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## KANGAROO ROAD RACE IN ENGLAND.

[BY CABLE TO THE WHEEL.]

The hundred-mile road race for "Kangaroo" bicycles which took place Saturday, Oct. 17th, was won in 6 hours 39m. 5s. This is a world's record, and displaces that of 7h. 5m. 10s. made by George Smith in the Rover Safety Race, September 26.

## THE FIRST ANNUAL RACE MEET OF THE CHICAGO BICYCLE TRACK ASSOCIATION.

[SPECIAL CORRESPONDENCE TO THE WHEEL.]

Chicago's first attempt at holding a two-day's Cycle Tournament to compare favorably with the great Eastern Meets, was a success in most particulars, and lacked that most gratifying result in but a few points that can only be acquired by experience. The racing as a rule, was good, and the times made were creditable, considering that none of the Eastern cracks were present barring of course Geo. E. Weber of Star fame, who was unfortunately headed in everything he participated in. The attendance was deplorable, not more than one thousand people occupying the immense stands of the Chicago B. B. Club on either day. This was due to the fact that little or no effort had been made to advertise the affair, and your correspondent found by inquiring among his own circle of acquaintances that they were entirely ignorant of the races. The daily papers, with the exception of the *Inter-Ocean*, paid no attention to them, and their reports were meagre and unsatisfactory. Experience shows that cycling events depend upon the public for the

wherewith to meet expenses, and Chicago will doubtless take advantage of this knowledge another time.

The weather was mild, with little wind on both days, and suitable for fast time. The quarter mile track is as good as any in the country. It is very carefully laid with solid stone ballast for foundation, covered with a mixture of yellow sand and clay. The only improvement to be suggested is that it is not graded quite enough at the turns. The management at the track was as good as could be expected. No one unbadged was allowed in the ring, and the different events were run off on time. The timing was not satisfactory, none but the winning man's being taken.

## FIRST DAY.

Promptly at 3 o'clock Friday, the one-mile novices race was called, and there being seven starters, was run in heats of four and three; the first two in each to ride in the final. First heat. G. Morton, Chicago, went to the front and was not headed, winning in 3m. 12½s. with R. G. Surbridge, Chicago, a close second.

Second heat, C. B. Pierce, Chicago, won easily in 3m. 18½s., with F. C. Avery, Elgin, a bad second.

In the final, Surbridge lead at the turn and then dropped behind Morton and Pierce until the last half of the fourth quarter when he spurred past Morton and Pierce, winning by six lengths. Time 3m. 13 3-4s. G. Morton second in about 3.16.

Five-mile Amateur Championship Illinois, N. H. Van Sicklen, Chicago, first, time 16m. 15½. W. G. E. Pierce, Chicago, second in about 16.45. E. Mehrling Chicago, a bad third. This race was not especially interesting, it being evident that Van Sicklen had it all his own way, and could run away when he choose. There were but three entries.

The third event a one-mile open brought out a field of seven starters, and was won by W. F. Knapp, Cleveland, 1st., 2m. 49½s.; Geo. E. Weber, Smithville, second by a half wheel; C. E. Kluge, Jersey City, 3rd. This was a pretty race. H. W. Clarke, of Woodstock, Ont., made the pace for the first quarter followed by L. D. Munger, Detroit; Kluge and the rest in a bunch. Munger went to the front in the beginning of the second lap, and was supplanted at the third by Weber who was passed in the homestretch by Knapp, after a hard struggle for a hundred yards.

One Mile Professional, R. A. Neilson, Boston, first, 2m. 44½s.; J. S. Prince, Chicago, second by a hair. Jno. Brooks, Blossburg, Pa., a close third, and W. M. Woodside, Chicago fourth. Woodside made the pace followed by Neilson, Prince and Brooks, which order was not changed until the homestretch, when Neilson spurred and kept the lead over the tape.

Two-mile open. W. F. Knapp first in 5m. 48½s.. N. H. Van Sicklen second by ¼s.;

G. E. Weber third. Eight wheels faced the starter. Kluge lead for the first three laps, when S. G. Whittaker took the lead and held it until the beginning of the eighth lap. Here Van Sicklen increased the pace with Knapp and Weber clinging to his rear wheel. At the homestretch however, Knapp proved too fast for Van and went by him.

One mile for Safety Bicycles.—S. G. Whittaker, first, 3m. 26s. N. H. Van Sicklen, second, and about twenty lengths behind; G. E. Weber was entered but did not ride. Whittaker won this race without half trying.

By far the prettiest race of the day was the three mile open, W. F. Knapp 1st, 9m. 40½, G. E. Weber second; S. G. Whittaker, third; Van Sicklen who had the pole was soon passed by Clark with the remaining five in a bunch, Weber went to the fore, at the fourth lap and Whittaker held the same honor until the ninth when Clarke again took it for one lap, Whittaker was ahead at the half of the 12th lap. Here Knapp and Weber began to fight in earnest and it was a question all the way. The driver of Weber's Star and Knapp's large wheel struck the tape together according to the decision of the judges, and it was declared a dead heat for first place. The crowd shouted for Weber as his little wheel was there first. Weber refused to comply with the decision of the judges, that the race should be given to the winner of a mile heat the next day and as Knapp rode it he received the first prize.

N. H. Van Sicklen had a walk over for the one mile State Tricycle Championship, there being no other entry.

In the two mile bicycle handicap, open, E. H. Wilcox, Genoa, F. B. Bradley, W. G. E. Pierce and W. S. Webster, were at the scratch with A. G. Bennett, H. B. Heywood and E. Mehrling, all of Chicago, had ten yards. Mehrling, was not caught until the beginning of the eighth lap when Bradley got by him and though pressed by Webster on a Star won the race easily in 6m. 11s. with Webster several lengths in the rear.

The day closed with a professional ten mile race, Woodside as usual forced the pace from the start and made it very fast. The race although processional in character was exciting to the crowd as it was evident that the four drivers were being revolved very fast. Woodside was passed at the last by Neilson and Prince who fought every inch to the tape, Neilson won pedaling on all sides of the track, breaking the American professional record four and 19-20 seconds. Time 30m. 2¼s. The record was broken from the sixth mile up and as Woodside lead he will hold the records as follows: 6th, 17m. 53s; 7th., 20m. 56½s.; 8th, 23m. 57 3-4s.; 9th, 27m. 5s.; 10th, 30m. 2¼s. The disgraceful manner Neilson has of riding and wobbling all over the track, at the finish calls for especial censure. It doesn't matter whether he is faster than the other men or not, as it is a matter of supreme reckless-



ness for any one to attempt to pass him when he is spurting. He ought to be compelled to correct his style or be ruled off every respectable track. It seems a pity that his present fine racing form should be marred by this glaring defect.

## SECOND DAY.

The last days (Saturday) races opened with a 20-mile walk-over for Van Sicklen for the much talked of Pope Cup. Knapp the only other entry failing to start. Van Sicklen, however, tried hard without a pace maker to do it within the hour, but lost 2s. on the first mile. His time for ten miles was 31m. 13 $\frac{1}{4}$ s.; 15 miles, 48m. 4 3-4s., and 20 miles, one hour 4m. 9 $\frac{1}{4}$ s.

The two-mile professional was exactly like its predecessors. Woodside leading until the eighth lap, when Neilson again wobbled faster than Prince and won in 5m. 54 3-4s. Prince second, Brooks third.

N. H. Van Sicklen, F. B. Bradley and W. S. Webster responded to the call for the one mile state championship, which was won by the latter in 3m. 4 1-4s. with Bradley second. The 20 miles for the Pope cup had evidently taken all the speed out of Van Sicklen.

Five mile (open) bicycle. W. F. Knapp 1st, 15m. 10 3-4; G. E. Weber 2d, L. D. Munger 3d. The seven riders were bunched throughout the entire race. Weber, Kluge and Whittaker alternated as pacemakers. At the finish Knapp was ahead. Webber tried his best to beat the Cleveland boy, but couldn't, and lost the race by a wheel. The field finished close to the winners.

A. G. Bennett amused the unsophisticated with a number of old time tricks which though cleverly and gracefully performed were not up to what one expects to see in exhibition fancy work nowadays.

One Mile Bicycle, 3:20 class.—F. B. Bradley, 1, 2m. 58 $\frac{1}{2}$ s.; W. G. E. Pierce, 2; W. S. Webster, 3. There were some eight entries, Pierce broke for the lead at the report of the pistol closely tagged by the field which was wrested from him by Webster at the second, but the third found Pierce and Bradley a little ahead, and at the fourth the latter made the pace too hot for all of them holding his position for the entire lap.

A great deal of interest centered in the one mile open as to the respective abilities of Knapp and Weber. Clarke cut out the work for two and a half laps when Weber stole by and started the last lap at a terrific pace fairly running away from Clarke, Knapp and Munger. Unfortunately as he was rounding the turn he lost control of his little wheel, and took a severe side-fall, bruising his knees dreadfully. Clarke got a big lead here as he passed the wreck all right. Knapp and Munger who slowed up had no chance to make up the lost distance, so the Canadian boy took the first in 3m. 11 $\frac{1}{2}$ s.; W. F. Knapp, 2; L. D. Munger, 3.

Five Mile Professional:—R. A. Neilson, 1, 14m. 48s.; J. S. Prince, 2, by a half wheel; John Brooks, 3. Woodside again made the pace, only to be passed at the finish by Neilson, Prince and Brooks.

A. G. Bennett, H. B. Heywood and W. S. Webster represented the Chicago Bicycle Club in a team race against the Kishwaukee team, E. A. Wilcox, W. C. Wise and E. Durham. The former team had almost a walk over and won the banner without trying.

As G. E. Weber was disabled C. E. Kluge was allowed to take his entry in the one mile tricycle race open. He had never ridden one before. S. G. Whittaker had no trouble in winning in 4m. 13 $\frac{1}{4}$ s.

Wilcox, Pierce, Wise, Munger and Heywood contested for the four prizes offered in the consolation race, distance one mile. Wise and

Pierce divided the honors in leading at the different quarters and finished in the order named in 3m. 1s., with Heywood, 3; Wilcox, 4.

Officers of the day:—Referee, J. O. Blake; Judges, R. P. Gormully, Wm. M. Durell, Jno. C. Ellis; Timers, Geo. E. Lloyd, Samuel A. Miles, M. P. Warner; Scorers, J. P. Maynard, Paul Cowles, Bronson Wallace; Clerk of the course, John Valentine; Starter, Thomas S. Miller.

## NOTES.

A board of officers meeting of the Ill. Division L. A. W. was held in the parlors of the Briggs House Saturday evening last, at 10 o'clock. J. O. Blake, Chief Consul, was in the chair, and Burley B. Ayers was secretary. It was decided to publish a road book to comprise the through routes in all parts of the state. The following committee was appointed by the chair to submit data: B. B. Ayers, chairman, Chicago; H. G. Rouse, Peoria; E. H. Sleight, Moline; Dr. A. H. McCandles, Rock Island; H. B. DeForest, Rossville.

Van Sicklen's 1 hour, 4 minutes 9 $\frac{1}{4}$  seconds in the 20 miles for the Pope Cup beats the best record so far made in previous races for this trophy. As he was actively interested in the races and had no pacemaker the time is very good indeed.

Geo. E. Weber, of Smithville, will try on the Chicago track this week, to break the world's 100 mile record, the first suitable day. He has recovered from his fall, and feels confident he can do it in 5 hours and 50 minutes.

Mr. Frank White sails for England Saturday on the Eutruria, the wheelman's favorite. He goes in the interest of A. G. Spalding & Bro. of New York and Chicago, and will travel through England and Scotland, also taking a short trip to Paris. Mr. White is well and favorably known on both sides of the water and will doubtless be accorded a reception due to a representative wheelman.

## RACING NOTES.

At the fair of the local agricultural society, held at Pottstown, Pa., on the 15th, the one-mile bicycle race was won by Wilhelm of Reading, in 3:39 3-4. Lemphman of Honey Brook a close second.

A two-mile bicycle race, for the championship of Delaware, was contested at the games of the Warren A. C. held at Wilmington, Del., on October 10th. H. H. Curtis of the Newark B. C. won in 11:53 2-5.

The old settlers of Terre Haute, Ind., held a re-union and barbecue at the fair-grounds of that city on October 7th, 8th and 9th. A ten-mile handicap bicycle race was on the programme, and was well contested by seven starters. Frank Fisbeck, with 5 $\frac{1}{2}$  minutes start won in 41:25; Charles Crain, with 4 $\frac{1}{2}$  minutes, second, in 41:45; G. V. Lucas, 4 minutes, third in 41:44; Anton Hulman, fourth, from scratch in 38:38.

A ten-mile road-race, for a gold medal, took place at Wakefield, Mass., on October 17th. The course was from Main St., Wakefield, to Reading and return. Fred Patch took the lead at the start, and was never headed, beating Arthur Hall, by thirty yards. Time 39m. 9s. The other starters were, E. D. Albee, E. A. Wilkins, and E. A. Atherton. After the finish of the race, the members of the Wakefield B. C., under whose auspices it was held, proceeded to the club-house and passed an enjoyable evening.

## A BATCH OF NEW RECORDS.

Springfield has again changed the record tables at nearly all the distances up to 20 miles. The particulars at hand show a truly American performance on an American made wheel. The ball opened on Saturday last when A. O. McGarrett made a two mile run without hands against time, the watches registering as follows: Quarter, 43 3-5s.; half, 1m. 25 3-5s.; three-quarters, 2m. 10 2-5s.; one mile, 2m. 58 4-5s.; two miles, 6m. 9 3-5s. These are world's records, the English never having tried the game.

Fred. Brown of Springfield then made an attempt at the quarter mile bicycle record and succeeded in making 36 2 5s., supplanting the 37 3-5s. by Fred Russ Cook. Brown has been known as a good local rider having in company with Miller made all the tandem bicycle records up to three miles.

Wm. A. Rowe of Lynn, Mass., then made an attack on the mile record and reached the quarter in 39 1-5; half, 1m. 17s.; three-quarters, 1m. 56 3-5s.; mile, 2m. 36 2-5s.; a world's amateur record.

After a short rest he made an attempt at the half and made the quarter in 36 3-5s.; half, 1m. 12 4-5s. a world's record, both amateur and professional.

The officials were: Referee, J. B. McCune; Judges, E. M. Wilkins, J. E. O. Daniels and H. P. Merrill; timers, W. N. Winans, H. W. Collins and L. E. Zuchtmann; scorer, H. W. Collins; starter, A. L. Atkins. For Rowe's half-mile: Referee, J. B. McCune; judges, J. E. O. Daniels, L. E. Zuchtmann and M. W. Colburn; timers, W. N. Winans, H. W. Collins and C. H. Parsons; starter, A. L. Atkins; scorer, H. W. Collins.

## TWENTY MILES IN THE HOUR.

Apparently not satisfied with the short distances, Rowe determined to make twenty miles within the hour and on Monday, October 10th, at 1.50 p. m. he set out on his journey against Father Time with Adams, McGarrett and Fred R. Brown of Springfield, and John Illston of Hartford as alternate pace makers. The brunt of the work fell upon Adams and Illston as McGarrett was obliged to leave at the close of the 12th mile and Brown did not arrive until near the finish when he hustled the Lynn representative along for the last mile and a half. Quite a stiff breeze blew from the south and somewhat impeded the riders, rendering the performance all the more creditable. Rowe's 2 miles in 5m. 33 1-5s. supplants the record for that distance. His third mile was 2 4-5 seconds behind the 8m. 17 3-5s. made by M. V. J. Weber in the famous handicap at Springfield. From four miles he began to cut the world's record and continued up to the hour, completing the twenty miles in 58m. 20s. He continued on for the hour score and when the bell rang had completed 20 $\frac{1}{2}$  miles 132 yards 4 inches. His total time for 20 $\frac{1}{2}$  miles was 59m. 46 1-5s. The following table will best show this most remarkable performance in its true light, together with the best previous records.

Miles.	Rowe's record. m. s.	Previous best. m. s.
1.....	2.44 4-5	2.36 2-5
2.....	5.33 1-5	5.34 2-5
3.....	8.20 2-5	8.17 3-5
4.....	11.11 4-5	11.16 1-5
5.....	14.07 2-5	14.08 4-5
6.....	16.55 3-5	17.02 3-5
7.....	19.47 2-5	19.58 1-5
8.....	22.41 4-5	22.53
9.....	25.41 2-5	25.48
10.....	28.37 4-5	28.44 2-5
11.....	31.37 1-5	31.41
12.....	34.32 3-5	34.41 3-5
13.....	37.24 3-5	37.41
14.....	40.25	40.42 3-5
15.....	43.26 1-5	43.36
16.....	46.27 2-5	46.35 2-5
17.....	49.25	49.33 1-5
18.....	52.25 1-5	52.44 2-5
19.....	55.22 2-5	55.52 2-5
20.....	58.20	58.56 1-5

The officials were: Timers, Wilbur N. Winans, Charles H. Parsons and Harry W. Collins; judges, N. P. Merrill, Frank W. Westervelt and E. M. Wilkins; referee, George M. Hendee; scorer, W. J. McGarrett; starter, Arthur L. Atkins.

We think there is little reason to believe that these times are not correct as we hardly think that George M. Hendee, who believes in the Victor, would allow any doctoring. At this rate, in another year our English visitors will have to be content with a smaller number of prizes and records. For a new rider, Rowe is a wonder and the Columbia seems to hold its own as a racing machine. It is a case of 'good men on good machines.'



## THE CITIZENS ENTERTAIN THE MASSACHUSETTS BI. CLUB.

We were a damp, and rather despondent, delegation of citizens, who stood shivering in our brief trowsers on the dock, Tuesday morning, awaiting the arrival of the Massachusetts men. The rains descended, and the floods came, and a biting blast from the East sighed mournfully through our whiskers. The steamer was behind time, and we had had no breakfast, and as we grew damper and hungrier and more melancholy, our language regarding the weather became more and more sulphurous. We had planned a run across the Brooklyn bridge, through the Park and down to Coney Island, where we were to dine, and take in all the sights peculiar to the place. We had intended to explore the interior of the big Elephant, wrestle with the lung-tester, try our strength, get weighed, devour corn-balls and sausage sandwiches, swoop down the inclined railway, gyrate on the merry-go-round, and, in fact, plunge into all the reckless dissipations of the place, and, by now, we knew the road thence must be a slimy, treacherous sea of mud, and the rain looked as though it had come to stay. Small wonder we were gloomy!

At last the boat arrived, and our twelve guests were received with moist, though hearty embraces, and dragged forthwith to a contiguous restaurant, where, yielding to the seductive influence of a filling though highly indigestible breakfast (accompanied by a series of mysterious and awful smells which welled up from the regions of the kitchen), our spirits began to mend, and by the time we came to the India-rubber cakes, we were almost gay. Knowing that our friends came from the "region of perpetual pie" we urged them to lay aside all restraint and revel in that delicacy as though they were at home. This, however, they steinly refused to do.

After breakfast, the rain still falling, and the prospect of a deluge being good, we repaired to a shop where the visitors invested lavishly in rubber shoes, mackintoshes, life-preservers and umbrellas. The Professor in endeavoring to purchase a pair of "gums" tried the resources of the establishment to its utmost, but was finally fitted to a pair of infants bath-tubs, and went on his way rejoicing.

After lunching at the hotel we attended in a body the Eden Musee, a temple dedicated to the exhibition of night-mares in wax. We then viewed (through the bottom of a glass) the works of art in the Hoffman House bar, and returned to the hotel to dry.

At six o'clock we sat down to dinner, forty strong, and from that time on, all went well. It was at this dinner that we first became aware that the Naval gentleman was a confirmed victim of the breau and butter habit. His continual and monotonous calls for "more bread" almost created a panic among the waiters, and the cook below stairs sent up to know if we had opened a bakery. The Naval gentlemen explained to me that this habit had grown upon him, insidiously and imperceptibly, until now he had a constant craving which nothing but bread and butter could satisfy.

It was at this dinner also that the exquisite humor of the gentleman from Maine first burst upon us. The cheese having been passed to him, he remarked (with irresistible drollery and with a twinkle of the eye) "Cheese it!" This flash of wit is but a sample of many other flashes of like brilliancy which he subsequently emitted.

Dinner over, we went to the Bijou Theatre, and saw Dixie in *Adonis*. Mr. Dixie, in honor of the visitors, got off a number of hits at Boston, and added to his famous song "It's English you know," the following verse.

Now Athletic sports are things we admire,  
For they're English you know, yes, English you know;  
In all sorts of games we like to kick higher  
Than the English you know, yes, the English you know.

Some like to shoot and some like to bet,  
Some like to fish—and they sometimes get wet;  
But a Bicycle club makes *all* the games fret,  
'Cause its English, yes, English you know!

Oh! the queer things we see, and the queer things we do,  
'Cause they're English, you know, yes English you know;

For the Citizens club, I welcome the crew  
From Boston, dear Boston, you know.

Wednesday morning we took train for Orange, New Jersey, where we were met by Captain Elliott W. Johnson, and a number of the Hudson County Wheelmen, who took us in hand for the day. I will quote from a very neat pamphlet, a souvenir of the occasion, presented by Captain Johnson. "The route will be from Orange, through Main street, along border of Lewellyn Park to Montclair. The mountain at this point will test the hill climbing powers of the riders. At Caldwell, a lightning coast can be taken into Second Valley, followed by a spin over a level country to Pine Brook. Turning here, the road will be retraced to the top of Montclair hill, from which point an almost continuous coast can be had into Bloomfield (five miles). Dinner at the American House. The afternoon will be given up to a quiet spin to South Orange via Valley road, returning through Harrison street, and over Orange's prettiest road—Highland avenue—to the Greenwood Lake depot."

This was an admirable route, the roads being fine, and the views beautiful. The Montclair Mountain [or hill] is quite a grind to ride up, and several of us were delighted when we overhauled a loaded wagon occupying most of the available road, which gave us an excuse to dismount and walk. We took pains, however, to explain to each other and to those who rode the hill, that but for that wagon we could have ridden up with ease—that, in fact, we were not working at all, and scarcely noticed we were going up hill. O, wheelman who was ever tired, or blown, or outridden, or who walked a hill because he had not strength to ride it, Where art thou? I have never met you. It is always your wheel, or "the man in front fell off," or something got in the road.

The "lightning coast" referred to, was indeed a rapid one. It seemed to me I never went so fast: tears filled my eyes, and every time I struck a stone I breathed a prayer; and yet President Williams [who never coasts] pedalled along just behind me and kept there. If he had taken a header he would have shot clear into the next county and driven himself into the ground. I will back the President to beat Hendee—down hill.

The run was a success from beginning to end, and reflects great credit on Captain Johnson and his club.

Returning to New York we dined, by invitation, at the New York Athletic Club House, after which we attended an informal entertainment at the Citizens Club House. The programme consisted of singing, recitations, sandwiches, cigars, ventriloquism and rum-punch. The latter was very good. President Williams, in a brief speech, thanked the Citizens for what they had done in the way of entertaining his club. To this President Brown of the Citizens replied in his usual happy manner. After the programme had been gone through with, Messrs. Burdette and Comacho, related a number of anecdotes of a highly emotional nature. Mr. Burdette also plucked a number of reluctant melodies from a banjo.

Thursday was devoted to a run to Tarrytown. The visitors were somewhat startled by

the number, and steepness of the hills, but expressed themselves as much pleased with the scenery, the dwelling houses and the road bed. All they found fault with was the frequent and abrupt changes in the altitude.

I can not close this intensely interesting letter, without a word of President Williams. I had heard so much of him, and of his qualities as a rider, that I was prepared for a scorcher of massive frame—a devourer of distance. I was agreeably disappointed to find him a gentleman of modesty and great good sense, who can get most anything he wants to out of a wheel, but who rides for exercise and recreation, and with his eyes open. He has got past the period when he rides to impress others, and rides in such a manner as to get the most pleasure out of the sport. He is a glorious good fellow, a thorough gentleman, and an enthusiastic wheelman. No wonder the Massachusetts Club select him to fill their highest office.

Thursday evening the visitors left for home. We enjoyed their visit—every minute of it—and we hope they had a good enough time to come again at some not far distant day.

CITIZEN.

## THE FAST TIMES AT SPRINGFIELD.

The latest edition of the *Cyclist* follows up the course previously laid out against the Springfield records, one of doubt and discredit. Instead of waiting until respectable and expert reports had reached it, the *Cyclist* goes off on tangents, basing its actions on the reports furnished by little picayune papers, the sporting reporter of which had probably never before attended a race meet in all their reportorial lives. For instance, the Springfield *Daily Union* says of English's 1-15 4-5 half mile: "This was started with Christ leading;" the *Cyclist* presumes that this must have been a flying start half mile, and then proceeds to disparagingly compare the time of the first quarter, 38 2-5s. with the English quarter mile flying start record, 35 2-5s. The discredit of fast time runs all through the report and we will only comment on the most glaring example of its idiocy—for that is what it really is—idiocy allied with stubbornness and prejudice.

The victory of Kluge in the 3.10 class, in 2.41 2-5 is preposterous in the eyes of the *Cyclist*. "It is impossible that 3.10 duffers can do 2.41 2-5, and this *on a Star*—the italics belong to the *Cyclist*. When a paper of the standard of the *Cyclist* really doubts a performance, because of the machine on which it is made, its reputation as "the leading paper" really suffers in the opinions of all sensible people. We should like to see Weber spend a season in England, beating any quantity of their first class racing men and baking their scorching cracks by way of diversion.

In the five miles tricycle race which Furnivall won in record beating time, and which every body knows and every newspaper reported that he led from start to finish, this stupid editor says: "I don't believe these times; I don't believe Furnivall made the pace; he never did such a thing before." As an instance of obstinacy this certainly beats any record extant. It is a perilous flight of an editorial swallow—chippy, the small boys call them—against the boulder of fact, and the feathers will suffer by the collision.

In speaking of Rich's win in the three miles, it credits him with winning from the 120 yard mark in 8.16 2-5, but refuses to believe that any handicap man is as good as 8.28. We wonder what it will say when it learns that Rich had but 50 yards, not 150.

The *Cyclist* does not stop here however. It claims that the Springfield people must have records made by hook or crook, and if they cannot be made honestly they must be made

# 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.

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# THE WHEEL.

dishonestly. It further states that Mr. O. N. Whipple took care of all the watches, doctored them, and made them all agree. Of course it pays no attention to the fact that H. Etherington was present and checked the official timekeepers.

A final specimen—"It is unfortunate that Mr. Ducker did not secure the attendance from England of some thoroughly competent watch holder." In our opinion it is unfortunate that there is such a place as England on the face of the earth, when it can produce such egotistical snobbishness as the above. It would take several numbers of *THE WHEEL* to reply to all the untruths, unfounded assertions, wild suppositions and sneering doubts that have appeared in the *Cyclist*. Its editor is fully entitled to the contempt of every American wheelman. That a man of his prominence should persist in such a course towards the Springfield meet is blindness, folly. We have not the slightest doubt that the *Cyclist* has long since discovered its error, but will not admit it. The only further interest we can take in the matter, is how the dignified editor will back out of his very awkward position.

Speaking of the Springfield times in *re* Kennedy-Child, last week's *Bulletin* says: "Now let us ask—and let us speedily have an answer—does Kennedy-Child mean to imply that fifty thousand people, among whom there were literally hundreds holding stop-watches, were gulled and bemuddled by the times set forth by a few dishonest men in the judge's stand? Does he mean us to understand that these thousands of Americans who were naturally so anxious to have all their records owned by Americans allowed the 'business interests' of one club to inveigle them into believing a lie? Does he for a moment suppose that Messrs. Lambert and L. H. Johnson would fail to detect errors in timing that was giving so many world records to their cordially hated 'imitation' rival? Were not men representing the Columbia and Victor and Humber and Rudge and Royal Mail and all the other makes watching each other with hawk's eyes, and could any one of these machines have obtained a record by fraudulent means without all the others at once exposing the deceit? Or could over fifty newspaper representatives, some of whom represented interests quite inimical to those of the Springfield Club, and many of whom held stop-watches on all the races, have been bought over to this 'business' transaction? No! No one, either here or across the water, for one moment attaches any importance to Kennedy-Child's vaporings, and no one should know it better than himself. England's track owners and English manufacturers whose machines were not among the prominent winners would like to be able to believe him—but they do not."

## WHEEL GOSSIP.

The Nashville B. C. is a lively club with 41 members.

A number of Memphis, Tenn., 'cyclers contemplate a spin from that place to Paducah, Ky.

M. V. J. Webber attributes the success of the Englishmen while in America, to the atmosphere.

On October 11th, Fred Russ Cook was welcomed home by a large delegation of San Francisco wheelmen.

The English papers are cautioning wheelmen, particularly those in the wheel business against the "Tricycle Sneak."

Mr. C. J. Schuster, a member of the Bay City Wheelmen is touring in Germany, a la Stevens.

Mr. F. B. Bale, of the Coventry Machinists' Co., who was present at the Springfield meet last year, has joined the Benedicts.

The Special Delivery Messengers of the Springfield Mass. Post-office, are to be mounted on wheels; equivalent to prompt delivery.

Wm. A. Rowe, of Lynn, has wended his way to Springfield and will attempt the records from one mile up.

The first annual race meeting of the Elgin, Ill., Wheelmen will be held on October 24th at the Driving Park. Wheelmen will be admitted free.

Prof. N. E. Kaufman is travelling with a combination, consisting of Kaufman, bicyclist, Higgins, skater; and Lintner Brothers, contortionists.

Another fancy rider has developed. Will Newton, of Chicago. He is represented as a daring rider, and fully the equal of all the others on one wheel.

Geo. Bates and F. Trussell, who ran down a tricyclist named Rolinson, in England, some time since, were fined £7 and costs, on the matter being brought up at the Hampton Petty Sessions.

Mr. S. M. Daly, a member of the Belleville, Ont., B. C., served as a private in a Canadian regiment during the recent uprising of half breeds in the northern part of the province.

Doctor Green, who has given several lectures at Chickering Hall, New York, forcibly expresses the same ideas, *re* bicycling, as Dr. Strahan, of the London *Lancet*.

Editor Hicks, of the St. Louis *Post-Dispatch* uses his wheel daily for business purposes. We are afraid "his style" will never become popular with the Broadway scribes of New York.

Bicyclists have been employed by the Austrian Government as scouts, and thus far have given entire satisfaction. At some future date we may expect to see the United States army on wheels.

The Elizabeth, N. J., Wheelmen have appointed a committee consisting of Messrs. Martin, Bonnell, and Berry, to make arrangements for a ten-mile road-race, to take place on election day; course, that used by the Orange Wanderers.

The "Vonderbank" has been appointed League hotel for New Orleans. Regular rates \$3.00 per day; to L. A. W. members \$2.50. In the restaurant connected with the hotel 20 per cent. discount is allowed. New Orleans has evidently an enterprising Consul.

An International Cycling meet was held at Leipsic, Germany, in September. The principal event of the day was the 10,000 metres,  $6\frac{1}{4}$  miles race, which was won by Geo. Lacy Hillier, of London, in 19.14 2-5, Joham Punelt, (Berlin B. C.) second by ten metres. Mr. Hillier's time becomes a best on record for Germany, the former record being 19.51.

About 4,000 people witnessed the bicycle races at the Midland Fair grounds, at Kingston, Canada, on Oct. 1st. James Minnes won the half-mile, with M. F. Johnston second. In the mile, M. F. Johnston came in first, and W. Cooper second. The two-mile was won by Cooper with Johnston close up.

H. W. Van Baden, a student of the Hague University, Netherlands, spending his vacation in England, recently rode from Broadgate, Coventry, to London and back on a Safety Bicycle, in 18 hours 47 minutes. The distance covered was 182 miles. Machine ridden, 38-inch Harvard Safety.

A Kansas City wheelman, passing through Topeka, Kansas, had occasion to wheel over the bridge at that place, and was promptly arrested by an over zealous officer, on attempting to do so. The "Topeka Lance," in commenting on the case says: "The bridge is a public thoroughfare, and the wheelmen have a right to use it. The action of the officers is little short of blackmail."

We doubt if a club record for road riding can be shown superior to that of the Elizabeth Wheelmen, with 20 members, during '85. The total number of miles amounts to 4,753. Messrs. D. B. Bonnett, Burnet, and Brown head the list with 400, 400 and 363 miles respectively. Mrs. Bonnett, the only lady member has the lowest record, covering but 59 miles. The total of 4,753 miles gives an average of 237 and 13-20th miles per member.

A young son of Wm. Hawthorne, residing in Malden, Mass., was run over by a bicyclist one day last week, and died an hour after, from internal injuries. The rider is an employe of the Boston Rubber Works, and was on his way home to dinner, when he saw the little fellow ahead of him. He steered to the right, supposing that the lad would turn in the opposite direction, but the boy also turned to the right, and was struck in the back by the wheel, and was knocked down. The accident is to be greatly regretted, as it but adds another to the long list of similar ones that have preceded it.

When Mr. Kennedy-Child, who has been making himself conspicuous by backing up the 'Cyclist in its warfare on "Springfield time" was in New York, he attended the Citizens Bicycle Club Races at the American Institute. He was accorded the privileges of the inner ring in order to witness the fancy riding of Kaufman. Prior to his coming out, we said: "Mr. Child, that man will ride on one wheel without forks, cranks and pedals, and when you return to England we wish you would set the matter of American fancy riding straight in the 'cycling papers, as they doubt the apparently wonderful performances." After Kaufman had done all we claimed for him and much more, Child acknowledged that he doubted whether the English press would believe him. Now why should the 'Cyclist quote Mr. Child as an authority on American timing when it refused to believe him on the subject of fancy riding. Poor 'Cyclist!

## A DIFFERENCE OF OPINION.

The *Wheel* is to be enlarged to twelve pages; this additional space will be secured for abuse, and we must all stand from under, for the *Wheel* at present holds the record for violent attacks on wheelmen, and with the increased space there is no knowing what to expect. — *Springfield Wheelmens Gazette*.

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*.



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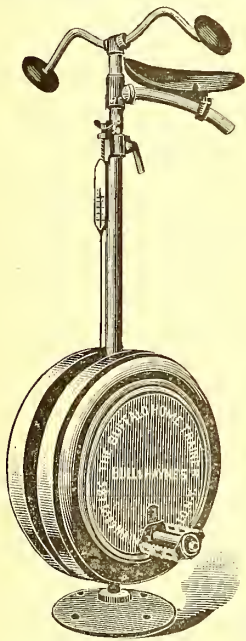
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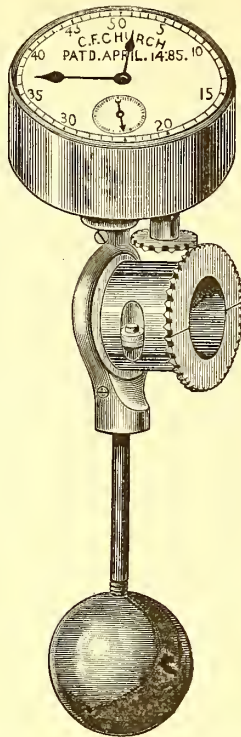
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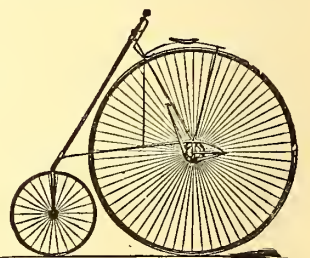
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling, are excluded from any other similar vehicle."

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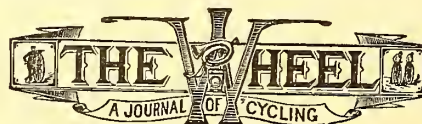


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# THE WHEEL.

## LADIES ON THE WHEEL.

### A DELIGHTFUL FOUR DAYS TOUR ALONG THE NORTH SHORE.

A cycling tour of several days duration, in which lady tricyclists participate is certainly a novelty in America, yet one was held last week, and so delightful did it prove that another is being planned for this week. The following account of the tour has been kindly furnished for THE WHEEL by one of the participants.

The honor of "getting up" the first "amalgamated" tour in America belongs to Miss Minnie Smith, of *Outing*. The original idea was to make the party strictly a ladies one, but on second thought and in fact as practically a necessity, in sacrifice to several married people intending to participate, gentlemen were invited.

The two days before starting the weather was awfully wet, and the roads were in a correspondingly muddy state. Clearing weather heralded the eve of the eventful day and brought gladness to the hearts of the earnest ones. The morning came in clear and mild, nothing but the thought of mud to offend. At 9 o'clock precisely, Mr. and Mrs. Stall wheeled their Genuine Humber Tandem into line, followed 10 minutes later by Mr. and Mrs. Gideon Haynes, Jr., mounted on a Springfield Tandem. Miss Smith soon appeared and by 10 o'clock the following party was at hand: Mr. and Mrs. W. W. Stall, tandem; Mr. and Mrs. Gid. Haynes, Jr. tandem; Mr. and Mrs. Chas. Richards Dodge, bicycle and tricycle; Mr. and Mrs. Chas. Hopkins, two tricycles; Mr. and Mrs. Abbott Bassett, two tricycles; W. E. Gilman, tricycle; Mrs. Davis, tricycle; W. H. Schumacker, bicycle; A. S. Parsons, tricycle; Miss Smith, tricycle; E. W. Pope, tricycle.

At 10:22 the advance was sounded and the party moved on in informal order, Mr. Bassett making the pace. The run was made leisurely, frequent stops being made to allow the rear riders to catch up. Tower Hill was successfully mounted and the party was soon collected near the City Hall at Lynn. Between there and the Essex House, only two minutes were wasted by the leaders, and the tandems had a brush which terminated in a victory for the veteran and his wife, who had the advantage of experience. The 5-4-5 miles were covered in 35 minutes, including stops, making a net running time of 33 minutes. The party collected at the Essex and toilets made, dinner was disposed of and the inner man (and woman) refreshed to great extent. In the midst of dinner, Miss Hall appeared, having ridden the 13-3-4 miles alone striving to overtake the party, after starting half an hour late from Malden. At Lynn she was but five minutes behind, but unfortunately lost the way coming on to Salem, but continuing with wonderful courage, made her appearance as above, and was received with great fervor. At Salem Mr. Parsons arranged the preliminaries and the party were photographed. After this event the party separated, the one portion consisting of Mr. and Mrs. Bassett, Mrs. Davis, Mr. Gilman, Mr. Parsons and E. W. Pope, returning amid a chorus of calliopes and good-byes while the balance got under weigh at 3:30 for the unknown.

With frequent stops to catch up, admire the scenery and to "hook" apples, time passed pleasantly. The two tandems ran a dead heat to the Manchester House at Manchester by the Sea, arriving at dusk, 5:10, making the run of 9.04 miles from Salem Common in an hour and 40 minutes including 29 minutes of stops. The rest of the party soon collected and supper was partaken of, following which, amusement was called for. The town failing to provide such, a visit to the shore was suggested by Mr. Dodge who led the way to the Singing Beach,

where the phenomenon was investigated and an hour spent on the beach under the moonlight, with the breakers booming on the sand.

Returning, all retired to recuperate for another day of pleasure.

A resume of the first day shows 13-3-4 miles covered before dinner in 2 hours 23 minutes, which includes stops which cut the leaders time to 1 hour 50 minutes. After dinner 9.04 miles was covered in 1 hour 40 minutes, with 29 minutes of stops, actual time of leaders being 1 hour 11 minutes.

The roads were mainly good, in places excellent. Some mud was encountered in the wooded portions but not enough to make the roads impassable to ordinary riders. No hills were encountered or no roads found which were not ridden by some of the party at least.

At the finish everybody was in good shape, nobody hurt, no one broken up, and all pleased. Mrs. Dodge has been an invalid for years and unable to ride in a carriage. She took up tricycling about a month ago and had not run over 14 miles heretofore.

The party began to appear below stairs shortly after 6:30 Friday A. M., and soon were enjoying steak, ham and eggs, etc., *ad lib*. Much time was spent in discussing the plan and Magnolia was decided on as next in order. Starting at 9:20 the 4 miles was soon covered and 40 minutes later the cavalcade halted at Willow Cottage where machines were left and the party took the old Gloucester stage road for Rafe's Chasm and the Reef of Norman's Woe. These sights with the mixed view of country and sea were enjoyed largely by the party, and it was 11.40 before a start was made for the Pavilion, Gloucester. Here the hills of the trip were encountered and the top of the "big hill" floored one of the Tandems, which conquered everything heretofore on the way. Five and a quarter miles of heavy work with frequent stops had consumed about an hour when the party drew up before the Pavilion. A demand for clams was made and a messenger sent to secure a supply of the luscious bivalves. Dinner being successfully negotiated a council of war was held. Mr. Dodge deserted previously taking the train for home, and Mrs. Dodge and Miss Smith decided to remain and take the night boat for Boston.

The rest of the party now reduced to eight in number, started for home *via* the highway. Meeting various temptations in the shape of racing teams on the way, the solitary bicyclist and the tandems indulged in a scorch and the distance of a trifle over 7 miles to Manchester was done over the tremendous hills in 47 minutes by the leaders.

Soon after, the balance of the party came on and an embargo was placed on fast riding henceforward. One hour and 17 minutes brought the party to Beverly Bridge again and we stole another look at the Nation's heroine, the Puritan.

Before reaching Beverly the welcome addition was made of a Salem lady and gentleman, mounted on tricycle and bicycle respectively, who attended us to Salem. While passing through Salem one of the ladies' wheels broke down and a stop was made to ascertain damages. Being declared radical in nature, the party was forced to retrace their way to the Essex House, where four more of the crew deserted, leaving but four, who decided to stop over and ride the balance of the distance next morning. The deserters took the train for home leaving machines to be called for Sunday. The second day's run it will be seen comprised a total of 26-3-4 miles in 8 hours 30 minutes, the net running time being 4 hours. The roads were extremely fine—plenty of large hills but only one which was not mounted by a

portion of the party at least. The views of our "stern and rock-bound coast" were beautiful in the extreme and everything passed off finely—good party, good riding, good accommodations, weather and roads combined at their finest. The whole weaving into an excursion which will long be remembered.

Saturday, bright and early the final four were on deck. Various preliminaries were gone through, not including eggs and steak, and the start made at 9 o'clock. Two tandems were all that was left of the party and they did some heavy work clear through to Elm st., where Mr. Schumaker and Miss Hall intended stopping. The Genuine Humber continued, bringing up at 21 miles at 12 o'clock, an average of 7 miles an hour which included a number of stops for soda, telephone, etc., which easily brings the average up to 8 miles, a good showing for the end of a 70 mile trip and considering the hills, etc., encountered.

## FROM THE CLUBS.

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

**BLOOMSBURG.**—The Bloomsburg (Penn.) Wheelmen organized on October 8th, with twelve members, electing the following officers: President, Prof. I. Niles; vice-President, R. M. Geddest; Captain, C. M. McKilney Jr.; First Lieutenant, Edward Austin; Second Lieutenant, Joe Rufsnyder; Secretary, C. W. Funston; Color-bearer, Harry Hess; Bugler, Geo. Rosenstock; Treasurer, James Staver.

**CINCINNATI.**—The Cincinnati B. C. is officered as follows: President, A. A. Bennett; Secretary, C. M. Galway; Treasurer, W. G. Miles; Captain, J. A. Hazelton; First Lieutenant, E. F. Landy; Second Lieutenant, J. R. Pigman, Jr.

**DETROIT.**—The Detroit B. C. has elected officers as follows: President, L. J. Bates; Vice-President V. W. Smith; Secretary-Treasurer, A. F. Peck; Captain, L. D. Mager; Lieutenant, C. C. Smith; Bugler J. H. Ames; Standard Bearer, B. F. Noyes.

**ELIZABETH WHEELMEN.**—At a meeting of the "Elizabeth Wheelmen," October 14th, Mr. Geo. Pennell was elected secretary, and Mr. Sam'l Berry, Jr., second lieutenant, and the resignations of the former incumbents accepted.

**HARVARD COLLEGE.**—The Harvard College B. C. bent on securing as much riding as possible before the season closes, have arranged a number of runs for October and early November.

**PILOT.**—The Pilot Wheel Club, of Lancaster, N. H., have under consideration, a proposed tour of northern New Hampshire next season.

**PURITAN.**—The Puritan Bicycle Club was organized on October 8th. The officers are: President, John Chamberlain; Sec'y and Treas., Henry T. Conant; Captain, Edw. Bassett; First Lieutenant, Samuel Chamberlain.

**TOLEDO.**—The Toledo (Ohio), B. C. has elaborately fitted up a club-room on Pelton street, for the convenience of its sixteen members.

**WATERBURY.**—The name of the president of this flourishing club is Dr. Chas. R. Upson, and not C. B. Upson as stated in a recent issue.

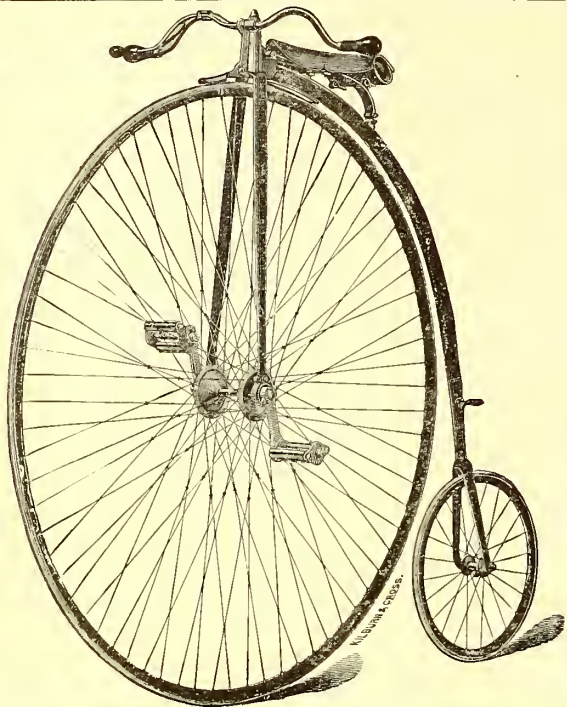
**WAYSIDE WHEELMEN.**—The "Wayside Wheelmen," of Brooklyn, have elected officers as follows: President, N. E. Anderson; Vice-President, W. A. Hall; Secretary, G. L. Courtenay; Treasurer, A. E. Pabst.



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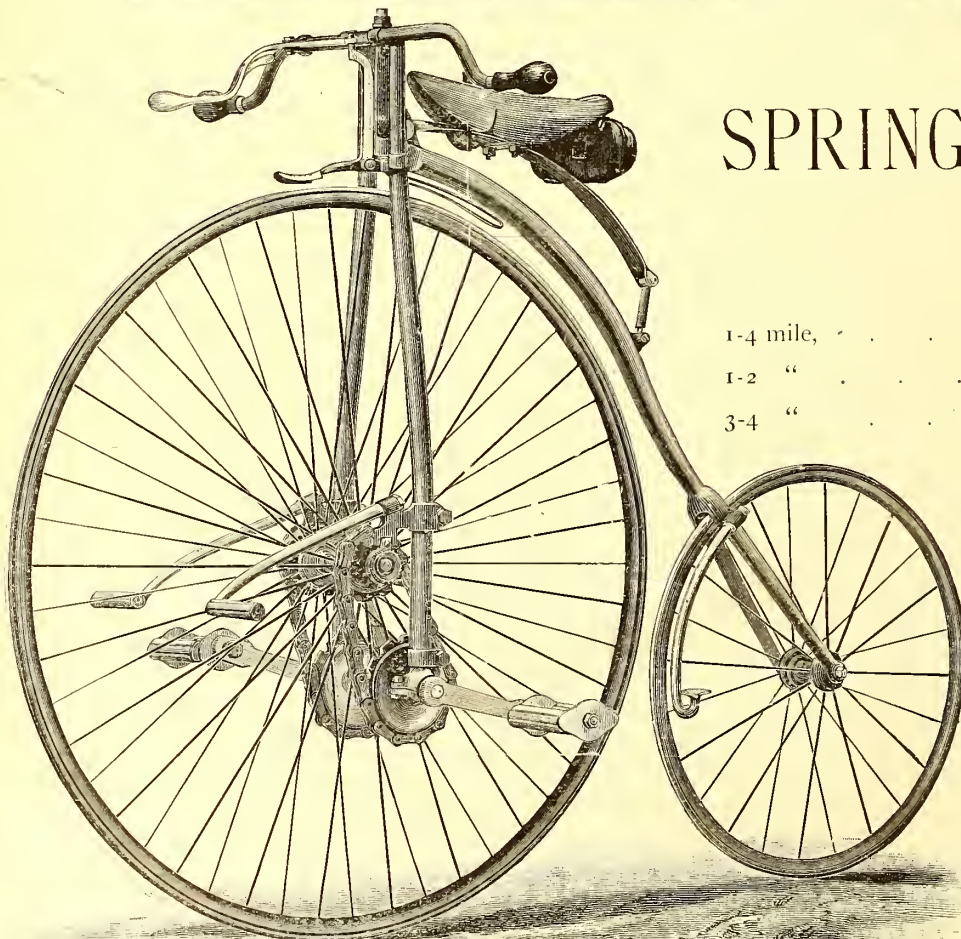
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# THE WHEEL.

## HUB HAPPENINGS.

There seems every reason to believe that the hill climbing contest of the Boston Club on Corey Hill, next Saturday, will be a great success. A deal of interest is being taken in the affair by local cyclists, and every afternoon numbers of them ride out to the hill and struggle to surmount it. As yet, however, none have succeeded, but they all expect to before the day of the contest. Munger and Hendee are both entered and are expected to arrive here in a few days. Hendee has a great reputation as a hill-climber, and it will be a great surprise if he fails to surmount this one. Munger also has the recommendation of downing the rough and sandy hills about Detroit. Of the tricycle riders, H. W. Gaskell and John Williams are entered. Neither has as yet reached the top of the hill. Williams seems to be the favorite. Huntley would like very much to enter but he has not yet sufficiently recovered from the effects of his several headers in the Massachusetts Club's 50-mile road race. The prizes are far more valuable than any ever offered for a similar contest. That they will be elegant and artistic is assured by the fact that the designer and manufacturer is Mr. J. B. Harriott, 433 Washington street. The medals awarded by the Dorchester and Massachusetts clubs for their recent races were made by him. They will be on exhibition in a few days in the windows of French & Taylor on Washington street. Dr. Kendall has worked hard for the success of the affair, and deserves a deal of praise for what he is always doing for the promotion of cycling.

### A LANTERN PARADE.

The Massachusetts Japanese lantern parade next Thursday evening promises to bring out a goodly number of merry cyclists in gay costumes and decorated with paper lanterns. It is something that has never before been attempted in Boston, and has at least the attractiveness of extreme novelty.

The moon will be full next week and I then expect to have the pleasure of chronicling divers attempts of cyclists hereabouts to take unto themselves the 24-hour road record. Munger, of Detroit, Ives of Meriden, Rhodes of Dorchester and McCurdy of Lynn, are among the many who are in training for such a feat. It is rumored that Hendee will also try his luck at road-riding. McCurdy will on his next attempt ride a Columbia Light Roadster, and feels confident of beating anything that has yet been done in the line of road-riding. Two hundred and fifty miles is set as the lowest number any one of them will succeed in rolling up. It is to be hoped that proper precautions will be taken to place the records made beyond doubt as to their accuracy. Few road records have been made this season on which considerable doubt has not been cast. In accepting McCurdy's record of 233 miles, the *Bicycling World* editorially stated that this record would be accepted, but hereafter better proofs of a record would have to be furnished before it could be accepted by that journal. Very like the famous Scotch decision of "Not guilty, but don't do it again."

Sunday was a delightful day for cycling, and the clubs were out in force. Neither the Boston or Massachusetts clubs have runs on Sundays, but a goodly number of members of each usually assemble at the club house Sunday morning, and ride out for a day's quiet enjoyment. The Boscobel, at Lynn, was where the largest number gathered last Sunday. Members of the Boston, Massachusetts, Newton, Charlestown and Cambridge clubs were there, and enjoyed the splendid dinners served at this popular hotel. The proprietor, Mr. Comee, takes a deep interest in cycling and

knows just how to entertain visiting wheelmen. There is no place in Essex County where one can receive such good entertainment at a reasonable price.

Members of the Massachusetts Club who composed the delegation to New York last week, are enthusiastic in their praises of the hospitality of the Citizens Club. When the "Cits." come here next May to attend the League meet they may expect something pretty nice in the way of entertainment. At the last Saturday evening entertainment of the club, President Williams gave such an account of the trip as to make those who had not been of the party, fairly disgusted with themselves for the fun they had lost.

The Saturday entertainments of this club are becoming so popular, that the number of wheelmen desirous of attending is too large for the capacity of the hall, and it is probable that it will soon be necessary to issue tickets. An athletic exhibition insures a particularly large attendance. The members are becoming enthusiastic over athletics, and are about to form classes for instruction in boxing and fencing.

Lynn boasts of a lady tricyclist who has cycled upwards of 500 miles this season.

H. D. Higginbotham, bugler of the Chicago Club, is in Boston.

Bob Neilson should accept James' challenge to ride him a race. Neilson seems to be scooping about all the professional races held in this country, since Wood and Howell departed.

W. A. Rowe did not go to Chicago, but remained at Springfield hacking away at the record. The first part of last week he was unable to do much of anything but on Saturday last he did a mile in the lively time of 2.36 3-5 which gives himself and Columbia racer the worlds amateur record. Rowe now certainly deserves to be acknowledged as the amateur champion of America. If Hendee thinks that he has a better right to that title, a race can easily be arranged between the two men. It would be a fine contest and one worth going a long ways to see.

The *Boston Herald* a week ago published in its cycling columns various unfounded statements to the effect that Boston wheelmen did not want the next meet of the League held in this city, and that the League forced itself upon Boston for lack of any other place to go, and also published what purported to be an interview with a wheelman substantiating such statements. The article has raised a breeze of indignation in local circles. A prominent Boston wheelman writes *The Globe* a very terse and pertinent letter, which concludes as follows:—"I should like to know who the wheelman is that the *Herald* quotes as saying 'we do not want the meet here,' and that his club is not going to raise any entertainment fund. If there is such an individual he must be a very mean-spirited fellow indeed, and does not speak the sentiments of his club, whichever it is. Thank goodness, Boston wheelmen are not such a selfish and inhospitable class as he would try to make them appear. When it has been decided that the meet will be held here, Boston wheelmen will unite to a man—with possibly the exception of the individual quoted by the *Herald*—and make the meet of 1886 the greatest success in the history of the sport. We are all glad that it is to be held here, and the enjoyment to be obtained from entertaining the visiting wheelmen will more than compensate for any labor or expense that we may be put to."

The attendance on the supper runs of the Massachusetts club was sadly declining, and might ere this have been abandoned altogether had not some one suggested the bright scheme

of inviting lady tricyclists to accompany the club on such occasions. It was a happy idea, and since then such runs have been in great demand. One will be made to-morrow evening to the Hotel Hunewell, Newton. After supper, dancing and music will be enjoyed for an hour or so.

A club with some 50 members was organized at the Institute of Technology last week.

## THE OMAHA RACES.

### SECOND DAY.

The second-day of the Omaha Wheel Club's race-meet took place on October 10th. Attendance small, but 300 people being present. Notwithstanding a heavy wind, that somewhat impeded the riders, good time was made; particularly in the mile open, Mr. Hitchcock covering the distance in 2:56. The days' sport began with a parade of wheelmen, who, after marching through the principal streets, proceeded to the Park.

Quarter-mile, open:—T. F. Blackmore, 1; W. D. Townsend, 2. Time, 43s.

Two-mile, championship Nebraska: T. F. Blackmore, 1; T. H. Merriam, 2. Time 6:56 2-5.

One-mile, open:—J. G. Hitchcock, 1; C. H. Cowing, 2; J. Clawson, 3. Time 2:56 2-5.

Half-mile Tricycle:—E. S. Raff, 1; J. G. Hitchcock, 2. Time 1:52.

One-mile Bicycle, 3:30 class:—W. D. Townsend, 1; O. H. Gordon, 2. Time 3:18 2-3.

Half-mile, boys under seventeen:—S. P. Shears, 1; W. D. Townsend, 2. Time 1:47.

Five-mile Bicycle, open:—J. G. Hitchcock, 1; C. H. Cowing, 2. Time 15:18 2-5.

One-mile Bicycle, open:—O. H. Gordon, 1; T. F. Blackmore, 2; Merriam, 3. Time 3:08.

Consolation race:—Harry Badollet, 1; Clawson, 2. No time taken.

On October 11th, the day after the races, the club and visiting wheelmen, had a run to Florence, where supper was procured, and returned by the light of the moon. As far as we can learn, the club came out about even, financially.

The Worcester B. C. has offered valuable prizes for a road-race to be held next week Saturday, open to club members only. The start will be made at Salem Square, Worcester, to the Faneuil House, Brighton, a distance of 41 miles. Several entries have been made, and it is expected that Thos. Midgely's record of 3 3 hours 27 minutes for the course will be beaten. The first prize is a French clock, valued at \$25; second, silver ice pitcher, \$15; third, fruit-dish, \$15.

Jno. S. Prince's winnings at Springfield, total ten dollars. H. W. Higham's, twenty.

At the Woodstock Bicycle Races, October 10th, Herbert W. Clarke made a Canadian record of 2m. 58 3-5s for the mile.

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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.

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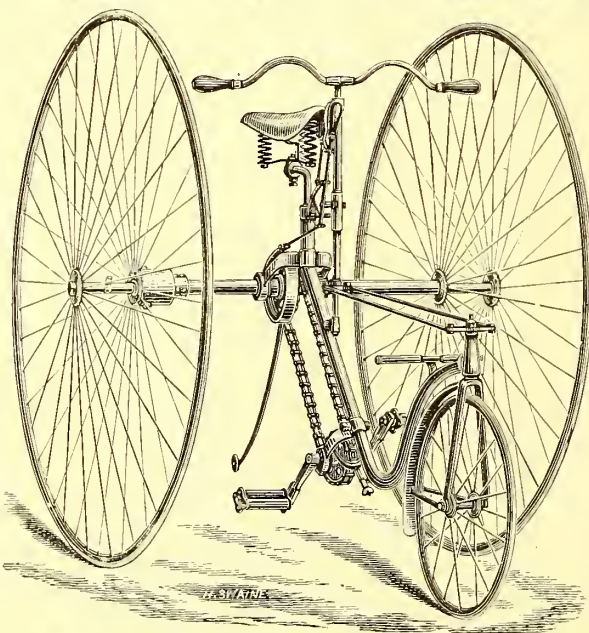
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# THE WHEEL.

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The fliers are making their last attempts on the records before the season closes.

W. A. Rowe made ten miles in 29m. 25s. in a practice spin on Hampden Park recently.

W. J. Morgan, since his connection with the Chicago S. & T. Journal seems to have entirely given up racing.

Editor Aaron says that the Cleveland B. C. is the liveliest C. T. Club in existence. What about the Ixion B. C.?

The Massachusetts B. C. is organizing a sparring class. The services of a competent instructor will be secured.

The Boston B. C. is the originator of the regular "supper run." The start is made at 6 P. M., arriving at Hotel Faneuil, an hour later where supper is served.

Col. Albert A. Pope, has sufficiently recovered from the injuries he received from his runaway team, to attend to business, but still carries his arm in a sling.

The Lynn, Mass., 'Cycle Club held a pleasant entertainment on Friday, the 16th, consisting of skating races, varied with polo on Star bicycles by Messrs. Schurman and Cain, and an exhibition of fancy riding by Prof. Geo. E. Hutchinson.

Boston's hill-climbing contest takes place on Saturday, the 24th. It is reported that Geo. M. Hendee, L. D. Munger, F. F. Ives, W. W. Stall, W. A. Rhodes, A. A. McCurdy, and H. W. Gaskell have entered. Three medals are offered for the bicyclers, and two for the tricyclers, valued at \$50, \$40, \$25 and \$50, \$40 respectively.

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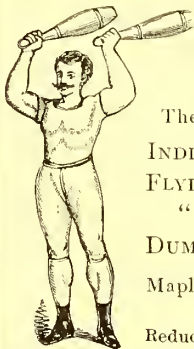
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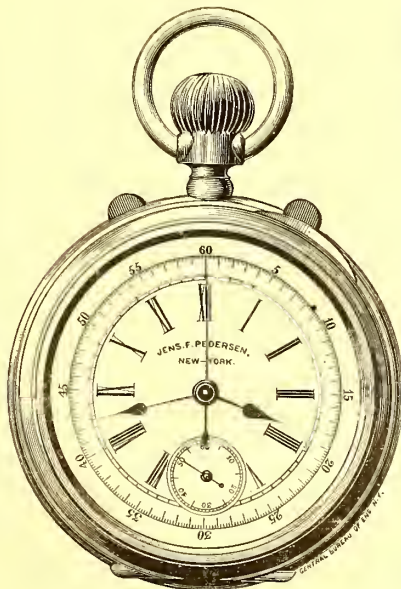
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