

THE WHEEL.

A Journal of 'Cycling.

THE OFFICIAL ORGAN OF THE BICYCLE TOURING CLUB IN AMERICA.

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AUGUST 16, 1882.

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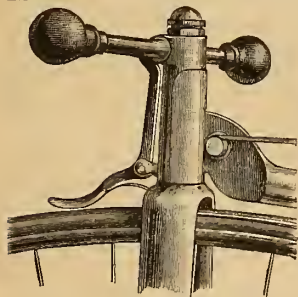
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PICKINGS AND STEALINGS

The Marine Bicycle is opening the eyes of the Harlem River boatman.

September, the month for touring, is close at hand, and will be marked by many important racing events.

Among the important professional events will be a twenty-five mile handicap between John S. Prince and M^{lle} Louise Armaindo, Saturday, September 2, for a purse of \$500. The lady will receive three miles start. The race will be at the Polo Grounds, and the track will be specially prepared for fast time.

Our old friends, Jack Keen and C. D. Vesey are coming over to this country in a few weeks. Vesey intends to become a professional. They will probably bring Waller, the long-distance rider, and the chances are good for a six days' race at the Garden this winter.

The fifty mile race under the auspices of the Manhattan Athletic Club, will be held at their own grounds, corner 56th street and 8th avenue, and not at the Polo Grounds as announced in the *Bicycling World* and *Sunday Courier*.

The Louisville *Argus* seems to forget that the English amateur record is 2m. 41 3-5s. for a mile. We would suggest that if their track is measured three feet from the pole, that they drive a line of stakes about six inches high one foot from the edge of the track. This will prevent any cutting in or short miles. It is a rather difficult matter to ride closer than three feet if spectators are allowed on the inner edge of the track.

Keen and Prince will probably have a ten mile race for the "Championship of the World." Whether Keen has a right to represent England as champion is an open question, but at any rate, a race between these two parties would certainly be interesting, especially as Prince has improved much in speed and form since their last race at the Institute in Boston.

Riding in New York is rather at a standstill, and is confined chiefly to the indefatigable Sanford & Egan, the graceful Pitman, the bugler, Oliver, and the 63 inch Doctor.

Mr Fred Jenkins has taken the Agency for the Marine Bicycle in New York, and is prepared to give all information on the subject to those interested enough to inquire.

The marvelous performance of Cortis in riding his twenty miles inside of the hour shows what a good man with careful training can accomplish. As he has laid down his principles in "Cortis on Training," it becomes not only a valuable guide to racing men but an authority on racing matters.

We have received a copy of the Bicycle Touring Club Handbook, for 1882, which we recommend our League Committee to imitate. Besides the rules, officers and consuls, there is a valuable list of hotels and repair shops in each and every town, so the tourist need feel no fear in touring, but that he will be comfortably housed and his wheel looked after. Its size is convenient and can be easily be carried in a pocket.

FROM THE CLUBS.

SPRINGFIELD.—The lively and wide-awake Springfield Bicycle Club is all astir with the arrangements for a grand bicycle tournament, to be held in this city September 20. The club has a very large membership at present which is being steadily increased, and since its organization a little over a year ago, has given a good account of itself at the Grand Army field day last fall, and more recently at the rink in a remarkably good exhibition, and later, on the park, July 4, where it appeared as a prominent factor in the general celebration. The programme for the coming tournament, though not fully made up, promises to be a superior one. Amateur races will be given similar to those which occurred on the Fourth, for purses amounting to \$700. J. S. Prince, the champion bicycle rider of the United States, will appear in a race, in which he will ride twenty straight miles against Profs. Wilmot and Mellen for a purse of \$500, the last two named riders to be allowed to ride five miles each alternately. There is also a probability of a match between Bertha von Blumen and Madame Armaindo in a five mile race for \$200. Among the novelties to be presented, prizes will be offered for a half mile race for boys under fifteen years of age, and a mile race in which riders will be required to fold their arms. Music will be furnished by one of the local bands. In the evening there will be an exhibition of fancy riding at the Bridge street skating rink for prizes amounting to \$250. Fifteen members of the club have pledged \$1200 to insure the successful carrying out of the plans for the affair, which certainly promises to be the finest bicycle tournament that has been given in New England this season.

BOSTON, August 2, 1882.

Monday evening, July 31st, a bicycle club was organized here, to be known as the "Boston Ramblers," with a charter membership of fourteen. A constitution, compiled by Messrs. Howard, Butterfield, and Cutter, was adopted, together with an original whistle code. The following officers were elected: President, S. S. McClure; Secretary (also Treasurer), A. H. Forbush; Captain, C. S. Howard; 1st Lieutenant, R. F. Stahl; 2d Lieutenant, C. B. Butterfield; Bugler, A. B. Cutter. The club uniform is to be of a dark green English serge with stockings and cap to match. A committee was appointed to bring forward designs for a club badge at the next meeting.

After a collation, served at the expense of our captain, several took advantage of the moon and enjoyed a moonlight spin over our "sand-papery" roads, to be ridden only to be appreciated.

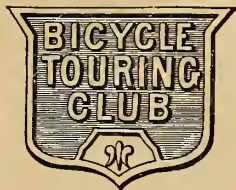
A. H. FORBUSH, Secretary, 35 Battery-march street.

PENNSYLVANIA.—This new club was organized in Philadelphia, Thursday, August 3d, and starting out with a membership of eight with a promise of four more at the next meeting, will doubtless take a prominent place in Quaker City wheel matters. At present it is in its infancy, and, apart from the following board of officers, have not selected a uniform or perfected their organization. Mr. Aaron is president; Arthur Mac Owen (Berwind, White & Co.), secretary; W. O'Keefe, treasurer; and Chas. M. Miller is captain. The club will probably join the League.

SWIFT BICYCLE RIDING.

Never before in the history of athletic sports has it fallen to the lot of a woman to head the list of best performances ever seen, but this honor was earned by M^{lle} Armaindo at the Sea Beach Palace Hotel yesterday afternoon. The means of bringing this wonderful feat about was a fifty-mile bicycle race between the lady above quoted and Miss Elsa von Blumen. Before starting in the race M^{lle} Armaindo expressed her determination of lowering her Boston record for forty-five miles, which was less than 2h. 14m., and for over twenty-five miles she struggled along, with an almost hopeless task staring her in the face; but after that point was reached she gradually reduced the gap until, at the forty-second mile she had put all previous time behind her. Then finding that she had speed enough left, she dashed on to eclipse all previous doings on an out-of-door track. This she not only did, but

had the gratification of knowing that she had beaten all American open-air records by over three minutes. M'le. Armindo rode her first mile in 3m. 54½s., five miles, 20 min.; ten miles, 41 m. 17s.; fifteen miles, 1h. 2m. 30s.; twenty miles, 1h. 23m. 14s.; twenty-five miles, 1h. 45m. 17s.; thirty miles, 2h. 8m. 20s.; thirty-five miles, 2h. 29 m. 30s.; forty miles, 2h. 49m. 59s.; forty-five miles, 3h. 10m. 48s.; fifty miles, 3h. 31m. 14 1-4s. Throughout the whole of the journey M'le. Armindo never left the saddle, and made but one stop, in the fifteenth mile, to have the bicycle oiled. Miss von Blumen was not in any condition to go a long distance, but she made 18 miles and one lap in 3h. 30m. 55s., out of which she rested nearly half an hour. While on her fifteenth mile she had the misfortune to run against Mr. Morgan, the bicyclist, who was helping M'le. Armindo, and in the spill she hurt her hand severely, but pluckily kept on until time was called. M'le. Armindo rode 14 2-5 miles in the first hour, 28 1-5 in two hours, 42½ in three hours.—*N. Y. Star.*



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.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and there is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

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.

FRANK W. WESTON,
Chief Consul, U. S. A.
Boston, Mass.

Savin Hill, Dorchester,

The silver badges for the following members are in the possession of the Chief Consul, and will be delivered to their owners on his return:

F. G. Bourne, New York.
J. S. Webber, Gloucester, Mass.
E. C. Lee, Boston, Mass.
F. W. Smith, Boston, Mass.
E. L. Pierce, Milton, Mass.
C. G. Wright, Philadelphia, Pa.
F. S. Harris, " "
G. F. Craven, " "
G. D. Gideon, " "
J. Pennell, " "
W. H. Miller, Columbus, O.
W. R. Pitman, New York.
W. W. Walker, Williamsport, Pa.

CHIPS FROM GOTHAM.

Phew!! It has been so hot that I have kept quiet for a long time, but wheeling is now at such a discount that I think I will commence to growl a bit.

Club life is at a discount now. A Manhattan man is a rare bird, a New York man a curiosity, and a Lenox man—I would pay a quarter to see one. So much for the clubs at 791 Fifth Avenue. No. 4 East 59th street if a little better off, as it is the happy possessor of two new clubs, the Citizens and Ixion, who, with a goodly amount of enthusiasm, keep up the appearance that bicycles and bicycle clubs do really exist in New York.

I must congratulate Pitman upon his membership in the Bicycle Touring Club. Pitman is now a member of the Ixion Club and the N. A. A. A., and it only remains for the L. A. W. to set him right, which they must do sooner or later. We understand that the endeavor in his case at Chicago was suppressed and not published in the "Official Organ" along with the regular report of the meeting of the Board of Officers. How much other information was suppressed? It might be interesting to know.

I understand the Springfield Bicycle Club are making extensive preparations for their tournament next month, and am glad to see by a proof of their programme that special railroad rates and accommodations for bicycles form a very attractive feature. Rumor speaks of many professional races in this city, and I predict the coming season will be a brilliant one from a bicycling standpoint.

Chief Consul Weston arrived safely after a pleasant voyage, and reports excellent company on board ship. Presume we shall hear from him at the Harrogate meet next.

A. G. ROWLER.

ADVERSARIA.

Report has it, that a representative from the Pope M'fg. Co. has been before the Tariff Committee at Long Branch urging the advance of duties on foreign made bicycles from 35 per cent. to 45 per cent. ad valorem.

Rumor further has it, that the reason given by the Popes in support of this request, is the duty on unmanufactured steel which they have to import is much higher than on the finished machines.

But, no matter what the reason is on which the demand is based, the effort will not be looked upon with favor by the wheeling community. The inevitable advance in the cost of English machines, and the probable corresponding rise in the price of the domestic article, is not a prospect on which bicycledom can look with any degree of complaisance.

I live in hopes, however, that the rumor may prove unfounded in every respect, as the present high price on first class machines is a serious obstacle in the way of the more general use of the wheel.

In the early days of bicycling, and through the personal effort of Mr. Chandler, the bicycle was adjudged by the courts in Washington as being a "carriage," and as such, duty was fixed at 35 per cent. As I understand it, this classification cannot be changed, except by the same authority, hence we may rest easy, unless the duty on *all* carriages is put up 10 per cent.

A Buffalo inventor now comes to the front and tells us that he has successfully completed a practical steam tricycle. Specifications give a small and simple engine and boiler of one and one-half horse power, the exhaust almost noiseless and invisible, fuel to be furnished by gasoline, which is stored in a water-protected reservoir. The completed machine will have very much the appearance of an ordinary tri. and will cost about \$150. He further claims that the two gallons of gasoline (capacity of reservoir) equals 18 hours' use at a speed of from 15 to 20 miles an hour!!! All of which the ordinary pedal pusher, with his usual conservatism, will receive with a large grain of disbelief.

We need some kind of efficient national organization. Let it be the League sooner than any, but whether it be given us under the name of the League of American Wheelmen or Bicycling Touring Club we *will* and *must* have a *live* national society.

CHANG.

THE WHEEL.

A Journal of 'Cycling.

The Official Organ of the Bicycle Touring Club in America.

EDITED AND PUBLISHED
BY THE
WHEEL PUBLISHING COMPANY,
38 Cortlandt Street, New York.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.
EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

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NEW YORK, August 16, 1882.

THE ELECTIONS.

The following is the list of Chief Consuls and Representatives elected as reported in the official organ, League of American Wheelmen:

STATE.	NO. BAL.	CHIEF CONSUL.	REPRESENTATIVE.
California,	2	Geo. H. Strong,	
Connecticut,	25	S. A. Marsden,	Geo. H. Day,
Illinois,	3	J. M. Fairfield,	
Indiana,	2		John O. Perrin,
Iowa,	6	D. R. Craig,	Henry Huiskamp,
Maine,	3	C. H. Lamson,	Frank H. Elwell,
Maritime Provinces,	2	C. H. Dimock,	J. Fred. Carver,
Maryland,	21	Clymer White,	S. H. Shriver,
Michigan,	9	Chas. D. Standish,	Geo. K. Root,
Minnesota,	2	C. H. Porter,	C. N. Chadbourne,
Massachusetts,	136	Fred. S. Pratt,	A. J. Philbrick.
			C. L. Frye,
			C. W. Foudrinier,
			Frank S. Winship,
			C. P. Shillaber,
			M. D. Currier,
			F. H. Johnson,
			C. L. Clark,
			F. B. Carpenter,
			E. K. Hill,
Missouri,	5	E. M. Senseney,	Richard E. Perry,
Nebraska,	6	John E. Wilbur,	G. M. Hitchcock,
New Hampshire,	14	C. A. Hazlett,	E. M. Gilman,
New Jersey,	7	L. H. Johnson,	C. J. Wood,
New York,	37	W. F. Gullen,	A. G. Coleman,
			Howard Conkling,
			J. O. Munroe,
Prov. of Ontario,	1	S. W. McMichael,	
Ohio,	43	W. H. Miller,	F. M. Bookwalter,
Pennsylvania,	13	Chas. Beltz,	W. E. Montelius,
Province of Quebec,	9	H. S. Tibbs,	W. Noble Campbell,
Rhode Island,	2	Chas. T. Howard,	
Vermont,	8	Geo. E. Styles,	
Wisconsin,	9	A. A. Hathaway,	A. Munick, Jr.,
England,	1	E. R. Shipton,	H. Sturmev.

A glance at the above table is apt to cause one who has the future of the League in view, to think deeply. That only three hundred and sixty-one ballots should be cast, out of a member-

ship of twenty-five hundred (which latter figures we are inclined to doubt, although taken from our esteemed contemporary, the *Bicycling World*), is certainly surprising.

What are the immediate causes of such an apparent slight interest in the welfare of the League? One fact is, that at least one-quarter of the members knew little or nothing about it. That in many cases the voting blanks failed to reach the parties intended owing to the fact that many of the addresses had been changed without notifying the Secretary, and the envelopes being unsealed, they were thrown away, as post offices are not obliged to deliver unsealed circulars if not found at the original address.

Then, again, the fact that no regular nominations having been made, there was not the inducement to 'vote' had the competition been narrowed down to some three or four well-known wheelmen in each State. Instead of a close vote, we find one so wide and scattering as to be almost ridiculous.

In regard to the interest shown by States, it is well to look at the total number of votes cast by each, as indicating the location of the deepest interest. By consulting the table of votes we find that Massachusetts cast 136, Ohio cast 43, New York cast 37, Connecticut cast 25, Maryland cast 21, New Hampshire cast 14, Pennsylvania cast 13, Province of Quebec, Michigan, and Wisconsin 9 each, Vermont 8, New Jersey 7, Iowa and Nebraska 6 each, Missouri, Illinois and Maine 3 each, California, District of Columbia, Indiana, Maritime Provinces, Minnesota, and Rhode Island, 2 each, and Province of Ontario and England 1 each.

It is not surprising that Massachusetts should show to the front in League matters, but we are surprised at the fact that Illinois, the scene of the recent meet, the country from which the future support of the League was expected and even promised, should come in at the tail end of the list with three votes. This certainly shows a deplorable state of affairs.

In the meantime, it is gratifying to note that New York State was not very far behind in the ranks, and also we are pleased to see that two of the candidates we suggested were elected. But regrets are useless now, and it only remains to see the men chosen do their duty. Director Gullen has served long and faithfully, and we have no doubt he can do much to revive the dying interest in the League that one finds too often expressed in this section of the country.

WHEEL RACES.

THE CRICHTON RACES—JULY 27TH.

TWENTY MILES IN THE HOUR.

This South Metropolitan club held their annual race meeting at the Crystal Palace last Thursday, and although their Invitation Three Miles was a brilliant affair, it had to take a back seat when Cortis, who, by arrangement, started with the men in the final, continued on and covered 20 miles, 297 yards in the hour. The Three Miles ended:—W. K. Adam, Oxford University (1), in 8m. 41 1-5s., *the fastest on record*; F. L. Adam, Oxford University (2); C. D. Vesey, Surrey (3). Won by 15 yards. Cortis then dashed on, and was picked up by Oliver Thorn, who took him along at a fair pace for two or three laps, four miles being covered in 11m. 50s. A. Thompson, Sutton followed Thorn and proved a most valuable aid, his laps being fast, yet even and steady, Cortis riding well and appreciating Thompson, for whom he called earnestly, when Pem. Coleman, some laps further on, called "4 outside." Thompson was followed by

Hunter, who was speedy but over-anxious; Bob Woolnough, Tacagni and Vesey, all of whom did well, the latter especially. Fry, of Bristol, tried, but could not negotiate the circular path right inside.

All this time the "Demon" had been pegging away in really magnificent style, an even swing telling of fine training and excellent judgment; not a breath of wind was stirring, and the flags hung lifeless, while the deep-toned roar of the small crowd round the judging box each time he passed came with almost startling suddenness across the lake.

	min.	sec.
2 miles in.....	5	53
4 ".....	11	50*
6 ".....	17	53*
8 ".....	24	1
10 ".....	30	2
12 ".....	35	51*
14 ".....	41	56*
16 ".....	47	44*
18 ".....	53	35*
20 ".....	59	31 4-5*

* Best on record.

were reeled off. As the last mile commenced W. K. Adam came on and relieved Thompson, who had been riding splendidly, and dashed away in front of Cortis, who, after the bell rang for the last lap, challenged the Oxonian, and having him fairly settled in a quarter of a lap from home, dashed across the tape with 28 1-5s. in hand. Piling it on, he reached a spot some 300 yards from the tape when the pistol fired. He jumped off wonderfully fresh, thanked the men who had made the pace for him, and walked towards the dressing-room, but suddenly he staggered and fell, or lay down—it was not clear which, as it was now dusk on the track. In a few moments he rose, and, though evidently in pain, walked to the dressing-room, hurried inside without noticing anyone, and was laid on the floor. His seizure, which was attributed merely to muscular contraction, soon passed off, and some half hour afterwards, he left, apparently quite well.

The result is another proof of what a man, especially a good man, can do with careful and judicious training for a given distance, instead of hacking himself about at all sorts of distances on all sorts of tracks. The weather was simply magnificent, couldn't have been better, and the claim of the Palace track to be the *fastest in the world* must, we think, be admitted, when we remember that Cortis hasn't been on it half a dozen times before. The pace makers did their work intelligently and well, and as only one went at a time there was little danger of an accident. Pem. Coleman clocked most assiduously and carefully. Maddox was voluble and omnipresent, and quite as proud as if he'd done the trick himself. Lacy Hillier was, of course, present, pleased with the success of "his" track; whilst, amongst others, we noticed Keith-Falconer, Adam, Jephson, and a host of Metropolitan men, including the Hamiltons, senr. and junr., Fred Cooper, Howell (professional), Gowans (West Kent), and many more.—*The Cyclist*.

THE TOURNAMENT AT CONEY ISLAND.

The six days' bicycle race on the grounds of the Sea Beach Palace Hotel was commenced Saturday, August 5th, at 3 P. M. The conditions of the race were as follows: Wm. J. Morgan, who was billed as the "champion professional bicyclist of Canada," was to ride six hours each day against the well-known Miss Elsa Von Blumen and M'le. Armaindo, allowing the women to change each half hour. The stakes were a share of the gate money. A special track had been constructed of boards laid lengthwise all the way around, and was exactly nine laps to the mile, as certified to by William Kowalski, the City Surveyor of Brooklyn. On the inner edge was a line of posts, and at no time was it possible to ride within three feet of the pole. The referee and time-keeper was Mr. Fred. Jenkins, and the scoring was under the direction of William McEwen of the *Sunday Courier* and T. Alfred Stermier of the *Turf, Field*

and Farm. Mr. Harry Fredericks, of the Manhattan Athletic Club, and Mr. A. G. Moseman, of the Kings County Wheelmen, were able assistants. Wm. J. Morgan, the winner, is a native of Monmouthshire, England, is five feet seven inches in height, weighing 130 pounds, and rides a 51-in. Yale light roadster. Miss Elsa Von Blumen is five feet four and one-half inches in height, weighs 112 pounds, and rode a special Columbia the first three days, but changed to a 49-in. light Yale on its arrival. M'le. Armaindo is a muscular woman, five feet four and one-half inches high, and weighs 127 pounds. She also rides a 50-in. Yale, and has been engaged in many races lately.

The race was interesting throughout, and the scores are very creditable, Morgan especially showing himself to be a stayer at long distances. The two rainy days, Monday and Tuesday, rather spoiled the chances of the race financially, and, from what we hear, the riders will receive little or nothing for their hard work.

The week was marked by few falls. Miss Von Blumen was thrown by her wheel slipping from under her on the wet boards and severely bruised, and M'le. Armaindo leaned too far forward at one time and fell on her face heavily, bruising her nose and compelling her to retire for twenty minutes. The following is the full official score at the end of each half hour:

SATURDAY—	MORGAN. miles. laps.	VON BLUMEN. miles. laps.	ARMAINDO. miles. laps.
3.30	7 5	5 8	
4.00	14 5		7 0
4.30	21 1	12 3	
5.00	27 6		14 1
5.30	33 1	18 6	
6.00	39 6		21 0
6.30	43 6	24 8	
7.00	50 1		27 8
7.30	55 5	30 6	
8.00	60 2		34 4
8.30	65 8	36 5	
9.00	71 4		40 8
SUNDAY—			
3.30	78 2		47 6
4.00	85 6	43 2	
4.30	91 1		54 0
5.00	97 8	49 7	
5.30	103 5		60 6
6.00	110 3	56 4	
6.30	116 8		67 3
7.00	121 1	62 8	
7.30	128 8		74 3
8.00	135 3	69 6	
8.30	142 4		81 1
9.00	149 2	76 1	
MONDAY—			
3.30	156 0	82 7	
4.00	162 6		87 7
4.30	169 0	88 5	
5.00	175 6		94 4
5.30	182 3	94 6	
6.00	189 0		97 5
6.30	195 7	101 0	
7.00	200 1		102 7
7.30	207 1	107 4	
8.00	213 8		109 5
8.30	220 5	114 1	
9.00	227 2		116 2
TUESDAY—			
3.30	233 7		122 7
4.00	240 6	120 4	
4.30	247 4		120 5
5.00	253 7	126 6	
5.30	259 8		135 6
6.00	266 0	132 4	
6.30	272 1		141 6
7.00	278 1	138 1	
7.30	284 2		148 4
8.00	290 3	144 1	
8.30	297 0		155 1
9.00	303 8	150 5	

WEDNESDAY—

3.30	310	7
4.00	317	5
4.30	324	3
5.00	330	8
5.30	337	8
6.00	345	0
6.30	351	2
7.00	358	2
7.30	365	2
8.00	372	0
8.30	378	7
9.00	385	4

THURSDAY—

3.30	391	5
4.00	398	5
4.30	405	3
5.00	412	4
5.30	419	3
6.00	426	2
6.30	432	8
7.00	439	3
7.30	446	6
8.00	453	4
8.30	460	4
9.00	467	8

The last day Morgan rode 82m. 4 laps in six hours without a dismount. This is an average of thirteen and two-thirds of a mile per hour. He rode his fastest mile, the 464th, in 3m. 32s., as timed by W. B. Curtis, Edward Plummer and Fred. Jenkins. His fastest half hour was his first, in which he covered 7m. 51. Mlle. Louise Armaindo covered 7 miles and 2 laps between 7.30 and 8 P. M. Thursday evening, which was her longest distance in the half hour. Her fastest mile was the 231st, which she made in 3m. and 49s.

Miss Von Blumen's best half hour performance was from 8.30 to 9 P. M. on Thursday, in which she covered 7 miles even. Her best mile time was the 186th, which was made in 3m. 41s.

Morgan's total riding time was 35h. 12m. 47s., he having rested 48m. 13s. during the six days. Miss Armaindo lost 20 minutes out of her 18 hours, and Miss Von Blumen only five minutes. The total for each day is as follows:

	MORGAN.		M'LE ARMAINDO.		MISS VON BLUMEN.	
	miles.	laps.	miles.	laps.	miles.	laps.
Saturday.....	71	4	40	8	36	5
Sunday.....	77	7	40	2	39	5
Monday.....	78	0	35	1	38	0
Tuesday.....	76	6	38	8	36	4
Wednesday.....	81	5	40	7	38	5
Thursday.....	82	4	40	6	40	4
Total.....	467	8	236	5	229	5

Morgan thus won by 1 mile 7 laps, the combined score of the ladies being 466 miles 1 lap.

THE FIFTY MILES CHAMPIONSHIP.—JULY 29TH.

This, the last of the Bicycle Union championships for 1882, was decided on the Crystal Palace track on Saturday afternoon. The day was in every way favorable, the wind hardly perceptible, and the path itself in splendid condition, in fact everything was in favor of a grand struggle, as up to the last few laps it was proved that no one could name the winner. As a rule these long-distance events prove very uninteresting, and generally resolve themselves into a procession for the greater part of the journey, and on drawing near the finish it is often discovered to be a mere struggle between two men for supremacy. Saturday, however, proved an exception, the race being of an exciting character throughout. The contest proved a highly interesting one, as both amateur and professional records were beaten from 25 miles to the end. The Hon. Ion Keith-Falconer won in handsome style, his time beating the previous best—made by Mr. Lacy Hillier—by nearly seven minutes. There were 15 starters

168 3

161 7

163 0

169 4

176 0

182 5

189 1

195 8

202 0

208 7

215 6

222 3

229 5

236 5

out of an entry of 19. The race resulted as follows:—Hon. Ion Keith-Falconer, Cambridge University, 2h. 43m. 55 1-5s., 1; C. D. Vesey, Surrey, 2h. 44m. 20 2-5s., 2; W. K. Adams, Oxford University, 2h. 44m. 21s., 3; M. H. Jephson, Oxford University, 2h. 44m. 21s., 4; G. D. Day, Cambridge University, 2h. 44m. 21 1-5s., 5; H. R. Reynolds, jr., Oxford University, 2h. 47m. 52 1-5s., 6; C. Crute, Sutton, 2h. 50m. 37s., 7. The following also started: F. Allport, Sutton; F. R. Fry, Clifton; J. P. M'Kinley, Beckenham; W. W. Scott, Chislehurst; A. Thompson, Sutton; O. Thorn, London; J. A. Turnbull, Criterion. M'Kinley led for some distance at the outset, and afterwards for a mile or two divided the command with Allport. Ten miles were accomplished in 31m. 40 3-5s., with Allport in front and Fry and Day lying next. During the running of the next ten miles there were frequent changes in the lead, but Fry was at the head of the lead when the twentieth mile was passed in 1h. 3m. 43s. Allport had gone off the track at the eighteenth mile. Vesey, Jephson, Reynolds and Keith-Falconer now began to assume more prominent places, and at the half distance, run in 1h. 20m. 5 1-5s., Vesey was in front, closely pursued by Jephson. Five miles further on Keith-Falconer was leading the van, his time being 1h. 36m. 21s., thus beating the previous best record by about 3m. He led also at 35 miles, time 1h. 53m. 31s.; but Jephson was the first to reach 40 miles, the watch indicating 2h. 10m. 5 1-5s. The same rider cut the 45 miles record by travelling the distance in 2h. 27m. 54-5s. It was now a very exciting race, but in the last mile Keith-Falconer spurred in magnificent style, and won by 50 yards. Vesey was second with eight yards dividing him from Adams. Jephson was a dozen yards further away, beating Day by a yard and a half. Hillier's time for the distance last year was 2h. 50m. 50 2-5s.—*Bicycling Times*.

COMING EVENTS.

August 28 and 29, Columbus, Ohio. League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value \$40; one-mile dash, gold badge, value \$50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L.A.W. bages to three of the winners of trial dashes. Five-mile dash, prize a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value \$125. A solid silver bugle, valued at \$50, to the club having the largest attendance in uniform and participating in the parade on the bicycle track.

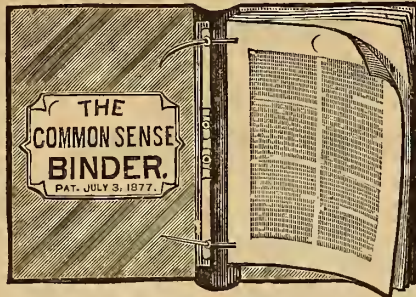
bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free. Entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

September 2, Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close Aug. 30, to secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

September 4th. Entries close for 50 mile amateur race on the grounds of the Manhattan Athletic Club, Sept. 9th at 3.30 p. m. Gold medals to first, second and third. Entrance fee, \$1.00, to F. J. Graham, secretary Manhattan Athletic Club, New York.

September 5, Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Aeolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three, First race called at 3 p. m. Entries to be made before Sept. 4, to E. F. Tolman; secretary, 195 Front street.

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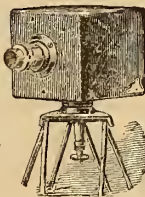
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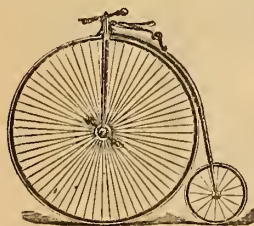
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

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