

THE WHEEL.

A Journal of 'Cycling.

THE OFFICIAL ORGAN OF THE BICYCLE TOURING CLUB IN AMERICA.

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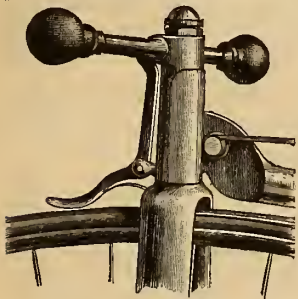
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PICKINGS AND STEALINGS

The fiend who asks "is it hot enough for you?" is about.

Nearly all the Club men are out of town.

The Citizen's Club are doing some tall riding. Is it the fact that it is their first season, or is it to be a permanent feature of the new club?

The racing element are looking forward to the fifty mile race in September, at the Manhattan Athletic Club grounds.

Wheelmen should be careful and thoroughly investigate any race held otherwise than under the auspices of athletic or league clubs.

The times for the 5 mile race run by Gideon July 1, by miles, is as follows: One mile, 3m. 30s.; two miles 6m. 50 1-2s.; three miles, 10m. 17 1-45s.; four miles, 13m. 44s.; five miles, 16m. 52 1-2s. The last three miles are the best on record in America on an out-door track. Foster of Baltimore also beat the record for fifteen and twenty miles.

Now commences the season of tours. Several parties have passed through the city on their way north. The Herring Bros. of the Germantown Club rode from Philadelphia to Saratoga and Lake George lately. We hope to give an account of their tour soon.

The Nutmeg Bicycle Club of Hartford was organized July 1, under the title of the Hartford Amateur Bicycle Club. The old officers were re-elected, but our correspondent failed to give the names.

Born!!! At West Newton, Mass., July 11th, 1882, the Alpha Tricycle Club, eldest offspring of the three-wheeled sport in America. A remarkable growth is reported, the club having doubled its membership in three days and now numbers three ladies and three gentlemen, mounted on two Salus, two Nationals, a Humber and a Coventry tricycle. We welcome the first organization of the kind and hope to chronicle the birth of many similar associations.

The only reason for supposing that the Park Commissioners have any discretion is that Judge Lawrence thinks that the powers conferred on them by the act of 1871 gives them the "widest discretion." These gentlemen do not give much evidence of wisdom in their official meetings. Their puerility has long made them the butt and the talk of the whole town. They seem to have been unanimous, however, in declaring that there should be no bicycling in Central Park, and, at their instance, a number of young men were recently arrested for indulging in that pastime within the people's pleasure ground. The young men, refusing to pay the fines, were put in prison, and Judge Lawrence, of the Supreme Court, has just sustained the Commissioners' action. Had the Commissioners taken the same pains to prevent ladies and children visiting the park from being insulted by tramps and other loafers, or had they taken the trouble to see that the custodians of the park cultivated civility of manner, they would have been doing a better service to the public than by this refusal to admit bicycles.—*Telegram*.

Chief Consul Weston sails for Europe on Saturday, July 22d, from Boston. Wheelmen wishing to join the B. T. C. should send in their names accompanied by the fee of two dollars and fifty cents at once.

A remarkable bicycle ride has recently been accomplished by the Hon. I. Keith Falconer, the distance travelled being from Land's End to John O'Groat's house, in Great Britain. He left the Land's End hotel early on the morning of Monday, June 5th, and traversed Cornwall rapidly. The Devonshire roads were difficult, but those in Somersetshire gradually improved, and the journey through the centre of England was rapid. With the Yorkshire journey began a series of north-west winds, increasing as he drew near the border, and when he entered Scotland attaining the violence of a positive gale. On Saturday, June 17th, he started for the last time, rode along the coast of Scotland, mounted the Ord of Caithness before the sun had set, reached Wick a few minutes after midnight and by twenty minutes after three on the morning of Sunday, June 18, he was knocking at the door of the John O'Groat's hotel. The distance was exactly 994 miles, and the time occupied twelve days, twenty-three hours and a quarter, or, speaking roughly, thirteen days. The last 215 miles were ridden in forty-two hours.

SOME NEW ARITHMETIC.

If a bicyclist rides forty miles to see his best girl, and sees a new dog in the garden instead, how many weeks will it be before he repeats the journey?

Mr. Buttaphilic takes an Easter tour, and subsequently enters the distance in his record book as 475 miles. State the probable distance actually covered:

A junior cashier, on a screw of seventeen-and-six a week, pays twenty-five shillings for his diggings, dines at reterwrongs, rides a nickel-plated Rudge, goes to the best hotels, smokes fourpenny cigars, stands cham., and wears patent leather boots and velvet hats. How much does he save from his salary, and what percentage of the office petty cash is entered as sundries?

A club secretary sends in a race report written on both sides of the paper. How many boxes of matches could be tipped with the brimstone lying about the sanctum after the editor has done swearing?

MEM. O'RANDUM, *Bicycling Tomes*.

FROM THE CLUBS.

PEORIA BI. CLUB.—The Peoria Bicycle Club of Peoria, Ills., was re-organized June 12th, with the following members: J. F. Coykendall, Chas. F. Vail, S. S. Tripp, Fred. Patee, W. J. Rouse, Harold Ross, J. H. Koetter, Burt Hardin, H. M. Goss and J. E. Kock. The officers are C. F. Vail, Pres., W. J. Rouse, Capt., H. G. Rouse, Sec. and Treas., Burt Hardin, Sub. Capt., Fred. Patee, Color Bearer.

Regular Club Runs, Thursday Evening of each week.

Our roads here are not the best in the world, though at times they are quite fair, but our runs are necessarily confined to the city. There are but few country roads in this vicinity that are fit for Bicycling, but the club expects to take advantage of the first good weather for the "big wheel craze" seems to have reached Peoria as all the members are trying to dispose of their wheels and get the very largest size they can use. Several new wheels have been ordered, and the expert columbia seems so far to be the favorite. The largest wheel at present in our club is a 56 inch, but the owner is desirous of disposing of it, and has aspirations toward a 60 inch.

It is currently rumored that we are to have two additional members to our club in the near future, in the persons of two of our popular ministers. We think they will require the patience of Job, to wag their clerical legs over the streets of Peoria on a wheel, without swearing. We sincerely trust however, if they do undertake the sport, they may be abundantly successful and derive much pleasure and benefit from it.

AN ADVENTUROUS PIONEER RIDE IN AUSTRALIA.

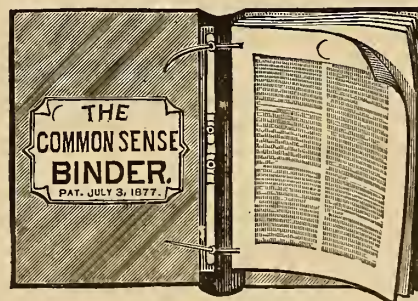
360 MILES THROUGH THE BUSH.

The night was very dark, and we had not proceeded far when Fred came an awful cropper; he had got a piece of wood entangled in his back wheel, and a cropper was inevitable. We decided to make two good fires and camp. The night was cold. We were now some considerable distance above the sea level, and felt the cold rather keenly; but we soon had two large fires blazing. The bush was very dense about this part, and so dry that we had to burn some of the parched grass before we ventured to sleep. We were afraid of setting fire to the bush; so we burnt a circle, and then made our fires in the centre of the burnt patch. We soon fell asleep. About midnight, I was suddenly roused up by Fred shaking me, and shouting out, "The bush is on fire." I instantly jumped to my feet and looked in the direction he indicated; and sure enough the bush was on fire, and a great fire it was. It extended for miles; and although we were a long way off, we could hear the roar and feel the heat. The fire appeared to be approaching us. If such were the case, there was no escape for us, for we were surrounded on all sides by thick bush. We watched the fire most anxiously. There was a general stampede of kangaroo, wallaby, wild horses and cattle, &c., as they cleared away before the approaching fire. I never saw such a sight before; it was most awfully grand. Fortunately for us, the fire passed away about a mile to leeward. I need not say how pleased we were when we saw it would not extend to us. It was a grand sight. The bush was very dry, and the flames shot up to a great height. We sat by our camp fire for some time, having a yarn and a smoke, and ultimately fell off to sleep again. We were up at daybreak, and after two hour's hard riding we came across a selector's place. We noticed a girl milking the cows; so we bargained for some milk, which was most acceptable, not having had any food or drink for some time. We rested a short time, and at 10 a.m. rode into the township of Mittagong. We found a very fair pub. in this place, and received every attention from the landlord. We mounted again about 3 p.m., and were fortunate enough to reach Berrimew the same night. We managed to get a bed, so remained for the night, and the next morning started away in good time; and, after an enjoyable ride over a fair road, reached Marulau the same night, where we met with a very warm reception. The inhabitants of this township were expecting us; they had read of our departure in a Sidney newspaper. They had an idea that we were riding for a wager of £200. As soon as we entered the town we were fairly rushed by the people, who patted our backs, and pushed us into the only pub. in the place, and would insist upon us drinking with them. We were overwhelmed with questions. We put our machines in a shed, and nearly every soul in the place flocked there to see them. They handled them in such an awkward manner that we thought it prudent at last to lock them up. We made a substantial tea; and as soon as we had finished, a respectably-attired individual entered our room. He introduced himself as the Marulau reporter for the *Golburn Herald*, and asked us in a very polite manner if we would kindly furnish him with particulars of our ride, and the adventures which we had met with. We gave him a brief account, and after we had drank with him he took his departure. We turned in at 10 p.m., were up betimes the next morning, and, after partaking of a substantial breakfast, mounted again and hit out for Golburn, one of the largest inland towns in Australia.

As we rode out of the township, the inhabitants gave us three cheers. We found a very decent bush road, and soon left the township of Marulau behind us, and at 6 p. m. entered Golburn where we put up for the night. I must not forget to mention that we came across three dingoes, or wild dogs, about ten miles out of Marulau; they did not appear to be at all afraid of us, although usually very shy at the approach of man. They leisurely walked across our track, and when we approached within twenty yards they quietly slunk away into the bush. We found very comfortable quarters in Golburn, and started away in good time the next morning. We were very much annoyed with flies; they made a dead set at us, and were an awful pest, in fact, we

were perfectly black with them; they particularly made for our eyes, the consequence was we had many spills, and were compelled to smoke most of the way to keep them off our faces. We reached the township of Gunning at 6 p. m., and remained the night, and the next day got as far as Yass, where we found comfortable quarters at the Commercial hotel, and starting away early the next morning, we reached the township of Binalong at 8 p. m. the same night, after some hard riding along a heavy road and the thermometer at 105 degrees in the shade. We had to put up with rough accommodations at Binalong, and left early the next morning, intending to reach Cootamundra the same night; but we found the road very rough and hilly, so did not travel very smart, and as darkness came on when we were still a good many miles from Cootamundra, we agreed to camp for the night; again we made two fires, and being fatigued with a hard day's riding, soon fell asleep. We were up betimes the next morning, and at 9 a. m. rode into Cootamundra, where we had breakfast and a rest of one hour's duration, and then started for Temora, which place we reached at 5 p. m. the same night. As we rode into the township the diggers turned out and gave us three cheers; in fact we met with a most enthusiastic reception and were fairly mobbed by the diggers. We remained in Temora two days; we inspected some of the best claims, and received some fine specimens of gold from some of the lucky men. This township was only four months old, and the population was 10,000. The township extended for three miles; it consisted of one straight street, and the diggers' huts and tents were dotted all over the place. From Temora we rode to Wagga Wagga. The Intercolonial railway passes through this township, so we picked up a train here, and returned to Sydney, having accomplished the longest bicycle ride on record in the Australian colonies, 360 miles in ten days; and considering the difficulties we had to surmount, and the excessive heat of the weather which made riding impossible in the middle of the day, the average of thirty-six miles a day might have been worse.—*The Bicycle.*

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NEW YORK, July 19, 1882.

THE PARK CASE.

It is now over a year ago since Messrs. William M. Wright, S. Conant Foster and H. H. Walker mounted their wheels, the two first-named on a double tricycle and the latter on a bicycle, and rode about one hundred feet into Central Park, where they found two police officers ready to arrest them. How they were arrested and how the case has progressed has been fully described in our columns, and are matters of history. Voluminous testimony on both sides was taken, both in New York, Boston and Philadelphia; evidence sufficient to fill a volume of over three hundred pages. Almost two months ago an able argument was made, and the wheelmen of New York looked eagerly forward to a speedy decision in their favor. Many were the current rumors, and popular opinion said that the trial would result in favor of the bicyclers.

But we are obliged to overthrow all fond hopes that have been erected, and it is with deep regret that we are obliged to acknowledge ourselves defeated. The *New York Times* gives the following account of Judge Lawrence's decision, which will be of interest:

"William H. Wright and several other persons were arrested last summer on a charge of violating an ordinance of the Department of Parks, by riding on bicycles in Central Park and other public parks of this city. They were arraigned before a Police Justice and fined, the offense proved against them being held to be a misdemeanor. They refused to pay the fine imposed, and were committed to Ludlow Street Jail for non-payment. Subsequently their discharge was applied for by a writ of habeas corpus, on the ground that the ordinance was unreasonable and void. Yesterday Judge Lawrence, in Supreme Court, Chambers, rendered a decision sustaining the right of the Park Commissioners to make the ordinance. The power of the Commissioners, he says, is derived from section 83 of the City charter, which vests in them all the powers of their predecessors under the Tweed charter of 1870, and which authority gave them the widest discretion for the proper government of the parks. No court, he says, would, in his judgment, be justified in setting aside a provision made by them for the regulation of the parks, except in the clearest cases. Even though were he acting in their places he might not deem such an ordinance necessary, it was not in a legal sense so unreasonable a prohibition as to warrant him in substituting his judgment for

the judgment of the Commissioners. On the argument much stress was laid on the fact that bicycles were permitted in the parks in Philadelphia and in the streets of Boston and London, but precisely what are the powers of the authorities in those cities did not appear in this case. If they had the powers as the Park Commissioners here have, the not uncommon spectacle was presented of two bodies having similar discretionary powers differing in judgment as to the mode in which that discretion should be exercised. But in any court it is a sufficient answer to make here that the Legislature has vested this power in the Commissioners for the management of the parks, and that with their determination, in the absence of fraud or collusion, the courts cannot interfere. The writ of habeas corpus is therefore dismissed."

We understand that in either case an appeal was to be made, but as Judge Lawrence's decisions have seldom been reversed by a higher court we have little to hope from that quarter. Our only salvation is to secure a change in the present Board of Park Commissioners, and to rid the city of the two stumbling-blocks Lane and McLane, who not only oppose the wheelmen, but every issue that tends to improvement.

In the meantime it may be interesting to note that the whole expense of the trial, the taking of testimony, &c., has been borne by the Pope Manufacturing Co., and although the case was first brought to their active attention by Mr. Charles E. Pratt, the ex-president of the League, the L. A. W. has done nothing towards assisting the wheelmen in obtaining their rights, and the entire credit should go to the great American manufacturers.

OUR EXCHANGES.

The latest candidate for journalistic honors is *The Tricyclist*, which, as its name implies, is devoted exclusively to the three wheeled sport. It starts out boldly as a weekly, and with twelve pages of interesting reading matter, and also promises to press its elder competitor the *Tricycling Journal* closely. Under the able management of Lacy Heillier it cannot fail to become popular and to especially advance the growing cause of tricycling. The publication office is at 12 Smithford street, Coventry, where the subscription price of 1cs. 6d. should be sent.

WHEEL RACES.

LOUISVILLE, KY., July 5, 1882.—The races given on 4th July by the Ky. Bi. Club were a success in every way. With the exception of a strong wind which blew in the face of the flying bicyclists, the day was perfect. The time made was nothing extra on account of the strong wind.

First race was a five-mile dash for championship of Louisville and \$25 gold medal. There were three entries—C. H. Jenkins, N. G. Crawford and W. F. Gregory.

Crawford took the lead and held it for three miles and a half when Gregory pressed to the front and held it for a quarter of a mile. Crawford then took the lead and held it until the last lap, when Jenkins spurred for the lead, took it, and finished in 18m. 36.1-2s; Crawford a good second; Gregory quarter mile behind.

It is but justice to Crawford to state that he was sick, in fact got out of bed to attend the races, and had no idea of contesting when he came to the grounds.

Second race was half-mile heats, best two in three, for \$15 gold medal; cyclometer to second. Louis Welle, Clarence Jenkins and W. Francke entered. Francke won the first heat

by about three lengths in 1m. 87.3-4s.; Welle second in 1m. 39s. In the second heat Welle took the lead and held it nearly to the finish, when Francke passed him and won in 1m. 38s.; Welle second in 1m. 38.34s.

Third race was three-mile dash for \$20 gold medal to first, and pair of ball pedals to second. There were five entries—N. G. Crawford, L. Welle, W. Francke, S. Holloway and Ort. Moran. This was the most interesting race of the day. It was nip and tuck all the way. First one lead then another, until the last lap, when Crawford and Welle pulled away from the others and fought for first place; Crawford came in first by a quarter of a length in 10m. 54.3-4s. The crowd stood up and gave three cheers for Crawford.

Fourth race was a quarter-mile heat race, best two in three. Three entries—C. H. Jenkins, O. Thomas and A. Cornwall. In the first heat, when half way round, Jenkins lost his pedals, and it looked as if he had lost the race, when he made for Thomas, who had a good lead, and came in barely a winner in 0m. 46.1-2s.; Thomas second in 0m. 46.3-4s. The cheering was loud and pronounced as Jenkins came in on the home stretch. Second heat was won by Jenkins in 0m. 43.3-4s. Thomas second. The prizes in this race were \$10 gold medal to first, and \$5 gold medal to second.

Fifth race was a two-mile dash for 50-inch wheels and under; \$20 gold medal to first, and bicycle lamp to second. Three entries—Henry Haupt, Sam. Holloway and W. F. Gregory. Gregory took the lead and held it until the last lap, when Haupt pushed to the front, but lost his pedals; Holloway passed him and came in winner in 7m. 51.1-4s. About the time Holloway passed Haupt, Gregory took a header caused by his wheel buckling. He sustained no injuries beyond a bruised knee.

The slow race was won by Louis Francke; Clarence Jenkins second. Distance, 100 yards. \$5 gold medal to first, and cyclo-meter to second. The Ky. Club tried to get entries from other cities, but failed. There were several riders from Lexington, Frankfort and Versailles present, but none of them entered any of the races.

The bicycle fever is raging high here just now. So far there have been larger crowds in attendance than usually attend base ball or lacrosse. As the result, the treasury of the Ky. Club is in a healthy fix. L'ALLEGRO.

THE FIFTY-MILE ROAD CHAMPIONSHIP.

On the Druid Hill Lake Course, at Baltimore, July 8, seven men came to the scratch: C. H. Jenkins, Ky. Bi. C., Louisville; E. E. Williams, Columbus, O.; C. R. Evans, R. F. Foster, B. A. C.; Frank Fisher, Dr. Harry Wilcox, S. H. Shiver. Four other entries from Philadelphia, New York and Boston did not start. The judges were B. Howard Haman, D. McK. Cooke, and David Stewart. The timers were W. C. Scribner, of Washington, Dr. J. L. Turner, and J. Ulman. Referee, L. S. King, Boston.

At 7 a.m. the word was given and all went away together. At the start, Foster announced his intention of only going fifteen or twenty miles, to beat the out-door records for those distances credited to W. W. Stall, in THE WHEEL of June 21, made at Boston, Sept. 24, 1881. At fifteen miles Foster was about a hundred yards ahead, and at twenty miles he had gained about five hundred yards, Jenkins, Evans, and Williams being all this time three abreast, as if on parade. At twenty-five miles Foster still gained, and Jenkins got uneasy and asked the judges if he would ride it out. They told him that he had that privilege, but having the use of only one arm, the other having been badly mangled at Williamsburgh only four days before, it was very unlikely that he would finish. Jenkins grew still more uneasy, and on the advice of his trainer, Mr. Moran, put on a series of splendid spurts, and got up to Foster about the twenty-eighth mile, Williams about a half mile behind, and Evans further back, and Fisher about a mile behind him, and Shriver and Wilcox retired, the pace being too hot for them. At thirty five miles the sun hurt Foster's arm so much that he stopped, apparently quite fresh and strong otherwise, Williams fell into second place, and Evans and Fisher tried to close up the gap. At forty miles, Jenkins, who kept up a great pace for such a hot

sun, was some three miles ahead, and Evans dismounted for a rub-down, remounting again only to find Fisher had lapped him; so, after riding a mile or two, he gave up, thoroughly exhausted. Jenkins began to have cramps, but kept on gamely to the end, finishing in fine style, Williams second, and Fisher third. Fisher only left school two weeks ago, and had not much practice. He was thoroughly exhausted at forty miles, the sun being very hot, but stuck it out gamely to the end.

Owing to the irregular length of the track, time was only taken at the points staked off by the city surveyor, as the surveying and staking of each mile was deemed an unnecessary expense. The following is the return of the leader at each distance: 5 miles, R. F. Foster, 19m. 29.1-4s.; 10 miles, 39m. 24.1-4s.; 15 miles, 58m. 54s.; 20 miles, 1h. 19m. 45.1-2s.; 25 miles, 1h. 43m. 1-4s.; 30 miles, C. H. Jenkins, 2h. 3m. 18s.; 40 miles, 2h. 47m. 57s.; 50 miles, 3h. 35m. 34.1-2s.; 50 miles, E. E. Williams, 4h. 8m. 27s.; 50 miles, Frank Fisher, 4h. 23m. 20s.

The medals, which were very handsome, were presented by B. H. Haman, and the announcement made that the second race for the Road Championship would take place on Decoration Day, 1883, over the same course, rain or shine, for the medal and title, under the auspices of the B. B. B. About a thousand people were present, and the race seemed, throughout, to be watched with great interest.

—*Spirit of the Times.*

TWENTY-FIVE MILES PROFESSIONAL CHAMPIONSHIP.—

The third race for the Twenty-five Miles Professional Bicycling Championship of the world, between F. Wood of Leicester, and R. James of Birmingham, was successfully run off at the Aylestone-road Ground, Leicester, on Saturday. It will be remembered that these riders had run two dead heats, the last taking place last Saturday week. Both men had taken every care of themselves during the week until Friday, when Wood met with a nasty fall whilst practising on the Belgrave-road Ground. Although much shaken, Wood, whose wounds were attended to by Mr. Cooke, manager of the Belgrave-road Grounds, and a member of St. John's Ambulance Association, was enabled to contest the race. The severe shaking greatly mitigated against his chance. As might be expected, any amount of interest was evinced in the result, and the weather being favorable, near 4,000 spectators paid admission fees to witness the race. When the men put in an appearance on the track both came in for a hearty reception, and, indeed, during the whole of the progress of the race the enthusiasm never abated. Just previous to seven o'clock Mr. Atkinson gave the men the necessary permission to go and James went off with the lead. In the third lap (sixty-six to complete the distance) the pace increased, and thus early in the contest it became apparent that the race under notice would be much faster than the previous contests. The Birmingham man spurred in the sixth circuit, and the rate of traveling was further increased, so that the first five miles were registered in 15min. 58sec. In the sixteenth lap James put on another capital spurt, and Wood was quickly in pursuit. No change was effected in the positions of the men. With the exception of another spurt on the part of James in the twenty-second lap nothing worthy of special note occurred up to ten miles (time, 32min. 10sec.), although the pace was still good. Three circuits later, however, ringing cheers announced another tremendous effort on the part of the Birmingham representative, and the enthusiasm was repeated when the local man again went on even terms, and the pair went neck and neck for half a lap. In the thirty-ninth lap Wood made an effort to get in front, but did not succeed, and at fifteen miles (time, 48min. 12sec., equal to the best previous record) the two were in close company. Matters progressed quietly until reaching the forty-third circuit, when another spurt was made, and amid considerable excitement Wood took the lead for the first time since the start. The local man now made the pace a cracker, and the twenty miles were reached in 1 hour, 3 min., 58 sec., the previous best for this distance being 1 hour, 4 min., 17½ sec. In the next five circuits the local rider continued to take his man along at a rattling pace, and as the end drew near the excitement among the spectators became intense, both men being heartily cheered.

No change took place until a few yards previous to entering the last lap, when the Leicester man put on a splendid spurt, and dashed away from his opponent, and was quickly leading by half a dozen yards. For half a lap James did not gain on Wood, who still kept up the spurt, and loud shouts of 10 to 1 on Wood were heard. Soon afterwards, however, the Birmingham man made his effort, and putting all in he gradually lessened the gap which separated him from his opponent, and a desperate struggle ensued. James got on even terms when about a dozen yards had to be run, and ultimately won by three yards. Time for full distance, 1 hour, 20 min., 15 sec.; 40 sec. better than the previous best record made by J. Keen on the Surbiton Grounds, August 23, 1880. Loud cheers greeted each rider upon retiring. 5 to 4 was laid on Wood, who was slightly the better favorite throughout. Mr. Atkins officiated as judge and referee.—*Bicycling Times*.

SPRINGFIELD, July 4, 1882. The *Republican* describes the bicycle races held here which were rather spoiled by the rain, as follows:

Then followed contests without a parallel, in that a long series of races were successfully carried out regardless of heavy rains and a sticky track. The crowd, which was undiminished throughout the afternoon, kept itself warm with cheering, but was hardly manageable, in part, while rum-inspired men were numerous and funny. The grand stand was full and dry, but many enthusiasts struggled about in the mud between the heats. Some forty-five or fifty bicyclists, clubmen and 'unattached,' clad in blue, green, white, buff and skin-color, mounted in line and gave a preliminary parade around the track, and the one-mile race was called. E. C. Dumbleton of this city, E. C. Clarke of Holyoke, and E. B. Ashcroft of Chicopee, were the judges throughout, and E. A. and E. C. Whipple and E. C. Dumbleton were timers. In all the races, though a score had entered, but three or four were found to brave the rain and track. J. Q. Hatch of Boston, L. Morse of North Attleboro, and Arthur P. Curtis of Marlboro darted off through the wet in the first heat, with varying success along the back-stretch, being bunched at the three-quarter pole; but Hatch readily pushed ahead, and ended in 3m. 18s., a rod ahead of Morse, with Curtis not far behind; but the latter withdrew, and Hatch took the winning heat and a \$50 vase, leading easily and passing the wire with a good lead in 4.01. Morse's time was 4.06½, and he received a \$30 vase. The race in two-mile heats proved more exciting, L. B. Hamilton of Waterbury, a member of the New Haven Bicycle Club, Charles Carpenter of the North Attleboro Club, William Norton of Natick, and E. W. Herrick of Northampton entering. They were greeted with a sudden burst of water but pushed off. Near the start Norton's wheel slipped sideways and he went into the clay, but was soon up and after Carpenter, Herrick and Hamilton, who were beginning the turn in the order named. Thus they passed the mile and another half, when Hamilton had shot up along the back-stretch, which afterward proved his favorite ground, and the muddied Norton had made up the lost distance and peddled into the group, who were digging through a specially mucky place near the stables. Carpenter sturdily pushed down the home-stretch and under the wire in 8.33½; but Norton, who seemed sure of the second place, was unexpectedly left behind by a brilliant spurt of Hamilton's while almost home, and the latter ended in 8.42 1-2; Norton, 8.43, with Herrick slowly following. The latter withdrew from the second heat and Norton led till the half-mile, when Carpenter closed and passed, making the mile thus with Hamilton lagging. The latter then closed up rapidly on the back-stretch, but the race and the \$75 ice-water set went to Carpenter in 8.14, with Norton crowding him down the stretch in 8.14 1-2, Hamilton not far behind. Hamilton and Norton then ran a heat for the second prize, Norton leading for a mile and a half; but Hamilton bent forward his body on the second quarter, closing up rapidly and pushing his rival around the upper turn and down the stretch, so that his wheel was again whirled ahead in a sudden closing spurt, and he won the second prize, a \$50 water-set, in 8.12 1-2 amid great applause from the surprised audience. Norton received a \$25 vase.

By this time Hamilton, the slender, cool, seventeen-years-old Yale student, had become the favorite of the crowd; but, after his long run through the clinging mud, there was some surprise at his entering the five-mile straightaway. He had to compete with Charles Carpenter, Harry S. Miller of West Springfield, and L. Morse of the North Attleboro Club. For the first mile the line went: Morse, Miller, Hamilton, Carpenter; in the second mile, the same order was kept; but the leading and the rear couples were far separated toward the end. Thus the third and fourth miles were passed, Morse and Miller alternating at the head, and Morse led at the beginning of the fifth mile. Hamilton had steadily kept the third place but was now hard pushed by Carpenter, and Miller dropped to the rear with a clogged wheel. The clouds were again pouring a dense rain as the contestants for the last time passed the half-mile post, Morse's vantage already yielding to the rapid wheels of Hamilton and Carpenter; and, as the light-weight Hamilton neared the wire, at a safe distance from his stouter brethren he lessened his effort and turned a contented face upon the yelling crowd. His time was 22m. 30s., and he won a \$100 dessert set. Carpenter took the second prize, a \$75 fruit stand, and Morse the third, a \$25 toilet set. The winner has had little racing experience, and rides a wheel that seems almost too big for him, with generally an upright position in contrast with most of the racers' inclined pose, and does not appear to labor hard. At the close he was noticeably fresh and cool. The half-mile dash was won by George M. Hendee in 1.49, his prize being a toilet stand, with H. S. Miller second, in 1.56, to whom a \$20 stand was allotted, and Westley Barton third, a \$10 jewel case being handed him,—all of this city, though Barton is not a member of the local club. In the 100-yards slow race, the overcurious clay-plodders crowding upon the riders made slow riding very difficult. George Nash tumbled at the start and Harry Tufts of the North Attleboro Club won a \$20 jewel case in 4.32, with Hendee second. It is claimed that Tufts has balanced upon his wheel, in one place, for three hours and one minute; he then stopped for dinner. The wheelmen generally expressed a liking for the track before the rain came, and are well satisfied with their reception, especially the North Attleboro Club, who bear away six prizes. Hamilton won \$150 in prizes.



THE BICYCLE TOURING CLUB, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

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Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

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The run from Harrogate to Coventry is intended to be a leisurely one, the party being timed to arrive there about the 20th of August, so that it will be easy for those who so desire to be back home within six weeks of the date of their departure from this country.

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