle 8d. 5h. Mr. Marriott has in former contests acquired the reputation of a sterling road-rider, but this performance completely overshadows all past horrors. While Alfred Nixon and some other renowned riders will attempt to "best" this record, yet we are convinced that it will stand a long time, at least for tricycles.

THE MEET AT DANBURY.

In connection with the annual fair held at Danbury, Conn., a series of races were inaugurated for Tuesday, October 6th, but owing to the severe rain storm they were postponed until the following day. The attendance was large and enthusiastic, although the times made were nothing startling owing to the heavy condition of the track.

The first race was a half mile dash, for which the prizes were a gold and a silver medal. There were five starters: O. B. Jackson, Wm. T. Olmstead, W. E. Matthews, of Norwalk, and Ed. DeBlois and George Coburn, of Hartford. Olmstead took the lead, with Jackson second, and the rest bunched close behind. DeBlois fell before rounding the turn, and was obliged to drop out. On the back stretch Jackson out-rode Olmstead and opened a gap which the latter was not able to close. Matthews third, Coburn fourth. Time 1:34½.

In the one-mile race, best two heats in three, Orville Swift, of Danbury; O. B. Jackson and George Coburn started. Jackson led, with Swift close behind. Coming down the home stretch, on the first half of the race, past the grand stand, Swift forced the pace. Jackson's wheel trembled, struck Swift's and the former was thrown. Swift finished the mile in 3:25; Coburn almost out of sight.

It seemed that the second heat must be an easy victory for the Danbury man, and it might have been barring an accident. But on the second quarter he looked around for his

opponent and his pedal struck the fence, throwing him and breaking his wheel. Coburn was ten yards behind at the time, and was fifty yards ahead when Swift got another machine and started again. By a hard run he made up the lost time and won the heat and race. Time 3:57½. First prize, gold medal; second bicycle lantern.

The one-mile 3:45 class, was a fine race between Ridge G. Larkin of Danbury; W. E. Matthews, Norwalk, and R. R. Bird, Waterbury. Bird took the lead but Matthews beat him to the quarter pole and at the half he was third. Larkin trailed Matthews to the home stretch, where he made a fine spurt and won in 3:32½; Matthews second. The prizes were a cyclometer and a Hill & Tolman bell.

Four men started in the three-mile race—Ed. DeBlois, W. T. Olmstead, L. A. White and W. D. Hall. There were three prizes, a gold medal, a Butcher cyclometer, and an L. A. W. badge. Olmstead made the pace for the first lap, closely followed by White, Hall and DeBlois, in the order named. The Hartford man made a terrible spurt on the third quarter and passed the crowd winning the second, third, fourth and fifth laps. On the last lap Olmstead made a hard run for the front again but was unable to pass DeBlois, who held the lead and won in 11:27. White and Hall had a close race for third places the former winning.

In the half-mile boys' race, A. A. Jackson, Norwalk, was too much for the Danbury boys—Dana Barnum and Orrie Morrell—and won in 1:42, with Barnum a close second. The prizes were a bicycle bell and a gold scarf pin.

The last race on the card was a two mile, for prizes offered by the Pope Manufacturing Company of Boston—a pair of Columbia ball-bearing pedals and a breech loading bicycle lantern. DeBlois, Swift and Matthews were the starters. Swift led for the first lap, but DeBlois made a spurt on the back stretch and took the lead holding it to the finish. Swift second, Matthews third. Time 7:19.

Chief consul Huntington of Hartford, being unable to remain Dr. Charles Upson of Waterbury, acted as referee. The judges were Consul Charles E. Millet, of Norwalk; C. P. Bennett and A. E. Tweedy, of Danbury; timekeepers, J. M. Ives and S. H. Rundle, umpires; Robert Starbuck, C. B. Raymond, Wm. N. Fenton and F. L. Butler; scorer, L. L. Hubbell; clerk of the course, J. G. Irving; starter, F. L. Cutler.

ANOTHER BROKEN RECORD.

TWENTY-FIVE MILES ON A BICYCLE.

The attempt to break the 100 mile amateur bicycle record, which Ives and Rhodes intended to make last Friday on the Hampden park track, in Springfield, was postponed on account of the absence of the officials at the hour announced. Both men were on the park ready to ride at 11 o'clock and waited till 1 for the timers to appear. Finally at 3:30 o'clock Ives and Rhodes came on the track and started out to lower the 25 mile amateur "bike" record. Ives made the distance in 1 hour 19 minutes and 6 3/5 sec., beating the best American record made last August by V. H. Van Sicklen at Chicago, by 2 minutes and 7 13-20 seconds, and 2 minutes and 25 seconds slower than the English record of H. L. Cortis at Surbiton in September, 1880. Rhodes' time was 1 hour 24 minutes and 30½ seconds. The officials were:—Referee, W. N. Winans; judges, A. L. St. Clair and E. T. Bray; timers, Henry Goodman, Robert James and George A. Rockwood; starter, Harry W. Collins; scorer, Robert S. Hitchcock.

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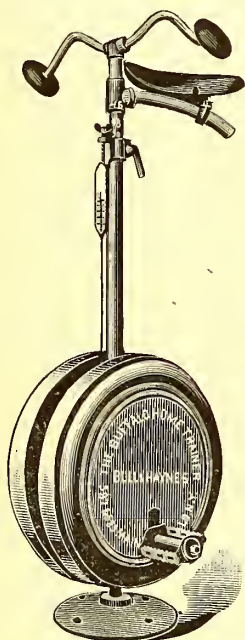
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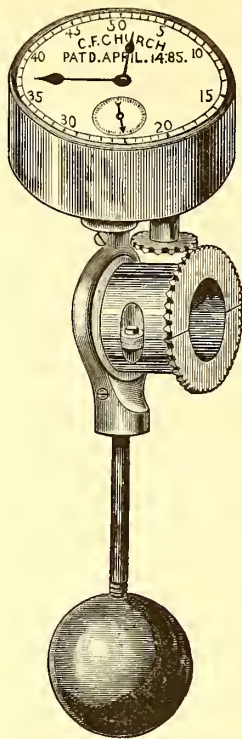
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RACING NOTES.

R. James, whose thirst for American gold is evidently still unsatiated, challenges any American rider to a mile race, for from \$125 to \$250.

A. A. McCurdy, who holds the twenty-four hour record of 233 $\frac{1}{4}$ miles, is but nineteen years of age. Exchanges persist in speaking of Mr. McCurdy as A. A. McCarthy.

At the Monroe County (Ohio) fair Oct. 2d, the mile bicycle race was won by Mr. Watson of the Toledo club, in 3.45, and the half mile was captured by Mr. Chapman of the same club.

It is rumored that R. H. English is going in the jewelry business. What with medals, clocks, watches, and other miscellaneous matter, he could stock a good many shelves. Bob won his fifteenth time-piece at Leicester recently.

Richard Howell has been in active training for the past week, in contemplation of smashing some tricycle records, but the weather has been so stormy, that he has deferred the time from day to day. On October 10th, however, he made the trial and succeeded in creating a two-miles world professional record of 6m. 12 2-5s. The mile was covered in 3 m. 12-5s. Both of these times supplant F. Lees' English record of 3m. 20s. for the mile and 6m. 35s. for the two miles, made at Leicester, May 20, 1884, also H. W. Higham's American, 3.24 for the mile, made at Washington, August 24, 1885. Howell's times, however, fall way to the rear of the worlds amateur records of 2.53 4-5 and 6.03 4-5 made by R. Cripps and P. Furnivall respectively, at Springfield.

The fall races of the Capital Bicycle Club were held on Monday, October 5th. The attendance was small but the races attractive, and chiefly characterized by the performance of Crist who won the three mile lap race in 9:27 3-8. The five mile dash for the Flint Challenge Cup was captured by this same rider in 16m. 35 7-8s. He occupied only 6m. 22 3-8s. for a two mile race, and 6m. 17s. for the two mile lap race, concluding the afternoon work with a one mile safety race, time not taken.

C. E. Kluge, of Jersey City, won the mile open in 2 min. 55 7-8s., and the half mile in 1m. 27 3-4s. The track is not particularly fast being of rough cinders and not kept in the best condition.

The fifty-mile bicycle race for the trophy offered by T. Fane & Co., of Toronto, and the championship of Canada, was decided Sept. 16th., at the Rosedale Athletic grounds in Toronto. The starters were: M. F. Johnson, Toronto; H. W. Clarke, Woodstock; H. Davies, Toronto; F. Campbell, Toronto; R. Daniels, W. Bowers, H. Beattie, and F. Capon, all of Toronto; also H. Kent, of Newcastle. At the start Johnson took the lead, with Beattie in second place. At the sixth mile, Clarke was in the latter position and slowly gaining on the leader. The five-mile point was passed in 17.43. Davies led at twenty-five miles closely followed by Clarke a second later; time 1h. 30m. 2s. From this distance up to the 43rd mile, Davies kept his "lead," when he was passed by Clarke, who showed in front for the remaining seven miles and won in 3h. 7m., 22s. Davies second, by a lap and a half; the other contestants had dropped out. The time is very good for the track, beating the old American record made by Johnson by nearly two minutes, but falls behind Ives' Springfield record of 3h. 0m. 30s. as reported in another column.

THOMAS STEVENS IN EUROPE.

The latest of Stevens papers, that in the October *Outing*, possesses more than usual interest for American readers. We were all more or less familiar with the Americanism that gave charm to Stevens across the continent, but the paper under discussion gives many graphic and pleasant descriptions of the queer people and places he has seen in the "by-ways" of Merrie England, as well as glimpses of the habits and customs of the simple people of Normandy and Brittany. We give some of the more interesting paragraphs below:

A pleasant ride along a splendid road, shaded for miles with rows of spreading elms, brings me to the charming old village of Dunchurch, where everything seems moss-grown and venerable with age. A squatty castle-like church tower, that has stood the brunt of many centuries, frowns down upon a cluster of picturesque thatched cottages of primitive architecture, and ivy-clad from top to bottom; whilst, to make the picture complete, there remain even the old wooden stocks, through the holes of which the feet of boosy unfortunates were wont to be unceremoniously thrust in the good old times of rude simplicity; in fact, the only really unprimitive building about the place appears to be a newly-erected Methodist chapel. It couldn't be—no of course it couldn't be possible that there is any connecting link between the American peculiarity of elevating the feet on the wind-sill or the drum of the heating stove and this old-time custom of elevating the feet of those of our ancestors possessed of boosy, hilarious proclivities!

At Weedon barracks I make a short halt to watch the soldiers go through the bayonet exercises, and suffer myself to be persuaded into quaffing a mug of delicious creamy stout at the canteen with a genial old sergeant, a bronzed veteran who has seen active service in several of the tough expeditions that England seems ever prone to undertake in various uncivilized quarters of the world; after which I wheel away over old Roman military roads, through Northamptonshire and Buckinghamshire, reaching Fenny Stratford just in time to find shelter against the machinations of the weather clerk, who, having withheld rain nearly all the afternoon, began dispensing it again in the gloaming. It rains uninterruptedly all night; but, although my route for some miles is now down cross-country lanes, the rain has only made them rather disagreeable, without rendering them in any respect unridable; and, although I am among the slopes of the Chiltern Hills, scarcely a dismount is necessary during the forenoon.

On our way through Dieppe, Normandy, I notice blue-bloused peasants guiding small flocks of goats through the streets, calling them along with a peculiar tuneful instrument, that sounds somewhat similar to a bagpipe. I learn that they are Normandy peasants, who keep their flocks around town all summer, goat's milk being considered beneficial for infants and invalids. They lead the goats from house to house, and milk whatever quantity their customers want at their own door—a custom that we can readily understand will never become widely popular among Anglo-Saxon milkmen, since it leaves no possible chance for pump-handle combinations and corresponding profits. The morning is glorious with sunshine and the carols of feathered songsters as together we speed away down the beautiful Arques Valley, over roads that are simply perfect for wheeling; and, upon arriving at the picturesque ruins of the Chateau d'Arques, we halt and take a casual peep at the crumbling walls of this once-famous fortress, which the trailing ivy of Normandy now partially covers with a dark green mantle of

charity, as though its purpose and its mission were to hide its fallen grandeur from the rude gaze of the passing stranger.

All along the road we meet happy-looking peasants driving into Dieppe market with produce. They are driving Normandy horses,—and that means fine, large spirited animals,—who, being unfamiliar with bicycles, almost invariably take exception to ours, prancing about after the usual manner of high-strung steeds. Unlike his English relative, the Norman horse looks not supinely upon the wheel, but arrays himself almost unanimously against us, and usually in the most uncompromising manner, similar to the phantom-eyed roadster of the United States agriculturist.

Wheeling along the crooked, paved streets of Elbeuf, I enter a small hotel, and, after the customary exchange of civilities, I arch my eyebrows at an intelligent-looking madame, and inquire "*Comprendre Anglais!*"—"Non," replies the lady, looking puzzled, whilst I proceed to ventilate my pantomimic powers to try and make my wants understood. After fifteen minutes of despairing effort mademoiselle, the daughter, is despatched to the other side of the town, and presently returns with a bewhiskered Frenchman, who, in very much broken English accompanying his words with wondrous gesticulations, gives me to understand that he is the only person in all Elbeuf capable of speaking the English language, and begs me to unburden myself to him without reserve. He proves himself useful and obliging, kindly interesting himself in obtaining me comfortable accommodation at reasonable rates. This Elbeuf hotel, though, is anything but an elegant establishment, and *le proprietaire*, though seemingly intelligent enough, brings me out a bottle of the inevitable *vin ordinaire* (common red wine) at breakfast time, instead of the coffee, for which my opportune interpreter said he had given the order yester-eve. If a Frenchman only sits down to a bite of bread and cheese he usually consumes a pint bottle of *vin ordinaire* with it. The loaves of bread here are loaves three or four feet long, and frequently one of these is laid across—or rather along, for it is often times longer than the table is wide—the table for you to hack away at during your meal, according to your bread-eating capacity or inclination.

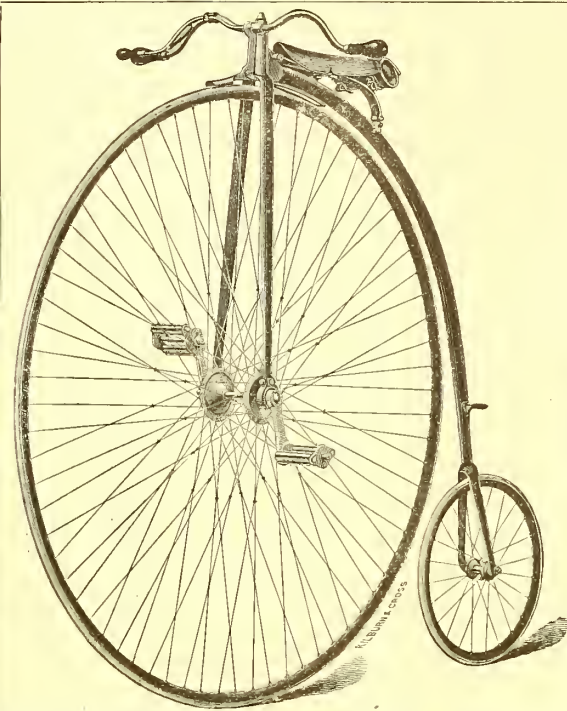
Noble chateaus appear here and there, oftentimes situated upon the bluffs of the Seine, and forming the background to a long avenue of chestnut, maples, or poplars, running at right angles to the main road and principal avenue. The well-known thriftiness of the French peasantry is noticeable on every hand, and particularly away off to the left yonder, where their small well-cultivated farms make the sloping bluffs resemble huge log cabin quilts in the distance. Another glaring and unmistakable evidence of the Normandy peasant's thriftiness is the remarkable number of patches they manage to distribute over the surface of their pantaloons, every peasant hereabouts averaging twenty patches more or less, of the shapes and sizes. When the British or United States governments impose any additional taxation on the people, the people grumblingly declare they won't put up with it, and then go ahead and pay it; but when the Chamber of Deputies at Paris turns on the financial thumb-screw a little tighter, the French peasant simply puts yet another patch on the seat of his pantaloons, and smilingly hands over the difference between the patch and the new pair he intended to purchase!

Every few miles the road leads through the long, straggling street of a village, every building in which is of solid stone, and looks at least a thousand years old; whilst at many cross-roads among the fields, and in all manner of

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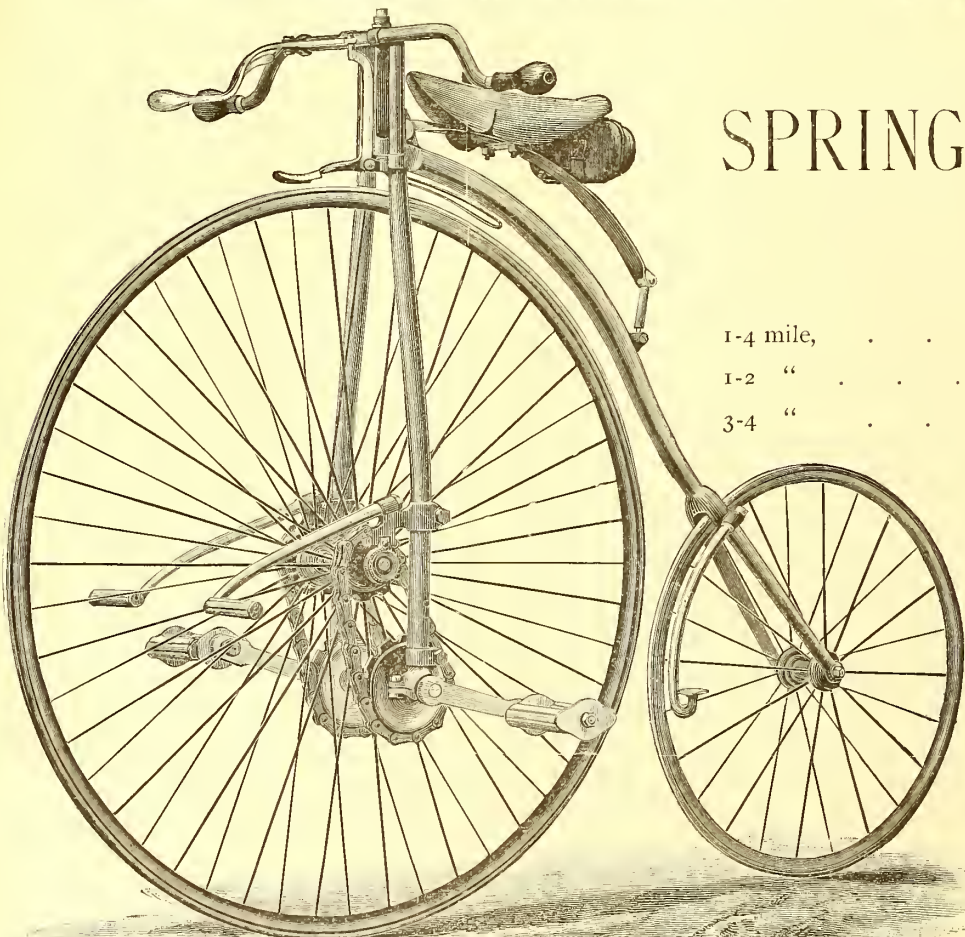
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Remember these are Amateur Records.

unexpected nooks and corners of the villages, crucifixes are erected to accommodate the devotionally inclined. Most of the streets of these interior villages are paved with square stones which the wear and tear of centuries have generally rendered too rough for the bicycle; but occasionally one is ridable, and the astonishment of the inhabitants as I wheel leisurely through, whistling the solemn strains of "Roll, Jordan, roll," is really quite amusing. Every village of any size boasts a church, that for fineness of architecture and apparent costliness of construction looks out of proportion to the straggling street of shapeless structures that it overtops. Everything here seems built as though intended to last forever, it being no unusual sight to see a ridiculously small piece of ground surrounded by a stone wall built as though to resist a bombardment; an inclosure that must have cost more to erect than fifty crops off the inclosed space would repay.

The market-women are arraying their varied wares all along the main street of Mantas as I wheel down towards the banks of the Seine this morning. I stop to procure a draught of new milk, and, whilst drinking it, point to sundry long rows of light flaky-looking cakes strung on strings, and motion that I am desirous of sampling a few at current rates; but the good dame smiles and shakes her head vigorously, as well enough she might, for I learn afterwards that the cakes are nothing less than dried yeast cakes, a breakfast off which would probably produce spontaneous combustion.

MAKERS AMATEURISM AGAIN.

There was one "mitigating circumstance" in the defeat of our riders at Hartford and Springfield that in the midst of their natural elation no English paper has even hinted at, with one exception; it was the victory of semi-professionals over, with a few exceptions—bona-fide amateurs. With the one single exception of the much belauded Furnivall, the English party are makers amateurs. We base our assertion on the fact that those English editors who are trying to stifle proamateurism, have openly advocated that the Englishmen who have beaten us, should be brought up before the N. C. U. on their return, and questioned as to the source whence they received their expenses to America. Of course the usual kind-hearted-relation-who-supports-me plea would be advanced, so that any inquiries in that direction would be fruitless. The Americans, with a very few exceptions were *bona fide* amateurs; of course there were men who are agents for machines, but in referring to makers amateurs now, we mean those who were kept on the race-track at the expense of some manufacturers. We use the word were, for we are sorry to say, that since the Springfield meet, proamateurism had increased hundred-fold. Indeed, were the Goddess of Amateurism to appear with a laurel wreath for the fastest *bona fide* Amateur, and had she a knowledge of the "going's on" since the previous tournament, she would look in vain among our cracks for the *rara avis* she sought, and would be compelled to crown some veritable duffer.

Men who probably never before were a hundred miles from their native hamlet, went up to Springfield, showed surprising form, and are now galivanting, one week at Slowtown, Maine, and the next week in Goldville, Arizona. We will scarcely mention that machines have been distributed wholesale among the lesser fry.

So marked has been the increase in makers amateurism, that what was but a month ago a speck scarcely worth noticing or legislating against has now become a large blot, our apple of amateurism has been rotted to the core, until it is in about the same state as English amateurism.

There have been many plans suggested to kill the evil, but all of them have some demerit that prevents our racing legislators from trying any of them, and they remain mute, much in the same position of the N. C. U. who have long feared to grapple with it. It has been suggested that the amateur rule be abolished; others that money prizes be given to amateurs to enable them to pay their expenses. We have advocated that race meet committees refuse to allow traveling cracks to compete in their petty local events, to the detriment of local men; but the money-making propensities of clubs causes them to welcome with outstretched arms, as attractions which they must have to draw the public. The Chairman of the Racing Board, to whom we naturally look for some wise suggestion on the subject merely assures us that he has the promise of the manufacturers that they will not employ men for their racing abilities next year. There is very little in this, in our opinion, for we have long ago concluded that the obvious advantage of gaining records for a machine, will prevent the abolishment of the maker's amateur, and the only thing left to determine is, how they shall race, as amateurs or professionals, or as a class by themselves. If any of our readers suppose that we were going to add a new theory of suppression to the numerous ones already in existence we are sorry to assure them that they are mistaken. We wish to point out the fact that the racing season is nearly over, that the Winter season is a good time to look at the thing fairly and squarely in the face; that at the several meetings held, the question has been squelched: the evil is multiplying at an alarming rate, and that now or never is the time to adjust matters. We would suggest that the Racing Board announce a date on which a meeting of the Racing Board will be held, to finally legislate on the question. In the meantime, the deeper minds of the League should wrestle with the question, and give the results of their work to the Board. Each plan should then be taken up in turn and thoroughly discussed; and the most feasible adopted, even if it provided for the abolition of the whole, or the giving of money prizes. Anything would be better than the present stupor.

THE DIFFERENCE BETWEEN TWO STATES.

(BY A TOURIST IN BOTH.)

Kentucky Colonel—"Git off this road with tha-at cannfound theeng, or by gad sah I'll shootehah !

Kentucky Farmer—"Ye ain't got no right on heah nohow, an' I weesh every gol-dahned one of ye was in ginny.

Kentucky Lady in Buggy, pulls horse into unoccupied field, gets out, holds his head, and yells for "John" or "Cholly," while the old horse calmly chews his cud and looks around for a good place to lie down.

Ohio City Man—"Look out there, please, my horse is not accustomed to bicycles. *Note* come on and have a brush."

Ohio Farmer—"Hey boys? out for a ride? My horse ain't used to your wagon yet. He'll come round in time I reckon. Nice day isn't it?"

Ohio Lady in Buggy raises hand, and wheelmen dismount, lay their bicycles down, while one of their number leads the horse past tips his hat and soon all are on their way again.

Actual facts.

NORB.

The St. Louis Critic, eulogizes Hendee as a road-rider.

Memphis, Tenn., is in for another tournament. It will take place this fall.

The English *Sporting Times* has coined a new word. It speaks of tandems, as "double-barrelled tricycles."

Is lying justifiable? "asks the Brooklyn *Times*." It is evident that the writer has never been the last man home, in a 'cycling road-race.

Buffalo is well represented in road-riding by Messrs. Ehrlich, Georger, Russel, Adams, Rummell and James, of the B. C., each of whom have covered 100 miles and over, in a day, this season.

The claims of the Pope Mfg. Co. for the new Columbia as a racing machine, seems to be well founded. At the St. Louis Ramblers Race meet, twelve first prizes were won by riders of Columbia racers.

The *Canadian Wheelman* states that Fred. Westbrook, of Toronto, will, in future, race as a professional. We suppose Freddy, like all other aspirants for honor in this direction, has an idea, that he is the man to lower the colors of Howell, Wood, and other celebrities.

WATERBURY (Conn.) WHEEL CLUB—has elected the following officers to serve during the ensuing term: Pres't, C. B. Upson; Sec'y and Treas., N. C. Oviatt; Captain, L. A. White; Lieut., R. B. Bird. At this meeting a committee consisting of club members was appointed to secure a bicycle track for the coming year.

St. Louis seems to be an unlucky city for wheelmen. Joseph Powell of "Star" fame, while out riding, struck a small stone and was sent flying against a fence. We presume that the fence conquered in the battle that ensued, as Mr. Powell was all broken up, even to that extent, that he had not the power to see "Stars."

St. Louis rejoices in the possession of a mammoth hill, or mountain, which is universally accorded the appellation of "the son-of-a-gun." Informal hill climbing contests have been inaugurated for the purpose of surmounting the "son," but as yet none of St. Louis' dozen sterling road-riders have succeeded. At a recent trial Geo. M. Hendee came within an ace of the coveted hill-top, but to be reminded by failure of the old maximum "There's many a slip 'twixt the cup and the lip." George, is confident though, that he will yet be victor.

For several years we have been constantly reminded of the fact that H. L. Cortis is still alive, in the shape of cablegrams, and other miscellaneous sources of information appearing in our English contemporaries, stating that Herbert "would again appear on the path," or "special from Australia states that H. G. Cortis died on the — inst.," and similar notes, reflecting great credit on the reliability of John Bull's 'Cycling press. The latest we have noticed comes from *Wheel Life*, "the noblest of them all," and informs its readers and the gaping editors on this side, that Mr. Cortis has been appointed Magistrate for Coonamble.

EXCHANGE AND MART.

Advertisements inserted in this department at the rate of **One Cent per Word**, no charge for name and address. No charge less than twenty cents accepted. Remit in one or two-cent stamps.

KANGAROO 36x54 for sale. Japanned finish, new last June. Address for particulars, F. Fawcett, 85 Rose St., Brooklyn, E. D.

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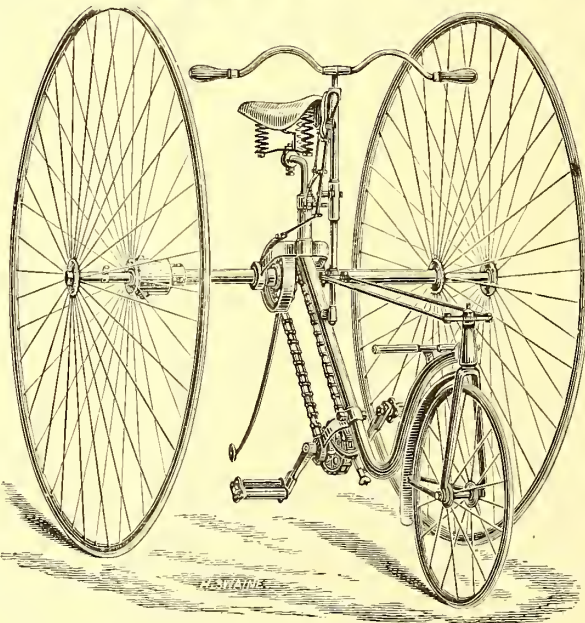
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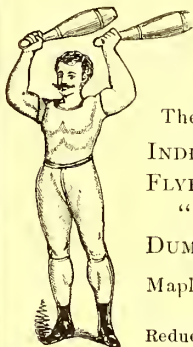
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46 St. Columbia,	"	"	"	50.00
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32 Otto,	"	Solid,	"	12.00
28 Otto,	"	"	"	8.00
58 Expert,	Ball.	Hollow,	Full nickel'd,	
50 Acme,	Par.	"	Painted,	37.50
52 Spec. Columbia,	Ball.	"	"	47.50
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54 "	"	"	Nickel'd,	50.00
55 Club Racer,	"	"	Enamel'd,	75.00
55 Keen,	"	"	"	75.00
54 Express,	"	"	Painted,	50.00
50 Matchless,	"	"	"	50.00
54 Humber,	"	"	1/2 nickel'd,	50.00
50 Excelsior,	Cone,	Solid,	Painted,	25.00
50 Club,	Ball	Hollow,	"	55.00
50 King of the Road	"	"	"	50.00
48 Premier,	"	"	"	50.00
42 Safety,	Par.	"	Nickel'd,	65.00
44 Humber,	Ball,	"	Painted,	30.00

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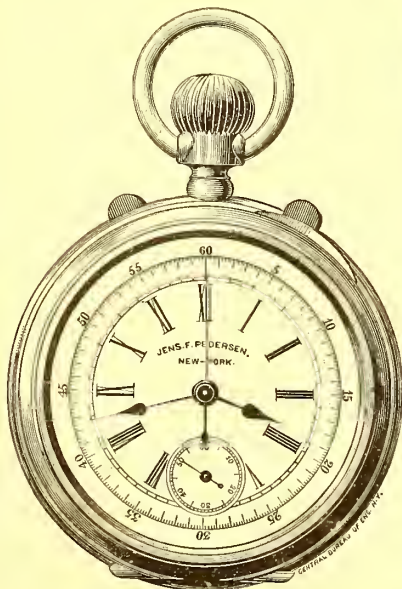
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