

At every town along the route the tourists were given an enthusiastic reception, the inhabitants turning out in Sunday attire and lustily cheering the wheelmen as they passed. Flags were hoisted on all the village commons, and if any man in town had a cannon he brought it out and blazed away. At one town a cannon was set in the road, pointing directly towards the advancing wheelmen. They were riding very fast, and did not see the gun until close up to it. Then the leaders made a wild swerve to the right, upsetting a number of those behind, who fell in a mass a few feet from the cannon's mouth. Fortunately the fuse went out before reaching the charge, and the wheelmen were unhurt. The owner of the cannon was terribly frightened at the result of his stupidity, and hurried off home with his cannon without firing it.

Dinner was served at Kinderhook. The afternoon ride was through the Hudson valley, and as there were less hills than during the morning the pace was much faster. The receptions along the route during the afternoon were even more enthusiastic than those of the morning. At Stockport they were met by Joshua Reynolds, L.A.W. representative for New York, who had a brass band in waiting and escorted them to his house, where he entertained them most hospitably. Several score of the village young ladies were there and made things delightful for the wheelmen, presenting each with a *boutonnieres*. Each of the young ladies wore a badge formed of the tourists' colors, and after much persuasion were induced to pin them on the breasts of the cyclists. Hudson was reached just before dark, and the steamer taken for Prospect Park, Catskill. A grand time was expected at Catskill, as it was known that the management of the hotel had made extensive preparations for a grand ball, and that all the ladies for miles around were sure to be present. The ladies were all there, and the preparations were all made; but, owing to the baggage-wagon horse dying, the wheelers' baggage did not arrive until after 12 o'clock, the result being that only the lucky ones who had their dress bicycle suits were able to participate in the dancing.

The next morning a special steamer carried them across the Hudson to McKinstryville, where they mounted their wheels and set out for Poughkeepsie, 35 miles distant. Arrangements had been made for dinner at a hotel in Rhinebeck. The proprietor agreed upon a certain sum for which to furnish dinner, but the night before, thinking he had the wheelmen where they could not escape from him, he wired to Manager Ayers that he must have double the amount agreed upon. The tourists, of course, refused to consent, and arrangements were made for feeding the wheelmen at the young ladies' seminary at Rhinebeck, and the promise was given that the young lady students would wait upon them. The change proved most agreeable to the wheelmen, and they unanimously voted that they enjoyed nothing more on the whole trip than they did the dinner at Rhinebeck. The girls were very pretty and very entertaining, and when the wheelmen departed they left behind about all their badges and hat decorations.

The roads from Rhinebeck to Poughkeepsie were the best met with on the tour, and a

lively race was maintained. A few miles out the local cycling club met the tourists and escorted them into the city. After supper, steamer was taken for West Point, where they arrived after 1 o'clock.

Friday morning they again embarked on their special steamer and sailed for Irvington, from where they wheeled to New York city, disbanding at the Grand Central Hotel.

NOTES OF THE TOUR.

Canada had three representatives.

L. Munger, of Detroit, was voted the funny man of the tour.

Geo. M. Hendee was along with the party, and contributed in no small degree to the fun of the crowd.

Notably among the party was Mr. A. B. Reid, of Clarion, Pa., who has participated in the annual Canadian tours for the past three years.

Considering the length of the tour and the rough roads traversed, it is remarkable that so few accidents occurred. The only serious accident was the header taken by Fred. Jenkins, editor of the *Wheel*, which dislocated his knee. The machines also stood the test remarkably well.

Secretary Fuller, of the Big Four tourists, furnishes the following statistics: The youngest rider on the tour was Harry Higinbotham, of Chicago, 16 years old. The oldest was Dr. L. J. Bates, of Detroit, who has passed 52 years. The tallest man was Simeon Ford, of New York; the shortest, J. Bidmead Wright, of Brooklyn, just 5 ft. 2 inches. P. Harvard Reilly, of New York, outweighed all, tipping the beam at 200 pounds, while Harmon Wendell, weighing barely half as much, was the light weight. The largest wheel used was a 60-inch, of which there were several in the party. The smallest was a 48-in. In the style of machine used the Expert Columbia took the lead, there being at least forty of these in use. On the trip excellent time was made by the entire party, the average rate being nine and a half miles an hour. The greatest rate of speed for the company was twelve miles in 50 minutes.

A REMARKABLE RIDE.

Mr. H. R. Goodwin, of the North Manchester Bicycle Club, England, has just completed perhaps the most remarkable journey accomplished on a bicycle. Leaving Land's End June 1, he journeyed to John o' Groats; having reached which point in seven days and a half, he at once turned southward, and again arrived at Land's End on the 16th, the double journey of about 1,750 miles, or from one extremity of England to the other, having occupied less than sixteen days. From Land's End he rode to London, which was reached on the 19th, the rider having thus completed a journey of 2,050 miles in exactly nineteen days, or at an average of 108 miles per day. Mr. Goodwin rode a 40-inch "Facile" safety bicycle, and he arrived in London fresh and well, and it is worthy of notice that he is a strict teetotaler, and underwent the great strain of such a journey without any help from stimulants.

Springfield's Grand Tournament takes place on September 8th, 9th and 10th.

SEAFORTH CLUB RACES.

Seaforth, Aug. 26.—The second annual tournament of the Seaforth Bicycle Club was held to-day upon the Recreation grounds. The new asphalt track, a quarter of a mile in length, was used for the first time. The day opened threateningly, and slight showers fell during the morning. The afternoon was more promising, but soon clouded over, and the weather became a few degrees colder, with a fresh north wind blowing, which somewhat retarded the races. At 2.30 p.m. the Woodstock Club was declared the winner of the banner presented by Messrs. Chas. Robinson & Co., of Toronto, for the best representation of any club, they having thirty-three of their thirty-five members on the ground. The races were then called as follows:

Club race, two miles—Armitage, first; Coleman, second; Dorrance, third. Time, 7.33 1-5.

Half-mile dash—In this race M. F. Johnson and T. Fane, Toronto; J. Lamb, London; S. L. McKay, Woodstock, and P. B. Smith, Chataqua, N.Y., started, but Fane fell on the first lap with Johnson on top of him. Neither were seriously injured. Lamb, McKay and Smith continued, finishing in 1.35 4-5; McKay first, Smith second, Lamb third.

Half-mile, without hands—Williams (Woodstock), first; Clarke (Woodstock), second; Armitage (Seaforth), third. Time, 1.48 4-5.

Three miles, lap race—Clarke and McKay (Woodstock), Foster and Fane (Toronto), and Lamb (London) started. Fane met with another fall, hurting one arm badly and damaging his machine. The race was finished by the others in 6.53—Foster first and Lamb second, Foster having gained one lap on the others. Only two miles were run.

Five mile race—Clarke, first; Foster, second. Time, 18.42.

Two mile handicap race—Lamb was allowed ten seconds start, and was followed by McKay and Smith, both of whom fell on the first lap, but remounted. McKay fell again on the second lap, and remained off. Lamb was first, Smith second. Time, 7.18.

Two mile green race—A. B. Parmenter, Woodstock, first; J. Robb, Seaforth, second. Time, 7.53 3-5.

Ten mile race—P. Biettie, Woodstock, first; J. G. Dorrance, Seaforth, second. Armitage, of Seaforth, fell out on the sixteenth lap. Time, 37-14.

One mile race—Clarke, first; Foster, second. Time, 4.14. Foster fell in this race, and Clarke, gaining a good deal thereby, did not hurry himself.

About 2000 people were on the ground, despite the cold weather. The morning trains brought large numbers of excursionists from other towns. The Seaforth Club gave a grand concert in the evening. An excellent supper was spread by the ladies of Seaforth, and partaken of by visiting wheelmen, about one hundred of whom were present.

On August 1st, Messrs. Alphonse Hamel and Colin Hetherington, amateur oarsmen, accomplished a 121 3/4 miles bicycle run on the highway in twenty-four hours between Quebec and River du Loup.