

THE ROSEVILLE TOURNEY.

The three days' tournament on the new grounds of the New Jersey Cycling and Athletic Association at Roseville, Sept. 31 and Oct. 1 and 2, was largely attended, and some very interesting races resulted.

One mile promateur—Geo. M. Hendee, Springfield, Mass., first, in 2m. 55s.; F. F. Ives, Meriden, Conn., second, in 2m. 56s. E. P. Burnham, Newton, Mass., and Charles P. Adams, Springfield, Mass., also started.

Two mile amateur six-minute class—E. A. De Blois, Hartford, Conn., first, in 5m. 45 2-5s.; W. J. Wilhelm, Reading, Pa., second, in 5m. 46s. P. S. Brown, Washington; S. H. Rich, New Brighton, S.I.; C. R. Hoag, Newark; J. W. Powers, jr., N.Y., and Charles H. Chickering, Smithville, N.J., also started.

Three mile professional lap race—Fred Wood, Leicester, England, first, 67 points; time, 8m. 43s.; W. M. Woodside, Minneapolis, second, 57 points; H. C. Crocker, Newton, Mass., third, 52 points; and C. H. Frazier, Smithville, fourth, 34 points.

Three mile promateur lap race—G. M. Hendee, first, 27 points; time, 9m. 6 1-5s.; F. F. Ives, second, 18 points; C. P. Adams, third, 7 points.

One mile amateur handicap—S. H. Rich, first, in 2m. 40 3-5s.; E. A. De Blois, second, in 2m. 40 4-5s. J. W. Powers, jr., and W. E. Crist, Washington, also started.

Ten mile professional—C. H. Frazier, Smithville, N.J., first, in 30m. 22 1-5s.; Fred Wood, second, in 30m. 23 1-5s. W. M. Woodside; W. J. Morgan, Chicago; John S. Prince, Washington; R. C. Nelson, Boston, Mass., and R. James, Birmingham, England, also started.

Three mile amateur handicap—Fred. Foster, Toronto, first, in 8m. 37 2-5s.; E. A. De Blois, second, in 8m. 37 3-5s. W. E. Crist and W. J. Wilhelm also started.

One mile amateur lap race—W. E. Crist, first, 24 points; time, 2m. 53 2-5s.; A. B. Rich, New Brighton, second, 20 points; E. A. De Blois, third, 16 points.

Three mile promateur handicap—G. M. Hendee, scratch, first, in 8m. 54 1-5s.; W. A. Rowe, Lynn, Mass., scratch, second, in 8m. 54 2-5s.; F. F. Ives, 100 yards start, third. Charles F. Adams and E. P. Burnham also started.

One mile professional handicap—H. C. Crocker, 30 yards start, first, in 2m. 44 1-5s.; Charles H. Frazier, 25 yards start, second, and Robt. James, third.

Ten mile promateur—G. M. Hendee, first, in 31m. 4 2-5s.; F. F. Ives, second, in 31m. 4 3-5s.; Chas. F. Adams, third.

Three mile amateur—W. E. Crist, first in 9m. 10 3-5s.; H. W. Gaskell, Boston, second, in 9m. 10 4-5s.; Rich, third. Fred. Foster, Toronto; P. S. Brown, Washington; E. A. De Blois; W. J. Wilhelm, Reading; and H. S. Kavanaugh, Cohoes, N.Y., also started.

Two mile amateur tricycle tandem—W. E. Crist and F. Foster contested with Rich and Gaskell, and won in 5m. 59 4-5s.; second time, 6m. 3 5s.

One mile professional—C. H. Frazier, first, in 2m. 53 2-5s.; H. C. Crocker, second; F. Wood, third.

One mile promateur handicap—G. M. Hendee, first, in 2m. 48 1-5s.; W. A. Rowe, second; F. F. Ives, third. All started at the scratch.

Five mile amateur—W. E. Crist, first, in 16m. 27 4-5s.; Rich, second, in 16m. 28 1-5s.

Five mile professional handicap—Fred Wood, scratch, first, in 14m. 42 3-5s.; H. C. Crocker, 45 yards, second, and W. M. Woodside, scratch, third.

Five mile promateur—G. M. Hendee, first, in 14m. 41 1-5s.; F. F. Ives, second.

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294½ MILES IN A DAY.

At midnight on Monday last, Oct. 4, Mr. G. P. Mills, of the Anfield Bicycle Club, left Biggleswade in order to attempt to break the twenty-four hour bicycle record. Favored by fine weather he kept at his task all day, and eventually achieved the remarkable world's record of 294½ miles, the previous record having been made by Hollingsworth, an American, who rode backwards and forwards over 13 miles of road, and covered 281 miles. The first 100 miles took seven hours and a half, and at noon Mills had reached Kingsley, and had covered therefore 150 miles in twelve hours. For the first part of the journey the fog-giness of the atmosphere hindered him somewhat, and he collided with a horse, but did not, fortunately, sustain any damage. That well-known enthusiast, Mr. A. J. Hills, timed, and sent us the following telegram: "Another marvellous performance—record! Mills, of the Anfield Bicycle Club, Liverpool (of Land's End to John-o'-Groat's fame) rode, on Tuesday last, 294½ miles in 24 hours, on the North Road. Principal places passed:—Biggleswade, Hitchin, Peterborough, Wisbech, Cambridge and Bedford. He is really a marvel and a road demon, finishing as fresh and strong as when started. The machine ridden was one of Dan Albone's 'Ivel' rear-driving safety bicycles."—*Nevos*.

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A MARVELLOUS RIDE.

On Saturday, the 2nd Oct., G. P. Mills, of the Anfield, started for a shot at the 50 miles road record. The start was effected from the 30th milestone out of London on the G.N. Road (Hitchin route). A tandem was to have made pace through Hitchin, but Mills simply flew away from it. At Hitchin (four miles from the start) Mr. Carling was, as he has been so frequently of late, kindly waiting to pilot and clear the ground through Hitchin, and away flew Mills, doing 19 miles in the first hour. At Henlow, Cooper and Carter, of the Biggleswade Club, met and pulled Mills along at a rare bat for a few miles. At Tempsford Dan Albone was in waiting, and led Mills to the finish at a rattling pace. Eighteen and a-half miles was done in the 2nd hour. Meantime Mr. Mills had ridden across to Hitchin Station, and caught the express to Peterborough, and proceeded out to the 80th milestone. Mills finished at a pace of more than 20 miles to the hour, in 2h. 47m. 35 3-5s., thus lifting the present record by very nearly 19 minutes.—*Cycle*.

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It is worthy of note that Mr. F. Strange, for the second time, won the Toronto Wanderers' B.C. Challenge Cup. Taking his weight and age into consideration, he is a marvel. He bestrode his "Club Safety" on both occasions.

WHITTAKER'S NEW RECORDS.

On Sunday, October 17, after a run to the little town of Lodoga—12 miles away—and return, Whittaker noticed the wind, which had been blowing very hard during the morning, had fallen, and that everything was getting into shape for fast time on the road. Seeing things "coming his way," he began preparations after 3 p.m. to take advantage of the situation. Whit was put to bed at 6 p.m., called at 3 a.m., and instead of starting off with a stomach which was making inquiries as to whether his throat was cut or not, was made to eat a hearty breakfast. A fear was entertained that he would not ride 300 miles in the 24 hours, on account of his having to ride so hard to break the 100 mile record. It was thought it would break him down. Efforts were accordingly made to dissuade him from trying for the 100 mile, and to try only to put the 300 into 24 hours. They might as well have argued with a bull charging a vermilion-hued blanket. "The 100 mile must go, if it is in me to make it." At 4 o'clock he was given the word, and away he went up the incline, and in 20 seconds was out of sight. It was a perfect morning, the moon shining brightly; scarce a leaf stirred, so quiet was the wind. He covered 25 miles in 1.28.10, the trip, 50 miles, in 2.59 50.2-5, slower by about four minutes than the first 50 at the former trial; rested 2.49.3-5; was off again on the other 25 mile stretch; finished 75 miles in 4.36, and 100 miles in 6.01.15.

After riding the fastest 100 miles ever ridden on the road, he sprang off his wheel and ran unaided to the tent, where he was well rubbed down and given plenty of nourishment. He rested 42.45, and started to break the 24 hour record. Finished 125 miles in 8.23.35, and 150 miles in 10.28.52. Sprang off wheel alone and ran to his tent, where the rubbing and feeding act was repeated. After resting 40.38 he started as fresh as ever, 175 miles being covered in 12.59.20; 200 miles in 15.13.34 1-5, when he received his third rub down and food. Rested but 20.55 4-5; made 225 miles in 17.18.06; 250 miles in 19.20.50, and again ran unaided to his tent, where he was rubbed down and given what he wished to eat and allowed to rest 27.50. Again he started, finishing 275 miles in 21.37.27, and the 300 miles amid the wildest kind of cheering, in 23.46.16 3-5, thus discounting every effort ever made on so long a course, and beating the American record 40½ miles.—*L.A.W. Bulletin*.

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THE L.A.W. AND THE C.W.A.

Referring to the action of the A. C. U. in claiming jurisdiction over Canadian wheelmen, the *L. A. W. Bulletin* says: The League of American Wheelmen has always refrained from any attempt to encroach upon Canadian soil. While it has always gladly received accessions to its membership from Canada, it has been the opinion from the first that the Canadian Wheelmen's Association was not only well able to look after the interests of wheelmen in the Dominion, but also did look after their interests in a most effective manner, and it has been held that any attempt to encroach upon their domain would be an act of discourtesy meriting the condemnation of all wheelmen. But as the C.W.A. does not legislate for professionals, we suppose that the A.C.U. felt that they were entitled to encroach upon that territory with their form of racing legislation and control.