

CYCLING.

AMATEUR TRACK RACING.

THE programme of the annual tournament of the Springfield, Mass., Bicycle Club, held on the Hampden Park track, September 14th, 15th and 16th. included many amateur events, among them the quarter-mile and five-mile amateur national championships. The former had as starters E. C. Hausman, New Haven, Conn.; E. M. Blake. Keane, N. H.; J. S. Johnson, Worcester, Mass.; E. W. Peabody, Chicago, Ill.; R. F. Ludwig, Chicopee, Mass., and Ray Dawson, Boonton, N. J. This was a fine contest from the start, Blake leading into the stretch, only to be passed in the final sprint by Hausman and Ludwig.

I. A. Powell, Ray Dawson, J. S. Johnson, E. W. Peabody, R. F. Ludwig, U. H. Minie, H. B. Hills, Jr., and E. C. Hausman started in the five-mile national amateur championship, paced by single riders alternating each half mile. In the second lap, Peabody fell and was out of the race, Dawson leading at the completion of the first mile. Johnson, Minie and Dawson were also out before the third mile was completed, after which Powell led to the stretch, followed by Ludwig, Hills, and Hausman in the order named. The former was pocketed in the sprint, however, Hausman winning by a foot, with Ludwig second and Hills third. This race, run in 10m. 33 3-5s., created a new American amateur five-mile record.

Amateur summaries at Springfield:

One mile open—First semi-final heat, E. W. Peabody, first; R. F. Ludwig, second; G. H. Collett, third. Time, 2m. 11s.

Second semi-final heat, E. C. Hausman, first; Ray Dawson, second; E. M. Blake, third. Time, 2m. 10 4-5s.

Final heat, R. F. Ludwig, first; E. C. Hausman, second; E. W. Peabody, third; Ray Dawson, fourth. Time, 2m. 5 4-5s.

1/2 mile—Final heat, Victor Eckberg, first; G. H. Collett, second; E. C. Ferré, third. Time, 2m. 3-5s.

Half-mile—Final heat, J. S. Johnson, first; R. F. Ludwig, second; E. W. Peabody, third. Time, 1m. 1 2-5s.

One mile—Final heat, I. A. Powell, first; G. H. Collett, second; E. M. Blake, third. Time, 2m. 8 3-5s.

One-quarter mile national championship—E. C. Hausman, first; R. F. Ludwig, second; E. M. Blake, third. Time, 34 2-5s.

Half-mile handicap—J. Dreher, 20 yards, first; E. C. Hausman, scratch, second; George Reith, 10 yards, third. Time, 1m. 1 4-5s.

Five-mile championship—E. C. Hausman, first; R. F. Ludwig, second; H. B. Hills, Jr., third. Time, 10m. 33 3-5s. The intermediate times were Quarter, 34 2-5s.; half, 1m. 7s.; three-quarters, 1m. 38s.; mile (Dawson), 2m. 0 3-5s.; two miles (Powell), 4m. 14 3-5s.; three miles (Powell), 6m. 2-5s.; four miles (Powell), 8m. 28 4-5s.; five miles (Hausman), 10m. 33 3-5s. Amateur American track record.

Quarter, third and half-mile, tandem, flying-start, unpaced, against time—Casey and Eckberg; times, quarter-mile, 24 4-5s.; third-mile, 35s.; half-mile, 51 3-5s.; All amateur world's records for their class.

At the annual meeting of the New Jersey Division of the L. A. W., held on the Waverly track, September 18th, four amateur State championships were decided. The following are the summaries:

Half-mile State championship—Bert Ripley, first; Wm. Weller, second; Walter C. Roome, third. Time, 1m. 10s.

Half-mile handicap—H. C. Hedeman, 50 yards, first; John Ruel, scratch, second; Walter C. Roome, scratch, third. Time, 1m. 3-5s.

Quarter-mile State championship—Bert Ripley, first; Ray Dawson, second; Walter Babb, third. Time, 33 1-5s.

One-mile open—Charles Schlee, first; Bert Ripley, second; W. A. Ladue, third. Time, 2m. 17 2-5s.

One-mile State championship—Bert Ripley, first; Ray Dawson, second; Walter L. Roome, third. Time, 2m. 10 1-5s.

Two-mile State championship—Ray Dawson, first; Walter C. Roome, second; Wm. Weller, third. Time, 4m. 32 1-5s.

The national circuit tournament, held at International Park, Washington, D. C., on September 25th. included several excellent amateur events. Fred Schade, the local champion, won the one-mile open and mile handicap. The summaries:

One-mile tandem—Fred Schade and A. C. Moran, first; B. F. Green and H. G. Green, second. Time, 2m. 24 1-5s.

Two-thirds-mile handicap—C. J. Mueller, 85 yards, first; L. Counselman, 35 yards, second; Wm. Brearly, 60 yards, third. Time, 1m. 32 3-5s.

One mile open—Fred Schade, first; L. Danemilier, second; A. C. Moran, third. Time, 2m. 56 4-5s.

Five mile handicap—Fred Schade, scratch, first; E. L. Wilson, 30 yards, second; E. L. Todd, 400 yards, third. Time, 14m. 29s.

Several of the amateur cracks of the East competed in the national circuit tournament at Trenton, N. J., on September 27th, with the following results:

One-mile novice—R. E. Cunningham, first; Joseph Edgar, Jr., second; Oliver Houghton, third. Time, 2m. 40s.

One-mile open, Anal heat—G. H. Collett, first; E. C. Hausman, second; Ray Dawson, third. Time, 2m. 20 4-5s.

One and one-half-mile tandem—E. C. Hausman and G. H. Collett, first; Jack Jasper and W. C. Roome, second. Time, 3m. 13 1-5s.

One-mile handicap—E. C. Hausman, scratch, first; G. H. Collett, scratch, second; Ray Dawson, scratch, third. Time, 2m. 20s.

At the National Circuit meet, held at Detroit, Mich., October 2d, these amateur events were scheduled:

One-mile open—F. A. Joseph, 1; Neils Carlson, 2; J. Woodward, 3. Time, 2m. 8 1-5s.

Two-mile lap race—Roy King, 15 points, 1; Neils Carlson, 13 points, 2; F. A. Joseph, 8 points, 3. Time, 4m. 46s.

Mile and one-half handicap—J. J. Rotts, 90 yards, 1; Oscar Wanderer, 70 yards, 2; J. Woodward, 80 yards, 3. Time, 3m. 41s.

The Massachusetts State championships for 1897 were decided at the Lynn (Mass.) tournament, on October 5th, with the following results:

One-third-mile State championship—James Urquhart, first; J. S. Johnson, second. Time, 43 1-5s.

One-mile State championship—James Urquhart, first; James Clark, second. Time, 2m. 19 3-5s.

One third-mile handicap—J. S. Johnson, 45 yards, first; John Hobbs, 40 yards, second; B. A. Ingraham, 40 yards, third. Time, 45s.

One-mile handicap—H. B. Hills, Jr., scratch, first; James Clark, 20 yards, second; E. W. Stevens, 60 yards, third. Time, 2m. 20 3-5s.

Two-mile handicap—Robert Urquhart, 40 yards, first; E. O. Peabody, 170 yards, second; P. J. Moran, 200 yards, third. Time, 4m. 47 4-5s.

Five-mile State championship—Victor Eckberg, first; James Urquhart, second. Time, 11m. 59 2-5s.

RACING RESUMÉ OF THE MONTH.

Promoters of amateur meetings, and racing men generally, should carefully study the rulings of the Racing Board, outlines of the most important of which are given in OUTING, for in them the technicalities of the sport are one by one interpreted. Promoters are expected to use extraordinary care in selecting officials for their tournaments. Honesty, respectability and official position in the L. A. W. are not the

only requisites for good judges, who should, in addition, have had that experience which educates the eye. As a decision of the judges is necessarily final, their selection should be made only, with the utmost care. Many complaints of inaccurate judging are made by the racing men, not all of them just; but it is of grave importance that all who finish should be accurately placed.

Riders should understand that it is futile to protest the decisions of referees on fouls. A reading of the rules will show that the referee is the sole judge of whether or not a foul was committed, and by whom. A decision on this point by the proper official is final, unless fraud is shown by positive evidence.

When a race is to be decided by the "best two out of three heats," the winner is not determined until one rider has won two heats, either by finishing first or by the disqualification of a competitor or competitors who may finish in front and lose such position or positions through the rulings of the referee. The second and third prizes are to be distributed according to the standing of the riders in the summary, heat-winners to be placed before all those who have occupied lesser positions; and in case two riders are tied by finishing in the same positions an equal number of times, the one occupying the best position in the concluding heat shall be awarded the prize. In every heat a rider must finish within 150 yards of the winner, or be adjudged distanced. In case a competitor fails to win one heat in three, he will be disqualified from any subsequent heats which may be necessary to decide the prizes.

Promoters or officials of a meet must not alter the marks of the men given by the handicapper, either by moving them back to scratch or in any other manner. The handicapper's marks vary for different distances, and an interference with his carefully prepared handicap neutralizes his work, and is an injustice to the men.

The following amateur track records have been accented:

Two miles against time, unpaced—4 m. 27 3-5s., by Joseph Heil, made at Denver, Col., August 21, 1897.

One mile, tandem, against time, unpaced—1 m. 55 4-5s., made at Denver, Col., August 21, 1897, by Frank Botterill and C. H. Garnflo.

One-third mile, competition, unpaced—40 3-5s., by Philip J. Bornwasser, Louisville, Ky., September 4, 1897.

AN IMPORTANT DECISION.

The ruling of Judge Day, of the Supreme Court of the State of New York, in the case of Israel W. Baldwin, of Avoca, Steuben County, against the Fraternal Accident Association of America, is of vital importance to cyclists everywhere. The plaintiff was, in 1894, while a policy holder in the defendant's company, badly injured by falling from his bicycle, in consequence of which he was incapacitated from pursuing his ordinary occupation for more than a year. His claim for the regular weekly indemnity was stoutly resisted by the company, on the ground that the policy provided that if the plaintiff should be injured while engaged temporarily or otherwise in any occupation or exposure classified as more hazardous than that named in the policy, he should be en-

titled only to the indemnity fixed for that more hazardous occupation. In this connection the company cited a clause in the certificate which expressly provided that "insured persons accidentally injured while engaged in polo, baseball games or cycling shall receive only such indemnity of a lower class as provided for such games."

The case was taken to the courts, and despite the arguments of the company, Judge Davy ruled in favor of the plaintiff on every point. As to the private agreement contained in the policy, by which it was agreed that all disputes between the company and its policy holders should be submitted to arbitration, he held that this clause could not extinguish the right of a peal to the courts. He rules, also, that cycling, as practiced by the ordinary citizen, is not an "extra hazardous occupation" and that, in fact, it is not an occupation at all, since that word describes a man's regular business or calling, and does not cover a harmless pastime like bicycle riding. With reference to the cycling clause specially cited by the company: he took the ground that it referred to professional cyclists, who make their living by wheel racing, and did not cover those who rode a bicycle occasionally for pleasure.

This latest decision favorable to cyclists seems to be founded upon sound law and good common sense. If the plaintiff had been injured in a railroad accident or while out driving, the company could not plead that he was entitled only to the lower indemnity because he had been engaged in an extra hazardous occupation; and cycling is surely not more perilous than driving or railroad travel. The classification of ordinary cycling as "dangerous" seems absurd, and Judge Davy's denial of the right of the company to insist upon such classification is considered "reasonable and fair."

MULTUM IN PARVO.

Although the limbs are supposed to be of equal strength, it is a notable fact that the right one exerts, in cycling, more force than the left one. Very often, examination of the bearing cases of old wheels will show more wear on the right than on the left side.

Machines improperly fitted to their riders—still all too common—are responsible for a large proportion of the ills which may proceed from the abuse of cycling.

When the end of a day's tour finds one too tired for food or sleep, it is a sure sign of the overtaking of his powers.

Riding at speed over street-car or railroad tracks is a dangerous practice even in dry weather. When necessary to cross them, do so at a moderate pace, and, as nearly as possible, at right angles.

Toe-clips are recommended for ladies who cannot be taught by any other means that proper pedaling is done with the ball of the foot instead of with the instep.

"Audible warning" by *other than vocal means* is universally expected of a cyclist when passing pedestrians; and the regulations of nearly every State, city, and village in this country require the use of the bell, and punish the neglect to carry it by penalties ranging from a small fine to imprisonment.

THE PROWLER.