

THE WHEEL

A JOURNAL OF CYCLING

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[WHOLE NUMBER, 247.]

IT IS SAID

That the N. C. U. is weakening.
 That everybody is weakening.
 That this is a fact.
 That John S. Prince's smile is contagious.
 That if this is true, we shall haste to be inoculated.
 That the Lynn Cycle Club will hold a mammoth tournament this Fall, shortly before the Springfield meet.
 That the K. C. W. cleared \$200 on their race-meet.
 That the Yale Club lost \$250 on its two days' tournament.
 That the Boston Club men affect white hats, bound with green ribbon.
 That Englishmen call their "Vets" cab-horses, sham cyclists, etc.
 That "The Welsher," is very proud over the reproduction of his "Lost Squeak" in THE WHEEL.
 That Kluge was insured in an "accident" company three days before his fall at Lynn, and that he now draws twenty-five per week.
 That Mr. Bassett is like a gallows rope, because he is a great suspensor.
 That H. J. Webb, the English crack tricyclist, has been appointed to a professorship in an agricultural college.
 That the Ilderan Bi. Club has a boy bicycling encyclopedia, who may invariably be found behind a cigarette, from which he only detaches himself long enough to make some learned mechanical remark.
 That editor Barnes, of the *Cyclist and Athlete*, has been known to smile.
 That "Laughing" Jones, of the Brooklyn, had better hustle, or ye editor will rob him of his title.
 That Fred Jenkins thinks our story of the League meet by far the best that appeared.
 That Karl Kron attended the inter-club road race, on which occasion he took his first outing for nearly two years.
 That several cycling editors are looking for free ads. in this paper.
 That we thoroughly despise the bellicose scribe and consider him generally beneath notice.
 That Charles Schwalbach knows how to run a meet.

SPOKES.

The Hartford meet will be held on September 8-9.
 Positively the latest cycling fad is a new pocket walking stick. It is collapsable, and can be carried in the pocket while riding.
 A. S. Bellinger and a companion, members of the Elizabeth Wheelmen, started last Monday morning on a tour to Lake George. They expect to reach the lake by Friday. The distance is about 225 miles.
 To-morrow the annual games of the N. A. A. A., will be held on the Staten Island Athletic Club grounds, West New Brighton, Staten Island, commencing at two o'clock. Among the events is a four mile bicycle race, for the championship of America. The 1:30 boat from the foot of State street, will be most convenient.
 The amateur definition of the N. C. U. is as follows:
 An amateur wheelman is any person who has never, either in public or private, raced or exhibited his skill for a public or for a private stake, or for a purse, or for gate money; and who has never contended under a false name; and who has never backed or allowed himself to be backed either in a public or in a private race. A professional wheelman is one who at any time in any degree has violated his amateur standing as defined above.
 The Brooklyn Athletic Club will hold its summer games on its club grounds, De Kalb and Classon avenues, Saturday, July 10th, commencing at 3.30 P. M. Among the events is a three miles handicap, for which valuable prizes will be given. Entrance fee 50 cents; close July 3d, with F. M. Price, Secretary Games Committee, DeKalb and Classon avenues, Brooklyn.
 It's ENGLISH.—To Cycling Dictionary Compilers:—A Kentish chalk-pug is an animal that rides a bicycle with his name, address, and date of birth painted on the backbone. Generally wears a green jacket, blue trousers, red polo with yellow tassel. A bugle is slung over his manly sholders, and he greatly affects a long clay pipe. Specimens of this interesting animal may be seen in Maidstone on Saturday nights, blazing up and down the town.—*Wheeling*.
 The following is the programme of the Illinois Division Race meet, to be held at Chelltenhan Beach, Chicago, on July 5: 1 mile novice; 1 mile race, Chicago and St. Louis riders; 2 miles handicap; 2 miles, 7.15 time race; 1 mile tricycle, state championship; 1 mile 3.15 class; 1 mile state championship; 3 miles scratch; 5 miles state championship; 1 mile handicap; 1 mile open; 1 mile consolation.

HOWELL BEATS RECORDS.—At the Belgrave Grounds, Leicester, Monday, June 7, R. Howell rode a trial heat in the mile handicap in 2m. 39 2-5s.; half mile time, 1m. 17s. The previous records were, 1m. 17 3-5s., and 2m. 40 4-5s. Howell started from a stool, which is equal to 2.36 with a push-off," says the *Cyclist*.

On Saturday afternoon, July 10th, at four o'clock, the Orange Wanderers will give a ten mile road race for the championship of Essex and Union Counties, N. J. Competitors must be resident members of the L. A. W. The course will be the same as that on which the Orange Wanderer's late five mile race was run. Starting on Central avenue at Grove street, to Harrison street, to Center street, to Highland avenue, to Essex avenue, to Central avenue to Grove street, then repeating the same course and finishing three-eighths of a mile below Grove street. As there is a large number of fast riders in Essex and Union Counties, with no one man the acknowledged champion, this race invites a large field of entries, and should prove a very interesting contest. A gold medal will be given to first, and silver to second and third. Entries close Wednesday, June 30th, with the Race Committee, Orange Wanderers, East Orange, N. J.

The annual dinner of the Brooklyn Bicycle Club was held at the Hotel St. George on Monday evening. Covers were laid for thirty-five. The dinner table, which extended the length of the private dining room, was handsomely decorated. Of the many speeches made, the most notable was the answer given by the President, A. B. Barkman, to the toast, "The Brooklyn Club."

Mr. H. H. Koop, Jr., made a few remarks in a happy vein in reference to 'cycling in Germany, where he was captain of the first club ever formed in that country, in 1881. Mr. Koop concluded his remarks by requesting the club to pledge him in a massive gold cup, won by him in Berlin August 7, 1881, in a mile heat race. The cup was passed to each member, who pledged Mr. Koop's health in sparkling wine. Howard Spelman created much amusement by his description of the League meet in Boston, and other recitations, as did Mr. J. N. Wheeler.

Among those present were A. B. Barkman, H. E. Raymond, L. W. Slocum, G. C. Denis, A. C. Brush, W. F. Homan, F. B. Hawkins, W. W. Campbell, E. A. Russell, T. C. Snedeker, W. E. Fuller, W. T. Ticknor, H. H. Koop, Jr., J. B. Potter, E. Childs, H. Spelman, W. R. Snedeker, W. S. Vail, J. N. Wheeler, George Bancroft, E. Williams, C. Stratton, W. H. Meeteer and others.—*New York World*.

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RED PARA RUBBER.

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A Remarkable Record on a Remarkable Wheel.

Albert Schock at Minneapolis, broke the World's long distance record of 1,007 miles, made by F. Lees, at Middleboro, England, in 1880, on an American Champion Roadster, making 1,009½ miles, defeating the well-known Woodside on a racer, by nearly 100 miles.

The Champion that Schock rode was the first one put together. The result is remarkable as well as significant.

TESTIMONIALS.

MINNEAPOLIS, March 16, 1886

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

Permit me to express my appreciation of the Champion Bicycle I used in my recent long distance race at Minneapolis. The machine stood the 1009½ miles without turning a screw and the only tool used by my trainers was an oil can occasionally. The machine is exceedingly easy running and steering, and the most rigid of any I ever mounted, and being very firm and solid, it did not tire me nearly as much as might have been expected. I understand it as a roadster and such being the case, I shall be careful to ride a roadster in any races I may in future enter which require endurance.

Yours sincerely,

ALBERT SCHOCK.

CHICAGO, March 22, 1886.

MESSRS. GORMULLY & JEFFERY,
CITY.

Dear Sir: After giving the champion several exhaustive trials on the road, I cannot refrain from saying that it is the most rigid, easy running and steering bicycle that I have ever ridden. Its high grade and very reasonable price will doubtless make a large sale for it the coming season.

This is the first testimonial I have ever written.

Yours very truly,

JOHN O. BLAKE.

Chief Consul L. A. W. State of Illinois.

MINNEAPOLIS, MINN, March 15, 1886.

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

Gentlemen: We wish to congratulate you on the great success of your American Champion Bicycle in its first race, (the great six-day, 12 hours per day, race just finished in this City). With Albert Schock its rider, it covered 1,009½ miles, winning the world's long-distance record. The machine came through in grand shape, not the slightest thing going wrong; requiring throughout the race but the care of an occasional oiling. One of the results of the contest is a lively demand for the new wheel in this city.

Yours very truly,

S. F. HEATH & CO.

GORMULLY & JEFFERY,

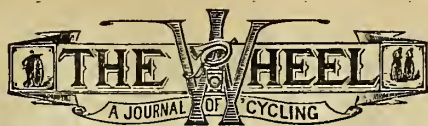
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WHEEL GOSSIP.

The Kenton Club of Cincinnati, is talking club house.

Owing to ill-health, E. M. Aaron has resigned as C. C. of the Pa. Division.

The League standing committees for 1886-7 were published in the *Bulletin* last week.

The Springfield Bi. Club is getting up a handsome lithograph advertisement of its 1886 meet.

Hendee will appear at the Springfield races July 5, and Rowe will pedal at Lynn. Knapp's fate has not yet been decided upon.

The Avondale Bicycle Club of Cincinnati holds a race meet at Chester Park, this Friday afternoon.

B. Keen, of the Un. of Pennsylvania, who recently broke the inter-collegiate record, left for Europe last Saturday.

We think it would be a good idea for the Hartford Club to make no announcement of what rules its races are to be run under, until much later in the season.

A correspondent describing a race meeting, writes that, "music was rendered by a full band." The officials should never have allowed the band to get full. Such disgraceful proceedings should be stopped.

The annual meeting of the Vermont Division will be held at Bellows' Falls, on July 9th. The arrangements are in the hands of the Mount Kilburn Wheel Club.

The Meriden Bi. Club holds a 20-mile road race to-morrow, open to all Connecticut clubs. The course is from Meriden to New Britain and return.

A contemporary states that W. A. Rowe and Charlie Palmer, of England, both ride with their mouth wide open. We are anxious to know which one owns the mouth, that they both seem to share.

A curious feature of the Brockton parade last week, which was announced as a strict League affair, was that the line was headed by H. A. Churchill, a full fledged professional.—*Lynn Bee*.

The bicycle was first used in 1863, so far as any authentic accounts are extant, in Paris, France, by Pierre Lallement.

We don't suppose that any of our readers have ever read the above paragraph. Let's have novelty by all means.

"Of all the cycling papers, there is not one that has come out boldly in favor of the amateur rule, save alone the *Cycle*," says the chairman of the R. B., and yet he has labored two years to abolish this very rule, for which he professes so much constancy.

"THE WHEEL is run by one who never gets on the right side of a statement, except by accident."—*The Cycle*. "It doesn't pay to notice insults from those who know no better than to sow them broadcast."—*The Cycle*. Put two and two together—?

Charles E. Gates, of Gerry, N. Y., captain of the Chautauqua Wheelmen, will start about July 1st on a tour through Ohio, Michigan, Indiana, Illinois and Wisconsin to Minneapolis, Minn. He rides a 48-inch Star. He will return by way of St. Louis.

"And what is your trade?" we asked of one of the Lynn cracks. "Twade," querosely, "I beg pawdon. I'm a pwofessional man." "Ah! yes! and what may your profession be, Mr. Spurt?" "I am a professional rider. I took my degree at 'Columbia' several years ago." This is an 1891 jokelet.

The *Sporting and Theatrical Journal* has been selected as the official organ of the Illinois Division. In future it will be known as the *Sporting and Theatrical Journal and Western Cycler*, which takes record for name, we believe. It will devote more attention to bicycling in the future, than it has in the past.

The *Lynn Bee*, of last week, makes some telling points in favor of makers' amateurs. It also states that, "if we mistake not, before many days the A. C. U. will do the very thing that the L. A. W. foolishly refused to do, and that is to establish a middle class to be known as pro-amateurs." If this policy is carried out, we shall regard the success of the A. C. U. as assured.

The Hartford Wheel Club held a preliminary twenty miles road race, last Saturday, to select three men to represent the

club in the race to be held at Meriden, to-morrow. A. F. Judson finished first, riding the twenty miles in 1 hour, 29 minutes, 16 seconds; W. Harding, second, 1 hour, 31 minutes and 14 seconds; Howard Wilcox, third, 1 hour, 41 minutes and 20 seconds.

1. The editor is in Albany, so London W. and the office boy are toying with the *World* this week.—*Bi. World*.

2. THE WHEEL devotes its issues to special purposes now. Last week the clergymen had the call. We wonder when it will devote an issue to cyclists?—*Bi. World*.

When we read number 2, we can believe number 1, with plenty of the office *girl*, and very little London W.

A 20-mile championship club road race, open to all clubs in Connecticut, will be given June 26, under the auspices of the Meriden Wheel Club, over the well known course from Meriden to New Britain and return. Each club to enter a team of three men, the position at the finish to count as in tug-of-war races. The race will be ridden under L. A. W. rules, and none but those strictly amateur will be allowed to compete. The prize for the winning team consists of a real bronze figure of Mercury, in bas-relief, framed in plush, with easel, value \$30; and individual prizes for the first three men, as follows: first, gold championship medal, value \$25; second, lamp, value \$15; third, Smith & Wesson revolver, value \$8.

Candidly Amusing.—"What do you think of the Star man, Weber?"

"Now there is a man I'm also interested in, and would look for some phenomenal work from George if his employers, the Star Company, would only put him in the hands of a competent trainer. How can they expect him to compete with such men as Hendee and Rowe, when he has to ride races and look after his own preparations? It is an injustice placed upon the young man by his people."—T. C. Eck.

A new safety bicycle, with lever pedals and new adjustable anti-friction bearings, which are claimed to be much superior to ball bearings, has been invented, and patented by Reverend Homer E. King, of Springfield, Massachusetts, and is called the King. The inventor claims that the new gearing, without cog-work or changing the point of the flexible connection of the levers, enabling a rider to propel a 50-inch wheel at the speed of a 60 or 70-inch crank bicycle, with very little added friction, and no friction when the gearing is set for power in hill-climbing or riding over sandy and muddy roads. The steering is done by depressing the ends of the bent handles, which regulate the small wheels. The pedals are in the rear of the hub, and fulcrum in front.—*Sporting Life*.

The Massillon meet held last Thursday to complete a county organization of wheelmen, was not as well attended as it would have been, if the weather had been more favorable. However, about forty representative wheelmen from Canto, Massillon and Alliance, assembled in the People's Hall at 11 A. M., and proceeded to organize, Mr. Bates, of Alliance, acting as chairman, and George S. Atwater, of Massillon, as secretary. A constitution and by laws, prepared by the committee, was read, amended and adopted, and according to its provisions, the following officers were elected for the coming year: Commander, W. H. Phelps, Alliance; First-Assistant, George S. Atwater, Massillon; Second Assistant, Joseph A. Meyer, Jr., Canton. The Commander appointed Frank C. Meyer, of Canton, General Tourmaster.—*Canton Roller*.

KINGS COUNTY WHEELMEN'S MEET.

It was with pleasant anticipations, born of two year's experience, that we journeyed over to Brooklyn last Saturday afternoon, to attend the third annual race meet of the Kings County Wheelmen. The rendezvous, as usual, was the Brooklyn Athletic Club grounds. By some arrangement with the weather bureau, the details of which the astute chairman of the race meet committee refuses to make public, the club was favored with the rarest of rare June days, the rays of the Sun being tempered by a light breeze. At half past three the grounds presented an animated scene. The stand sheltered about 600 people, two-thirds of whom were ladies, whose many-tinted gowns, gorgeous bonnets, and bright smiling faces, were a pleasant sight. The open seats were occupied by about 400 of the male persuasion, the "funniest" lot we ever saw at a bicycle meet. The grounds are pleasantly environed, the fences being overhung by trees on one side, and overlooked by a brown stone row on the other, the roofs and windows of which were utilized by the residents and their friends.

The track and field were in apple-pie order. The path is of smoothly rolled cinders, five laps to the mile, shaped like a drawn-out circle, the corners being very sharp and unraised. The management was perfect, not one hitch occurring the entire afternoon. They have reduced the management of their meets to a science, and while everything went smoothly and carefully, there was no unseemly rushing to get the races over as quickly as possible. Two much praise cannot be given to these gentlemen. The racing was of the best. The size of the track precluded any fast times, of course, but the element of competition was not wanting. There were some seventy racing men, several of them coming from distant cities. The novices rode in anything but novice time, some of the newer men showed good form, and the older ones rode better than ever before. Rich proved himself the proverbial "triton among minnows," and reaped enough glory to satisfy even the most inveterate Alexander, yet after winning four "firsts," he undoubtedly sighed for new worlds to conquer. The impertable Valentine showed remarkably improved form in the five miles' championship, while in the same race, "long" Gilson kept a strong steady pace all the way, and was only beaten near the tape for speed. The ubiquitous Kavanaugh showed a laudable ambition to out-ride Rich from scratch, but he lacks head, and always held back his spurt just long enough to get beaten home. In this same race Harris rode well. The Pennsylvania representative, Wilhelm, could have won the three miles handicap had he started. He has a grand way of driving his "Star," but should not look back so much. Stenken, of Jersey City, a gentlemanly, well-built, and most graceful rider, was also something of a disappointment, but he is a mere novice, and we hope to record a different story of his doings later on.

We give a special paragraph to Rich, as his participation in the races, despite his suspension for competing at the Yale races, excited some comment, and is liable to place the Racing Board in a wrong position. The Yale Races were held on Friday, June 11th and 12th, under A. C. U. rules. The Chairman of the R. B. published in his paper,

The Cycle, which appeared on Friday, a warning to all amateurs, advising them not to compete at the races, as the Board did not approve of them, and under rule A, any competitor would subject himself to the penalty of a temporary suspension from the race-track. The chairman claims that he appointed a messenger especially to inform Rich of his danger. Rich claims that he did not see the published warning, and that the messenger sent to him did not warn him against the races, but, on the contrary, advised and invited him to ride. Rich competed in a twenty-mile match race, and a handicap. He claims that L. B. Hamilton distinctly announced, at his request, that the races in which he competed were under L. A. W. rules. Meanwhile, four days before the K. C. W. meet, at which Rich was most anxious to appear, comes the penalty. The club was thunderstruck by the announcement of his suspension, but, after much correspondence, he was allowed to compete under protest on the following basis. The Chairman of the R. B. asserted that he had caused Rich to be notified. Rich denied this, and claimed that the messenger betrayed his trust. Until witnesses could be brought to prove one or the other mistaken, Rich was allowed to ride. In our opinion, this was a perfectly proper disposition of the case, though we are aware that some "carping critics" will rail at Mr. B., and claim that he was partial, is weakening, etc.

The officers of the day were: Referee, G. R. Bidwell; Judges, C. H. Luscomb, R. F. Hibson, R. N. Chichester and A. B. Barkman; Scorers, F. H. Douglass, W. H. H. Warner and J. H. Long; Clerk of Course, Thomas B. Hegeman; Assistant Clerks, A. E. Anderson and Frank Benham; Starter, Edward Pettus; Umpires, H. B. Rich, E. W. Candidus, Elliot Mason and J. S. Bowdish; Timers, Fred. Jenkins and W. H. Austin.

Committee of Arrangements—Charles Schwalbach, Chairman, Edward Pettus, M. H. Leighton, E. K. Austin and George Bawden.

ONE MILE NOVICES, heats; first three men in each heat in final—First heat: E. J. Halstead, Harlem Wheelmen, 3m. 14s.; H. F. Hornbostel, Independent Wheelmen, by six yards; F. B. Jones, Brooklyn B. C., by three yards; Ed. Hornbostel, Jr., Independent Wheelmen, 0; C. L. Meyers, Hudson Co. W., 0. W. J. Savoy, Ilderan B. C., 0; J. W. Schofer, New York City, 0. Savoy had the inside position, and got around the curve first. Schofer soon overhauled him and completed the lap first, Ed. Hornbostel riding second. Hornbostel and Halstead finished the second lap together. On the third and fourth laps, and at the finish the order was Halsted, H. Hornbostel and Jones. Second heat: T. H. Burnet, Roselle Ramblers, 3m. 19 1-5 s.; E. B. Moore, Elizabeth, N. J., by five yards; E. R. Lamson, Montclair, by fifteen yards; W. H. Stover, Plainfield by seventy-five yards; F. D. Heyniger, Plainfield B. C., 0. Heyniger got away well at the start, and completed the lap first, Lamson second, Moore third. On the second lap Lamson led, with Heyniger second, Burnet third. Lamson also led at the third; Burnet at the fourth. The men easily placed themselves on the last lap. Final heat: Halsted, 3m. 12 3-5s.; Burnet second; Moore; Lamson; Hornbostel out at two laps; Jones did not start. Halsted led

from start to finish, closely pursued by Hornbostel on the first two laps, and by Burnet on the last three. Burnet was second by ten yards.

One mile novice K. C. W.—T. C. Crichton, 3m. 18 2-5s.; R. J. Knox, by a half wheel; G. R. Neville, 0; F. G. Brown, 0; L. P. Weber, 0; W. H. Stover, 0; W. W. Vanderbilt, 0. Stover led on the first lap, Crichton second, Brown, Stover and Vanderbilt slightly behind. On the second lap Brown made a spasmodic spurt and led, with Crichton still second. From this point to the finish, Crichton led, with Knox second and Neville third, each one endeavoring to pass the other.

Two miles handicap, heats, first three to ride in final—A. B. Rich, K. C. W., 3m. 03 1-5s.; 6m. 15s.; H. S. Kavanaugh, Cohoes, New York (20 yards), by a wheel; J. Hodgson, Troy B. C. (150 yards), by fifty yards; W. H. Meeteer, Brooklyn B. C. (200 yards), 0; G. R. Collins, Troy, B. C. (150 yards), 0; M. L. Bridgman, K. C. W. (75 yards), 0; C. A. Stenken, Hudson County Wheelmen (50 yards), 0. The interest in this race lay in the struggle between Rich and Kavanaugh, as they passed man after man. Meeteer led for two laps, then Hodgson led till the last lap. At the mile, Kavanaugh had ridden into second place, shadowed by Rich. On the seventh lap, Rich passed Kavanaugh, Hodgson still leading by a few lengths. When the bell sounded, Rich rushed past Collins, then rounded the curve, with Kavanaugh but a yard to the bad. The spurt up the short home stretch proved Rich's superior speed, Kavanaugh being unable to hold him. Second heat: W. J. Wilhelm, Reading, Pa. (150 yards), 6m. 7 4-5s.; J. W. Powers, Harlem Wheelmen (100 yards), by a wheel; E. P. Baird, Orange Wanderers (50 yards), third, by seventy yards; T. W. Roberts, Ariel Wheel Club, Poughkeepsie, (75 yards), by a yard; H. H. Farr, Ilderan Bicycle Club, (200 yards), 0. Farr led on the first lap, with Wilhelm second. Wilhelm and Powers held first and second positions on the second lap. From this point to the finish, the race for the first was between these two. Powers led till within five lengths of the tape, when Wilhelm shot past him. Baird and Roberts had a pretty contest for third place. Final heat: Rich, 6m. 7s.; Kavanaugh, by three lengths, Wilhelm third, Powers, 0; Hodgson stopped at two laps; Baird did not start. This was a repetition of the first heat. Rich and Kavanaugh struggling for supremacy. The latter, as in the first heat, allowed Rich to enter the home stretch first, after which there was no hope for him.

One mile, Brooklyn Bi Club championship—William Meeteer, 3m. 25s.; F. B. Jones, by a foot; F. B. Hawkins, by a yard; L. W. Slocum, 0; the men kept together from start to finish, Jones leading on the first two laps, and Meeteer from thence to the finish.

Three miles handicap—A. B. Rich scratch, 3m. 5s.; 6m. 21 1-5s.; 9m. 31 1-5s.; H. S. Kavanaugh, scratch, by several lengths; E. C. Parker, Harlem Wheelmen, 200 yards, slowed up when passed by the scratch man; E. P. Baird, Orange Wanderers, 150 yards, stopped at 2 miles 3 laps. Only these four started out of fifteen entries. Kavanaugh had been allowed fifty yards, but he started from scratch, in order to pit himself against Rich

on even terms. The men raced at each other all the way, passing Baird and Parker at two miles. Again Kavanaugh allowed Rich to lead him into straight. In the 120 yards home-stretch, Rich fairly walked away from him.

One mile, Ilderan B. C. championship—W. M. Richardson, 3m 19 4-5s.; H. S. Bradley, by a yard; H. H. Farr, 0; E. C. Carshaw, and R. L. Calkins distanced. A pretty race for first place.

One mile tricycle, scratch—A. B. Rich, 4m. 48 3-5s.; E. Valentine, by a foot. Valentine hadn't the slightest idea of steering, with the result that he upset on the third lap. Rich gallantly waited for him, and the two raced for home, Rich winning by a foot. Valentine made the last lap pretty warm.

Two miles Bedford Club championship—C. F. Pray, 3m. 41 3-5s.; 7m. 14 2-5s.; Geo. E. Bartlett, by a half lap; W. L. Cort, by twenty yards; C. S. Tunnison, 0. This race was not very interesting, Pray being far superior to the other men.

Five miles, New York State L. A. W. championship—A. B. Rich, Kings County Wheelmen, 16m. 17 1-5s.; E. Valentine, Kings County Wheelmen, by two feet; H. S. Kavanaugh, Cohoes, New York, by two yards; W. S. Gilson, Pegasus Bicycle Club, New York City, by seven yards; P. M. Harris, Ixion Bicycle Club, by four yards; E. C. Parker, Harlem Wheelmen, and M. L. Bridgeman, Kings County Wheelmen, stopped at 2 miles, 3 laps. The positions of the men at each mile were as follows: 1st, 3m. 16 3-5s., Gilson, Rich, Valentine, Harris, Kavanaugh. 2d, 6m. 44 1-5s., same order. 3d, 9m. 48 2-5s.; same order. 4th, 13m. 8 1-5s., Harris, Gilson, Rich, Valentine and Kavanaugh. The men rode closely together, their wheels almost overlapping. In this race Gilson was an unknown quantity, and the men followed him closely, as he cut out the pace, for he had shown good form at Mott Haven, a few weeks previous. When the bell rang, the men went at a cracking pace, and the race was in doubt till near the tape, when Rich and Valentine just showed in front. Rich and Kavanaugh rode remarkably well, considering the work they had done in previous races. Valentine and Harris showed improved form, and Gilson, who had only ridden once before this race, proved himself a very good man.

One mile consolation—The race showed one of the best fields of the day. The race for first was nip and tuck between Wilhelm and Hodgson. The last named led into the home straight, but Wilhelm made a splendid effort, and won by two yards, in the excellent time of 3m. 7 3-5s.; Bridgman, third; Parker, 0; Baird, 0; Moore, 0; Meyers, 0.

BOARD OF OFFICERS' MEETING OF NEW YORK DIVISION.

A regular meeting of the State Board of Representatives will be held at the Grand Union Hotel, New York City, Tuesday evening, June 29th, at 7 o'clock.

As this meeting will be for organization, and action on matters of importance to the Division and its future work, I earnestly request that every member will make an effort to be present.

GEORGE R. BIDWELL, *Chief Consul*.

A 126-MILE JAUNT ON LONG ISLAND.

Morn had just dawned on Sunday, May 30th, when four "Independent Wheelmen" were seen wending their weary way out of half-awake Brooklyn. Their intention was to ride to Babylon, and, staying there over night, to return to the city the following day. Taking the Eastern Parkway, a most miserable road, and East New York avenue, on which one rider took several side falls, on account of the sand, lager-loving East New York was reached. A rapid pace was maintained over the poor roads to Jamaica, which was reached about 6.45, and Queens at 7.10. Here they stopped and refreshed, leaving at 7.30. The road from Queens to Hempstead—a road older than the government of the United States—was in fair condition, and the morning air, and the beautiful landscapes made the ride most enjoyable. Hempstead hove in sight at 8.10. A short stop was made at Whaley's hotel, where the tourists learned that a party of wheelmen had remained there over night, who were touring to Greenpoint.

The sleepy town was soon left behind, and Merrick, on the South Side road, was reached at 9 A.M., after a half-mile trundle over a bad stretch of road. Once on the South Side road, the tourists pushed their pedals vigorously till Bellmore appeared, where a short halt was made at a wayside house. Further on, a stop was made at Jones Pond, a large sheet of water about a half mile square. From this and other lakes and rivulets, which line the whole South Side road, the Brooklynites obtained their water supply. After mounting, a rattling gait was kept up, passing Ridgewood, Seaford, South Oyster Bay, where the roads were very good and the surroundings most aristocratic—Amityville and Breslau. Between Breslau and Babylon, the roads were at some places, very poor, and two of the party took headers. At length, at 11 A.M. Babylon, the Newport of Long Island, was reached. Passing through this town, the La Grange House, at West Islip, was reached at 11.10. Here, rest and a good dinner were heartily enjoyed by the hungry wheelmen.

At 1.15 P.M. Babylon was left. From this place to Islip the roads were the *desideratum* of the cyclist. They passed by beautiful villas, the most pretentious being that of Austin Corbin, President of the L. I. R. R., babbling brooks and beautifully situated ponds. They passed Bay Shore at 2, arriving at Islip at 5.17. At Islip the South Side Club's property commences, and the road winds through dense woods, which cast their grateful shade over the fair road. A halt for water was made at the Conetgust River, where a kind farmer treated us very hospitably. He informed us that a party of wheelmen had passed ahead, but this was now becoming a "chestnut." A short halt was made at a trout pond near the road. At Sayville the road branches off, the southern fork going down to the water near Blue Point. Another stop having been made at this place, Patchogue was reached after traversing a poor road, at 4 P.M. At Roe's hotel, they saw the party of wheelmen who had preceded them. Turning south the Ocean Avenue Hotel was reached after a mile spin on a very good road. Putting their weary machines into the stable, and securing the good will of the hostler by a shining quarter, they were assigned to their rooms. After making themselves presentable, they took a row, and after tea visited

the village, where the resident wheelmen were interviewed. At 10 P.M. they retired to bed. Awakening the next morning at 7 A.M., a hearty breakfast was taken, after which the party enjoyed a sail of an hour on the bay. At 10 A.M. three of the "Independents" started for Brooklyn, although a shower was coming up. The other wheelmen, who proved to be K. C. W., had started at 9 A.M. The writer stayed at P. until 1 P.M., taking the train home. The remaining three "Independents" were overtaken by the rain at Sayville, where they entered an hospitable farmer's house. Babylon was reached at 1 P.M.; here they overtook the K. C. W., who had determined to take the train home. By chance they came into the same train as the writer. Another of the "Independents" came into the train at this same place.

The two remaining "Independent" wheelmen, J. W. Schoefer and H. Hornbostel, were the only wheelmen who reached Brooklyn, after having accomplished the entire distance from Patchogue. Thus two days had been spent most pleasantly.

"INDEPENDENT."

THE RECORD BROKEN.

SPLENDID BICYCLE PERFORMANCE OF S. P. HOLLINGSWORTH AT GREENFIELD, IND.

INDIANAPOLIS, Ind., June 19, 1886. S. P. Hollingsworth, of Russiaville, Marion county, was wonderfully successful in his attempt to beat the long distance amateur bicycle record of this county and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1/2 miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best race track record is 270. Hollingsworth's course ranged along the National road, from the Gayman House, Greenfield, to the tall gate immediately east of Cumberland, the round trip covering 17 1/2 miles, cyclometer measure, and 17 8-10 miles by more careful survey. The track was an average piece of road lying nearly straight. Early in the morning Hollingsworth broke a spoke in his bicycle, and while having it repaired, he rode a strange machine, and by this means received a "header," which severely injured one knee. But for this accident he is none the worse for his exertion, to-day. His "running" weight is 150 pounds, and he lost six pounds in the race. His age is 25 years, and he is purely an amateur rider, having never engaged in a professional contest. The result of the race, fortified by affidavit, will be immediately forwarded to the American Association, and his claim as champion will be recorded. The race created great interest in Greenfield and the country generally.

[We suppose the term "American Association" refers to the Racing Board of the L. A. W. We believe the R. B. has no jurisdiction, nor has ever taken cognizance of road records, therefore it cannot declare this performance no record, as it undoubtedly should be declared. If Mr. Hollingsworth wishes to make a record that will attract attention, let him do a twenty-four hours' straight-away trial, and if this is impracticable, let him ride for twenty-four hours in different directions, over roads in his vicinity. A record made over a 17 8-10 miles stretch is of little comparative value.—ED.]

Hendee's fast pedalling—In a practice spin last Saturday morning, at the Lynn track, George M. Hendee is said to have ridden five miles in 14 minutes, 4 2-5 seconds, beating the world's record by three seconds. Rowe wheeled ten miles in 29 minutes, 18 2-5 seconds. Knapp rode the same distance in 19 minutes, 58 seconds

HUB HAPPENINGS.

HOW BOSTON BICYCLISTS PASS A HOLIDAY—
CRITICISMS ON THE MANAGEMENT OF
RACES AT LYNN—PROGRESS OF THE A. C.
U.—HOW MASSACHUSETTS WHEELMEN RE-
GARD THE ASSOCIATION.

June 17 was a great day for Massachusetts wheelmen. With us, it is one of the biggest holidays of the year, and with the exception of the Bunker Hill celebration in Charlestown, the day is given up to out-door sports. All the bicycle clubs had well attended club runs, and there was the largest number of unattached wheelmen ever seen on the roads in one day, but the clubs preferred to go elsewhere. In former years the Charlestown Club has made elaborate preparations for the entertainment of visiting wheelmen, but this year the club did nothing in that line. I do not understand what is the matter with the Charlestown Club; it used to be one of our most enterprising organizations, but of late, the members seem to have lost all interest in the club, and it now scarcely exists. The Massachusetts and Cambridge Clubs had a joint run to Downer's Landing. There was a big turnout and they had a lovely time. The Massachusetts Club had about twenty-five men, and the Cambridge fifteen.

The Lynn Cycle Club took advantage of the holiday, to hold a second race meet on its new track. The event was decidedly an improvement over the affair of May 31, but the club has yet much to learn in the way of managing race meets. The contests were all good, and there was none of that abominable loafing around the track until the last lap, the races being ridden from start to finish in a style that would delight the most exacting. The racers appreciated the great mistake they made at the last meet, and were bound that this time they would retrieve themselves, if such a thing was possible. It is probable that they were braced up in this commendable resolution, by the announcement of the club, that unless a specified time was made, no prizes would be awarded. This time limit is an excellent arrangement, and should be followed at all future races. The day was not a good one for racing, recent rains having made the track sticky and the atmosphere heavy, but in spite of this, the time made was excellent, and two records were lowered, the one-quarter mile tricycle, by Eck, and the amateur mile, for a race in open competition. That such time could be made under the adverse circumstances, certainly speaks well for the track, and shows that the men must be riding faster this year than ever before. What may be done when everything is favorable, it is pleasant to contemplate. One of the corners of the track is very sharp, and prevents the men from riding at their topmost speed, but this will be rebuilt before the races of July 5. As soon as this defect is remedied it is the intention of the makers' amateurs now quartered there, to try and make some records against time. Both Hendee and Rowe are confident that they can bring the mile record down to something very near 2.30. Both these men are improving wonderfully in speed, and when the Englishmen come over here this Fall, they will find it an exceedingly difficult matter to carry off all the prizes, as they have done in the past. According to Chairman

Bassett, the Englishmen will not come here this Fall, but don't you believe any such statement as that. They are coming, and there will be a larger number of them than in any previous year. The makers will bring them, in spite of all the statements to the contrary. It is a big advertisement for the makers to have their machines show up well at the Springfield meet, as much an advertisement in England as it is here, and you may depend upon it, they will not let the opportunity slip by. It is rather amusing to hear the Racing Board tell how fully in accord the N. C. U. is, in relation to the League's suspension of the makers' amateurs, and how it will recognize as a professional, any man declared such by the League. Furnival and some of the other English cracks have been sat upon by the august Racing Board, but this does not prevent them from competing in all N. C. U. events. Very funny, is it not?

To return to the management of the Lynn races. The chief trouble was with the officials, who failed to attend properly to their duties. No one should accept an official position at a race meeting, unless he is willing to attend strictly to his duties, and not be flying around the track attending to other matters. Through the carelessness of somebody, the person whom the club had decided upon to serve as starter, was not notified until the day of the race that his services would be required; consequently he was not on hand, and another of the officials had to do this work in connection with his other duties. The scorers also were so careless, as to make two of the racers ride a lap after they had finished the contest. This is a matter of much importance and should receive the careful attention of the club. Regarding the umpires, no words of censure are too severe. These officials are supposed to be stationed at intervals around the track, and look out for fouls, but on Thursday, not one of them could be found elsewhere than about the finish, where they had no business whatever, for there the judges are supposed to attend to things. I asked one of the alleged umpires after the races why he had not attended to his duties, and received the reply: "Why, you don't suppose I was going way around on the back stretch do you? I came down here to see the races, and I don't propose to go off where I can't see the finish." With such men as this one for officials, no race meeting can prove anything but a failure. The press accommodations at Lynn are very poor. The working men are crowded out of the stand by those who have no business there, and they are not properly furnished with the times, etc.

The friends of the A. C. U. seem to think that the association is daily growing in strength and power, and the League's Racing Board is losing ground in an exact ratio. During the past week, rumors have been freely circulated to the effect that the Racing Board was weakening, and that Bassett was endeavoring to induce Rowe, Hendee, and some of the other expelled men, to return to the League. Mr. Bassett said to your correspondent yesterday, that these rumors were wholly without foundation; that he had never asked those men to return to the League and never intended to. All that he had said, was in a letter to the Secretary of the Springfield Club, in which he stated that if the club would present a petition, asking for the reinstatement of certain men, among

whom were Winans and others, who, like him, were not very flagrant in their abuse of the amateur rule, he would lay the petition for reinstatement before the Racing Board, with his recommendation in their favor. Hendee and Rowe were not among those men, however. Another rumor has also been going around, to the effect that Mr. Bassett had stated, that if the A. C. U. would regulate the makers' amateurs to a separate class, the League would consent to withdraw from all management of races. In reply to this, Mr. Bassett states that he never said anything of the kind. What he did say was, that if in time the A. C. U. proved itself worthy of confidence, and showed its ability to properly manage races and protect the amateurs, the League might *sometime* consent to give up racing.

The A. C. U. has a great many friends hereabouts, who are in its favor, solely because they think that the League should withdraw entirely from the control of racing, and they welcome any organization which may tend to bring about this desirable state of affairs. They are not, however, in favor of the methods pursued by the Association, regarding the amateur rule. I consider myself among those who are strongly in favor of the League retiring from racing, and for this reason believe in the new organization, but I most certainly am opposed to a rule, which allows such men as Rowe and Hendee to race on an equality with amateurs.

The organization is at present in a crude form, and is constantly undergoing changes. When it was first organized, its objects were undoubtedly for the sole purpose of forcing the League to withdraw rule H, but it has now out-grown that, and has for its object the control of cycle racing of all classes in America. It has of late received numerous additions to its ranks, and unless the leaders make some very serious mistakes, there is every reason to believe that the organization will prove a success. One of the first steps that is necessary to take, is to establish a third class to be known as the "promateur." When this is done, the only valid argument against the existence of the organization has been thrown aside. It makes one wearied, to read the statements of Chairman Bassett, that any one who lends his support to the new organization is dis-loyal to the League; that the A. C. U. aims at the very existence of the League, and all such nonsense as that, together with the oft repeated assertion, that the amateur rule is the very corner-stone; if so the League is on a much more shaky foundation than I am at present willing to admit, and if the management of races is the League's chief object, it is about time it got a new aim. The racing interests should be in the hands of those most interested in racing, and not controlled by a lot of men who know scarcely anything about racing, and really care nothing for it. The insinuations that Chief Consul Ducker should either give up the A. C. U., or resign his position as a League Chief Consul are entirely uncalled for. Of his personal attacks on Mr. Bassett, I certainly disapprove, but I do believe in a new racing association, while at the same time protesting against an inconsistent amateur definition, which that of the A. C. U. most certainly is. As I stated above, this organization must undergo many changes before it reaches perfection.

BOSTON, June 20, 1886.

C. S. H.

THE WHEEL.

MISCELLANEOUS.

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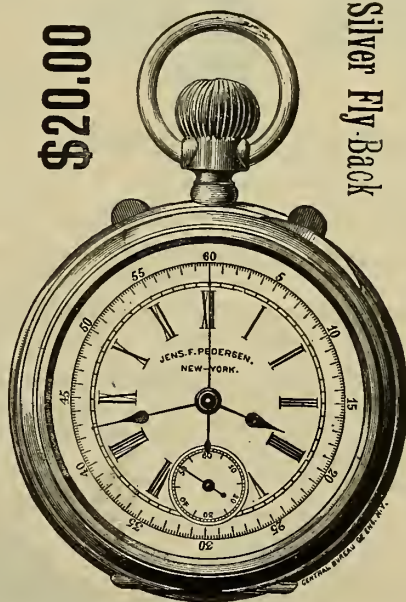
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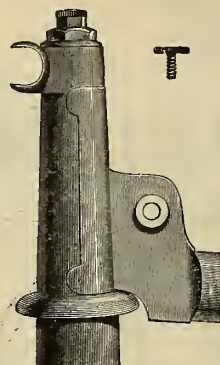
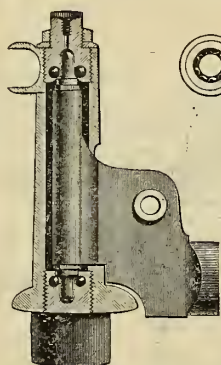
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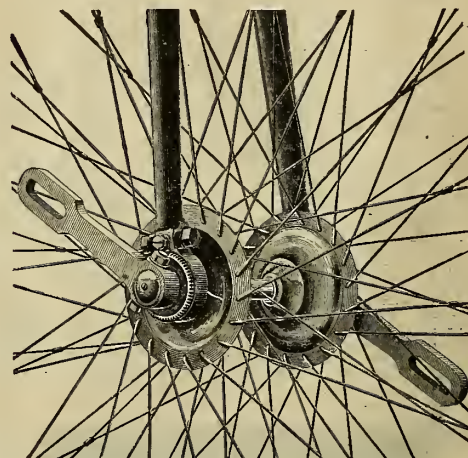
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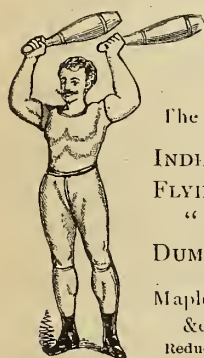


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RACING AT LYNN.

The "town of shoes" was again convulsed with the cycling epidemic last Thursday, June 19th. Wheelmen came from all the neighboring towns, Boston sending a specially large delegation, to witness the second series of races at the Glenmere track. The experience gained at the opening meet was shown on all sides, and everything was managed in fair form. About 2,500 people were present, and this would have been largely augmented but for the threatening weather. The racing was a decided and refreshing contrast to that of the opening meet, fast times and close contests being the order of the day. Rowe's 2.37 2-5s. is worthy of special mention. It is not the fastest time ever made in a race, however, as was published by many papers. At the Springfield meet last Fall, Wood won a one mile handicap in 2m. 35 3-5s.; Howell, second; time 2.36 1-5s. Rowe's fast mile proves that a three-lap can be made just as fast as a two-lap path. The races were held under A. C. U. rules. Music was furnished by the Lynn Cadet Band.

ONE MILE NOVICE—S. L. Truesdale, Lynn, 3m. 5³/₄s.; Henry McBrien, Lynn, 3m. 12 2-5s.; J. F. Land, Lynn, third; E. F. Green, Maplewood, o; Fred. Woodbury, Beverly, o. Lang took the lead at the start, and held it till the turn on the first lap, when he gave way to Truesdale, who was never again in trouble. The last two lap were made interesting by the struggle for second place between McBrien and Long.

ONE MILE SCRATCH—W. A. Rowe, 2m. 37 2-5s.; George E. Weber, 2m. 43s.; W. F. Knapp close up. By an error, Knapp was pushed off before the other two, and had quite a start when they were sent after him. As usual, Weber lost several yards while getting under way, but he had caught up with the field at a half lap. The time of the first lap was given as 49s., a 2.27 clip. At half a mile, Rowe made a fine spurt, and soon put himself several lengths in the lead. Weber spurted after him, but Rowe gained steadily to the finish. At the bell tap, Knapp spurted up to Weber, and these two had it nip and tuck for the last lap. The men all eased on one of the turns, which cannot be taken safely at high speed. This will be raised before the July meeting.

QUARTER MILE TRICYCLE EXHIBITION—T. W. Eck attempted to lower the professional tricycle record for the quarter, Morgan on a two-wheeler, acting as pacemaker. Eck was successful, riding in 42 2-5s., beating Howell's record of 44 2-5sec., made at Springfield last fall.

THREE MILES LAP RACE.—Hendee, Weber and A. A. McCurdy, of Lynn, started in this race, the latter dropping out at one lap. With the exception of the second and fourth, which the judges declared dead heats, Hendee won all the laps, and the race, Weber slowing up, when he found it impossible to win. Hendee's times were 2m. 53 3-5s.; 5m. 47 2-5s.; and 8m. 31 4-5s., last mile. 2m. 44 2-5s.

TEN MILES PROFESSIONAL SWEEPSTAKES—This was substituted for the match race between Prince and Neilson. The starters were Prince, Woodside and Neilson. The position of the racers changed many times during the race. On the last lap they spurted very fast, entering the homestretch abreast. Coming toward the tape, Prince gets slightly ahead, falls back a foot or two

behind Neilson, then comes out of the rack and stays there. Woodside drove him all the way, riding second, but just before reaching the tape, Neilson rode past him, and finished second, 2-5 of a second behind Prince. The leaders and times at each mile were as follows:

Miles.	Leader.	Time
1	Woodside.	2.50
2	Woodside.	5.47 ² / ₅
3	Prince.	8.50
4	Woodside.	11.44 ³ / ₅
5	Woodside.	14.46
6	Prince.	17.55
7	Prince.	20.58
8	Woodside.	23.41 ¹ / ₅
9	Neilson.	27.07 ¹ / ₅
10	Prince.	30.08 ¹ / ₅

TWO-MILES HANDICAP—F. S. Hitchcock, Lynn, (560 yards) 5m. 19 2-5 s.; A. A. McCurdy, Lynn, (350 yards); W. A. Rowe, (scratch); 1 mile, 2m. 40s.; 2 miles, 5m. 29s.; George E. Porter, Lynn (350 yards), o; W. A. Rhodes, Dorchester (150 yards), o; J. F. Lang, Lynn (560 yards), o; W. F. Knapp (scratch), o.

The crowd watched Rowe from start to finish, as he worked his way forward. At the end of the first mile, Hitchcock led, while Rowe had ridden into sixth place, having passed Knapp. Rowe rode gallantly, passing Rhodes, Lang and Porter, but Hitchcock and McCurdy was too much for him, the latter getting second by a wheel. The record is 5m. 21 3-5s., made by Rowe at Springfield last fall. This 5m. 29s., is, with Fred. Wood's 5m. 29s., the second fastest record ever made.

Referee, W. W. Stall, Boston; Starter and clerk, George F. Barnard, Lynn; Assistant clerk of course; E. L. Story, of Lynn. Scorers, Charles E. Kluge, New York; William H. Pevear, Lynn; Earnest Crowell, Lynn; Timers, O. S. Roberts, Lynn; E. E. Merrill, Boston; J. E. Savel. Umpires, R. H. Robson, Salem; M. F. Emilio, Salem, J. J. Gilligan, Boston.

RACING AT BROCKTON, MASS.

The first race-meet ever held in Brockton, was given by the City Bicycle Club, on Wednesday, June 16th. While there was a fair-sized audience present, the meet was not a financial success, but this is almost always the case on a first attempt, and doubtless the City B. C. will reap their reward at future meets. In the morning a parade was held. A large number of wheelmen came down on the early trains of the Old Colony road, and were escorted to the starting place by a delegation of the City Club. At 11.30 A. M., Chief Marshal Churchill gave the order to mount, and the procession, consisting of sixty wheelmen, rode through the principal streets.

About five hundred people went to the Fair grounds in the afternoon, to witness the races. Shortly after two, the first event was called, a half-mile race for Plymouth County riders. Walter Brown, Ed. Severance, S. A. Little and Wm. Randall were the starters. Brown got away first at the start, but at the quarter Severance caught him, and led to the tape: Randall, o; Little, o. Time, 1m. 30 1-5s.; quite good for a horse track.

The second event was a two-mile bicycle race, for professionals of Plymouth County. Chas. Porter, Will Mason and A. P. Holmes started. Holmes led at the start, closely

followed by Mason, Porter falling hopelessly behind. Just after passing the mile, Mason went into the lead, which he held to the three-quarters, where Holmes again got in front, and easily kept his position to the finish. Time, 6m. 35 3-5s.

The next event was a one-mile bicycle, 3.30 class. D. C. Pierce, W. A. Doane, A. W. Porter, Walter Brown and Henry Hill were the starters. Brown led at the start, but Pierce got in front at the half, and stayed there till the finish. Time, 3m. 1 2-5s.; Doane, second; Brown, o; Porter, o; Hill, distanced.

The fourth event, a one-mile handicap, open to Plymouth County riders, had for starters, A. E. Randall, scratch; Ed. Severance, 40 yards; W. Brown, 50 yards, and W. Randall, 60 yards. At the half-mile, the scratch man had ridden into the first place. Severance made the latter half of the journey pretty warm for him, running him up to the tape, being beaten but half a length; the others some distance behind. Time, 2m. 59 4-5s., just within the charmed circle.

A one-mile boys' race—under fifteen—brought out three aspirants for glory; one Porter and two Whites. Porter, "who is almost a professional" says a contemporary, whatever that may mean, got a clear lead at the half, and was never in trouble, winning in 3m. 35 2-5s.; George White and Harry White had a race for second, Georgie winning it by a wheel.

The sixth event was a five-mile race between John S. Prince and T. W. Eck, the latter being given 400 yards start. Prince rode the first mile in 2.51, the two miles in 6.02 1-2; three miles, 9.18 2-5; four miles, 12.41, and five miles, 16m. 02s. Prince caught Eck on the third mile, and from this point it was a n-Eck and n-Eck struggle—to the uninitiated. Nearing the home-stretch the two men were abreast, and the excitement was intense. Down the home-stretch they flew, now Eck, then Prince leading, but by excellent and experienced calculation, Prince got the judges' verdict by a yard, and the spectators breathed yet again.

The seventh event was a five-mile amateur race. The starters were: Eugene Sanger, Somerville; Harry Hill, Whitman; D. C. Pierce, Brockton; H. C. Getchell, Cambridge; D. E. Hunter, Salem, and S. A. Little, Whitman. At the first mile the order was, Hunter, Sanger, Hill; time, 3.35 1-2. The same order was maintained at two miles; time, 7.10. On the third mile Sanger came out, and led in 10m. 32s.; Hunter, second; Getchell, third. The order was the same at four miles, passed at 13.55. The spurt on the last half-mile gave Hunter first place; time 16m. 57 1-5s.; Getchell, second; Pierce, o; Sanger, o.

After this race Robert Neilson, the professional bicyclist, made an attempt to beat 2.51, the fastest mile of the day. Robert failed by two seconds, doing the quarter in 41 1-5s.; half, 1.23; three-quarters, 2.13 3-4; and mile, 2m. 53s.

The last event of the day was a mile tricycle race, in which A. E. Randall and D. C. Pierce started. Randall led from start to finish; time, 3m. 50s.

A consolation race was on the programme, but it did not fill, and was declared off. In the evening a dance was held at Armory Hall, Porter's orchestra furnishing the music.

A LANTERN PARADE AT PASSAIC.

The town of Passaic celebrated its "Bi-Centennial" last Wednesday, June 16. In connection with the celebration, the Passaic County Wheelmen held a "Lantern Parade" in the evening. At nine o'clock the start was made from Passiac Avenue and the D. L. and W. track. Captain Rice of the Rutherford Wheelmen commanded; with Lieutenant Rose of the home club as aid and guide. The route led through the principal streets of the town, which were lined by crowds of people, who vented their enthusiasm in applause and fireworks. The parade disbanded at "Hills," where the cyclists refreshed, sang, and broke jokes. The following clubs were represented in the parade: 1st Division—Commander, Capt. Rice, Rutherford Wheelmen; Arlington, N. J., B. C.; Ixion, N. Y., B. C.; and Brooklyn B. C. 2nd Division—Paterson, N. J., Bi. Club. 3rd Division—Passaic Co. Wheelmen.

RACING AT CLEVELAND.

CLEVELAND, June 14, 1886.

The Spring races of the Cleveland Bicycle Club came off last Saturday. The weather was all that could be desired and the races were well contested. The programme and winners were as follows:

Five mile bicycle race—Geo. Snyder, time, 16m. 20s.; one mile tricycle handicap—Geo. Collister, 3m. 34 2-5s.; quarter mile bicycle race, in heats—Won in two straight heats by T. Boggis; time, 40s.; two mile bicycle handicap—W. P. Sargeant, 6m. 50 1/2s.; one mile bicycle time race (3.15)—W. P. Sargeant, 3m. 45s.; half mile bicycle—F. P. Root, time, 1m. 30s.; one mile bicycle, 3:10 class—F. P. Root, time 3m. 13s.

The races closed at 6 o'clock sharp and all were well pleased with the sport.

END OF THE POPE-OVERMAN WAR.

The litigation between the Overman Wheel Co. and the Pope Manufacturing Co., involving some seventeen patents relating to velocipedes, has just been terminated by a settlement sanctioned by the courts, and fair and honorable to both parties. The suit has been on for nearly three years, and has cost each side some \$10,000 a year. The settlement was brought about by the senior counsels for both sides, who summoned their clients to convene at Springfield, and advised them to compromise. We congratulate both parties on the give and take results of the suits.

The Lynn Cycle Club celebrated its second anniversary on Thursday evening, 17th, with a supper at the Revere-house. The company numbered about fifty, including the members of the press, the officers of the race meet, held in the afternoon, and most of the racing men. The tables were decorated with bouquets of choice flowers. The affair was informal. When the cigars were brought on, President S. S. Merrill called on Mr. F. S. Winship, of the L. E. C. W. Mr. Winship made a few brief remarks and he was followed by George M. Hendee, A. L. Atkins of Boston, W. J. Morgan, W. M. Woodside, C. S. Howard of the *Globe*, W. F. Knapp, Geo. F. Barnard, President T. A. Carroll of the association, D. C. Webster, of the *Item*, a representative of the *Bee*, J. H. Shurman, R. H. Robson of Salem, Alfred A. McCurdy, S. S. Merrill, W. H. Pevear, Capt. George E. Butler and Fred S. Hitchcock.

After the speechmaking, the party adjourned to the hotel parlor, where they entertained each other with songs, to the piano accompaniment of W. Wheeler. About ten o'clock a move was made to the club rooms, where the jovial party "held high carnival" till the wee sma'.

FIXTURES.

JUNE 26.—Connecticut Club's twenty mile championship road race, at Meriden.
JUNE 26.—Capital Bi. Club Spring Race meet at Washington, D. C.
JULY 1.—Canadian Wheelmen's Association, annual meet in Montreal.
JULY 3.—Suffolk Wheel Club's three days tour along North Shore.
JULY 3.—Races at Lynn.
JULY 3.—Illinois State Division meet at Chicago.
JULY 5.—Binghamton B. C., annual race meet at Binghamton, N. Y.
JULY 5-16.—L. A. W. tour from Rochester to Harper's Ferry, Va.
JULY 5.—Calcedonia Club's races at Hampden Park, Springfield, Mass.
JULY 5.—Races at Boston Common.
JULY 5.—Millville, N. J., Race meet at Woodland Park.
JULY 10.—Orange Wanderers ten mile road race.
JULY 23.—Trojan B. C. Race Meet at Rensselaer Park, Troy, N. Y.
SEPT. 8-9.—Connecticut Bi. Club, annual race meet at Hartford, Conn.

TOURS AND RUNS.

AUGUST 3-14.—Clerical Wheelmen's Tour: August 3.—New York City to Yonkers. August 4.—Tarrytown, Newburgh, Highland to Poughkeepsie. August 5.—Rhinebeck, Hudson. August 6.—Claverack, Four Corners, Mount Lebanon, Lebanon Springs. August 7-8.—Albany. August 9.—Troy, Cohoes, Waterford, Mechanicsville, Round Lake, Saratoga. August 10.—Amsterdam. August 11.—Canejoharie, Sharon Springs. August 12.—Cherry Valley, Richfield Springs, Cooperstown. August 13-14.—Wooster Cobleskill.

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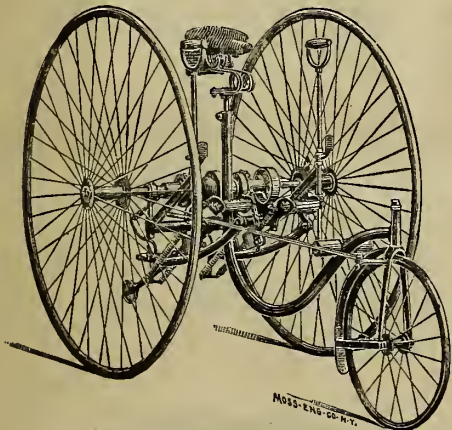
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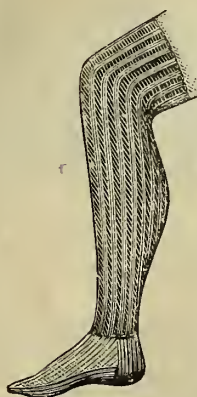
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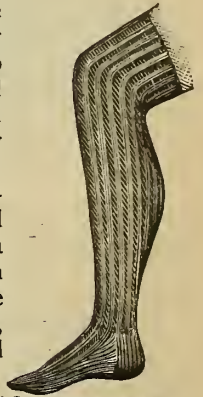
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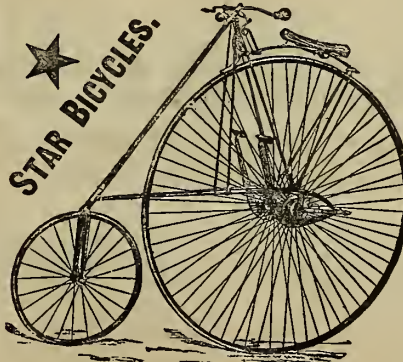
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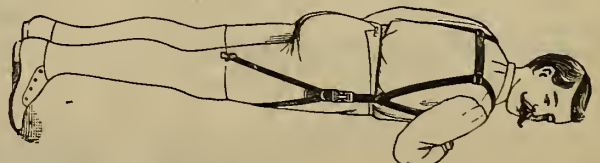
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