

## Fifth Annual Meeting of the Montreal Bicycle Club.

The fifth annual business meeting of the Montreal Bicycle Club was held on Thursday Evening, 12 April, 1883, Capt. H. S. Tibbs in the chair.

There was a large attendance of members and much enthusiasm was displayed. After routine business, the election of officers for the ensuing year took place with the following result: H. S. Tibbs, President; A. T. Lane, Vice-President; J. D. Miller, (P.O. box 1148) Hon. Secretary-Treasurer; J. A. Muirhead, R. MacCulloch, W. G. Ross, G. DeSola, Committee; J. A. Muirhead, Captain; J. H. Law, 1st Lieutenant; Rollo Campbell, 2nd Lieutenant; J. D. Miller, Bugler; G. B. Pearson, Jr., Standard Bearer.

A committee was appointed to purchase a double set of musical gongs to be played while riding. It is expected that when this is got up, the effect will be very fine.

After some "Bicycular" conversation and after many wishes had been expressed for the speedy disappearance of the snow the meeting adjourned.

## Races.

BOSTON, March 19.

Some time ago John S. Prince, issued a challenge of the following tenor: That he would ride 20 miles straightaway against four men, who should ride a relieving race of five miles each. After remaining open some time the conditions were finally agreed too, and on the evening of the 17th, over 2,000 assembled at the Institute Building to witness the race. Mr. Eugene E. Merrill, acted as referee, while Messrs. J. G. Lathrop, A. L. Easterbrook, and W. J. Walsh were named as timekeepers.

The contestants named against Prince were J. W. Wilson, Boston; C. J. Young, East Boston; R. A. Neilson, Boston, and W. M. Woodside, New York. The agreed conditions of the race as understood by the contestants and officials seem to be something difficult to find out, and this bungling and carelessness on some one's part, turned what otherwise would have been an interesting race into a complete failure, partially redeemed by the enthusiasm over Prince, who rode until he had completed the distance. The result proved, first, the necessity for written conditions, even to the minutest detail; second, that all engaged should fully understand the arrangements; third, that the officials should take nothing for granted but be absolutely sure that everything is understood; fourth, that unless cool headed officials are in the stand (as was the present case) a slight mistake will create untold confusion; fifth, that a flying start for a relieving race is not a successful venture, unless in exceptional cases.

At the appointed time John S. Prince, and J. W. Wilson appeared at the scratch, at the signal the latter started off, while Prince took to his rival's small wheel and followed him. The race was maintained until nearly the close of the five miles, when Prince spurts and passes Wilson, and gains nearly three quarters of a lap. Coming round on the last lap, the signal is given for the relief, when Young, (the three relief men had flying starts), instead of waiting, and crossing the scratch with Wilson, crosses with Prince, thus causing Prince to lose all that he had previously gained. Hisses for Young, and cheers for Prince, now rent the air at every circuit, and as each lap was completed, Prince slowed up to protest, until Young had gained a lap, when Prince set to work again to fall in behind his competitor. Meanwhile the greatest confusion existed among the spectators, and the idea was suggested and entertained by the referee of stop-

ping the race. The necessity of refunding the money at the door and other considerations, however, prevailed, and the riders were allowed to proceed. Prince followed his rival until the fourth lap of the tenth mile, when he again spurred to the front. The next relieving man, Neilson, started well behind Young thus losing much distance. Prince however held up, and Neilson took the lead, while Prince pursued his old tactics of dogging and spurting at the end of the fifteenth mile. Woodside now enters as the last competitor, and takes the van, while Prince contents himself by pushing him at a high rate of speed, and an interesting finish is promised. But disappointment again steps in, for the pistol heretofore used for the last lap is now fired at the beginning of the last mile, with the result that Woodside rides one more lap, and dismounts while Prince continues amid great applause until the twenty miles are finished. The right or wrong of firing the pistol is a disputed point, it being claimed, on the one side, that several of the four riders knew it, and they should have notified their companions, while on the other it is held that the previous custom had been to fire at the beginning of the last lap, and special notification to all was required for the change. After a general consultation, the referee finally declared that "Prince wins the race, and all pools are off."

The time for Prince's miles are: 1, 3.19; 2, 3.23½; 3, 2.28½; 4, 3.33; 5, 3.17; 6, 3.32; 7, 3.34; 8, 3.20; 9, 3.25½; 10, 3.13½; 11, 3.23; 12, 3.31; 13, 3.31; 14, 3.31; 15, 3.21; 16, 3.11; 17, 3.18; 18, 3.21; 19, 3.22; 20, 3.12½. Total by Mr. Lathrop's watch, 1h. 7m. 48s.; by Mr. Easterbrook's, 1h. 7m. 47½s. Official time, 1h. 7m. 47½s.

Five mile straightaway for amateurs who never won a prize. Of eleven entries the following appeared: T. Coleman, East Boston; P. Aubin, Newton; A. D. Rice, Rockbury, and James Hughes, East Boston. The quartette having interchanged positions a number of times, finally settled down at the end of the fourth mile to Coleman, Aubin and Rice while Hughes withdrew. This was the order of the finish, the times being: Coleman, 19m. 40s.; Aubin, 19m. 42s.; Rice, 19m. 42½s.

Five mile match between J. W. Wilson and G. Harrison. Wilson kept the lead throughout, while Harrison held to his wheel. The times for Wilson's miles were: 1, 3.38; 2, 3.34; 3, 3.33; 4, 3.24½; 5 miles, 17m. 43½s.

PHILADELPHIA, March 10.

At Industrial Hall; track, 16 laps, with sharp corners.

Ten miles, professional—W. M. Woodside, 43m. 15s.; W. J. Morgan, 45m. 23s.

Five mile handicap, amateur, first round—First heat, J. Green, 25 seconds, 21m. 53s.; S. H. Crawford, 20 seconds, 21m. 55s.; W. Smith, scratch, disqualified for foul riding. Second heat, J. Dyson, 20 seconds, 21m. 50½s.; R. Brewer, 25 seconds, 22m. 21½s. Final heat, Dyson, 20m. 47½s.; Green, 20m. 59½s.

Fancy riding—A. W. Hansell, 1; B. Pressey, 0; Master Dubois, 0.

CINCINNATI, March 22.

At Power Hall, parade by C. B. C.

Ten mile—J. Wright, Walnut Wanderers, 38m. 16½s.; W. H. Reed, C. B. C., 38m. 17½s.

Five mile, for challenge championship medal of C. B. C.—E. Landy, 18m. 32s.; H. H. Hall, 18m. 45s.; W. H. Galway, 0; J. Barclay, 0.

One mile, (boys)—E. Muhlhauser, 3m. 47s.; J. Taylor, 0; G. MacKey, 0; F. Jennings, 0. Two miles—C. Townly, 7m. 22s.; T. W. Scarborough, 7m. 30½s.; N. E. W. Pearson, 0; C. J. Jennings, 0.

One mile—J. A. Caely, 4m. 2s.; Chas. H. Allan, 2; W. E. H. March, 0.

CINCINNATI, O., March 15.

Drill by Cincinnati Bicycle Club. Ten mile race—J. Wright, Walnut Wanderers, 41m.; W. H. Reed; C. B. C., 41m. 18s.; J. Barclay, 3.

Five mile race for challenge championship medal of C. B. C.—W. Galway, 18m. 55s.; H. Hall, 19m. 7½s.; C. Townley and E. Landy collided and fell on the third mile. E. Ammen stopped on the second mile. One mile race (boys)—A. Muhlhauser, 3m. 50s.; F. Jennings, 2. Two mile race—A. W. MacBriar, 7m. 59s.; J. Innes, 2; A. Wolley, 3; F. Jennings, 4. One mile race—H. S. Livingston, 3m. 8s.; C. Allen, 0; O. M. Galway; 0. Fatmen's race—F. Dawson, 3m. 57s.; G. Davis, 0; M. J. Norton, 0; W. A. Whiting, 0.

## The Fifty Mile Illinois Amateur Championship.

A few weeks ago L. W. Conklin, a member of the Chicago Bicycle Club, issued a challenge to any amateur in Illinois to ride a fifty mile race; if not accepted he would claim the championship. The gauntlet was taken up by Henry Schempler and Mehring, and April 2 fixed upon for the contest. The race took place in the gallery of the Exposition Building (owing to repairs being done on the lower floor,) and a comparatively small audience of ladies and gentlemen assembled to witness the same. Mehring failed to put in appearance, and the contest was between the challenger and Schempler. The latter appeared to good advantage in a handsome riding suit of light blue, and Conklin none the less attractive in a suit of bright cardinal. Mr. F. E. Vates filled the position of referee; T. W. Eck, timer; H. G. Thompson, of Louisville, scorer for Schempler, and E. Van Sickle in like capacity for Conklin. At 28 minutes past 2 o'clock the boys started in good condition, and the indications were that it would be a close and interesting race. It required but three laps to the mile, and the score was easily kept. Schempler won the choice of toss, and took the inside track; he led his opponent for the first mile, when the latter made a spurt and, passing Schempler, gained a lap ere the termination of the third mile. Then he fell to the rear and followed close in the wake of his contestant. Evidently it was his purpose to use the tactics of Jenkins in his race with Crawford, and as he had the advantage of a lap, he need make no further effort than to hold his position as it was to win the race. This, however he failed to do. The 15th lap was made in 20 minutes and 43 seconds. At the 60th lap the chronograph showed the time of 1 hour and 20 min. 30 sec. For some unexplainable reason Conking then dismounted and remained off the track for 26 minutes, thereby giving Schempler a decided advantage. Again he resumed work, but it was only for a brief period, for when four laps more were completed he withdrew permanently, conceding the race to his clever opponent. What at one time appeared to be a fair opportunity of testing the abilities of two good amateurs, was now virtually ended by Conklin's withdrawal; Schempler, however, did not propose to do things by halves, but continued the race and completed the 50 miles in 3 h. 28 min. and 4 sec. This beat Louise Armaido's Coney Island record, and also that of Jenkins at Baltimore. Among the first to grasp the hand of the plucky rider—in congratulation for his successful effort—was the gentlemanly father of the defeated contestant.

Schempler certainly deserves great credit for accomplishing the programme under adverse circumstances, and his record, although not a great one, shows he is a fine rider, and by careful practice can not only retain the championship he so cleverly won, but likewise gain greater laurels on the lightning steed.