



AMATEUR CYCLE RECORDS.

REVISED TO JANUARY 1ST, 1900.

COMPETITION.

ONE-FOURTH mile, standing start, competition, G. F. Royce, Paterson, N. J., July 4, 1894, 0.29 3-5.
One-third mile, Philip J. Bornwasser, Louisville, Ky., Sept. 4, 1897, 0.40 3-5.
One-half mile, Edward Llewellyn, Woodside Park, Pa., July 30, 1898, 1.00.
Two-thirds mile, E. L. Wilson, Washington, D. C., May 28, 1898, 1.21.
One mile, W. Robertson, Denver, Col., Oct. 2, 1897, 1.59.
Two miles, John Nelson, Chicago, Ill., Sept. 24, 1898, 3.49 2-5; 3 miles, 5.44 4-5; 4 miles, 7.28 3-5; 5 miles, 9.36 1-5; 6 miles, 11.30; 7 miles, 13.25; 8 miles, 15.21 3-5; 9 miles, 17.15; 10 miles, 19.13 2-5.
Eleven miles, Forest H. Wilson, Chicago, Ill., Sept. 22, 1896, 24.01 4-5; 12 miles, 26.07 4-5; 13 miles, 28.18; 14 miles, 30.24 2-5; 15 miles, 32 40 1-2; 16 miles, 34.39; 17 miles, 36.54 3-5; 18 miles, 39.07 1-5; 19 miles, 41.21 3-5; 20 miles, 43.37; 21 miles, 45.53; 22 miles, 48.03 3-5; 23 miles, 50.13 1-5; 24 miles, 52.24 1-5.
Twenty-five miles, Fred Beauregard, Fall River, Mass.; Sept.
Thirty miles, A. A. Hansen, Minneapolis Minn., Aug. 15, 1895, 1.12.34 1-5; 35 miles, 1.24.34 4-5; 40 miles, 1.37.34 2-5; 45 miles, 1.51.40; 50 miles, 2.06.30 1-5; 55 miles, 2.22.00; 60 miles, 2.39.01.

AGAINST TIME, FLYING START, UNPACED.

One-fourth mile, A. B. Simons, Deming, N. M., May 26, 1896, 0.26 1-5; $\frac{1}{3}$ mile, 0.33 3-5.
One-half mile, C. V. Dasey, Denver, Col., July 9, 1898, 0.58.
Two-thirds mile, J. G. Heil, Denver, Col., July 31, 1898, 1.21 1-5.
Three fourths mile, F. R. Stowe, Springfield, Oct. 20, 1894, 1.37.
One mile, Fred T. Hoop+ Des Moines, Ia., July 24, 1899, 2.03 3-5.
Two miles, Joseph Heil, Denver, Col., Aug. 21, 1897, 4.27 3-5.
Three miles, O. B. Hackenberger, Denver, Col., Dec. 13, 1895, 7.03; 4 miles, 9.31; 5 miles, 11.56 4-5.
Ten miles, A. G. Kluefer, Racine, Wis., July 2, 1897, 24.19 2-5.
Twenty miles, Arthur J. Thibodeau, Chicago, Ill., Oct. 29, 1897, 0.52.07; 25 miles, 1.03.45; 30 miles, 1.16.45; 35 miles, 1.30.39 2-5; 40 miles, 1.44.42 2-5; 45 miles, 1.59.21 4-5; 50 miles, 2.14.05.
Fifty-five miles, Rudolph Lauricks, Boston, Mass., July 31, 1897, 2.48.38 2-5; 60 miles, 3.04.45 1-5; 65 miles, 3.20.58 4-5; 70 miles, 3.37.36 1-5; 75 miles, 3.53.33 1-5; 80 miles, 4.10.05 2-5; 85 miles, 4.26.09 4-5; 90 miles, 4.43.01 1-5; 95 miles, 5.00.35; 100 miles, 5.16.14 2-5.

AGAINST TIME, FLYING START, PACED.

One-fourth mile, C. C. Holzel, Spokane, Wash., Sept. 4, 1899, 0.20 1-5; $\frac{1}{3}$ mile, 0.29 2-5; $\frac{1}{2}$ mile, 0.45 4-5.
Two-thirds mile, H. M. Sidwell, Chester Park, Ohio, Oct. 5, 1897, 1.09 3-5; $\frac{3}{4}$ mile, 1.18.
One mile, C. C. Holzel, Spokane, Wash., Oct. 22, 1899, 1.36 1-5.
Two miles, E. L. Wilson, Washington, D. C., May 19, 1898, 3.42 4-5.
Three miles, Ray Duer, Buffalo, N. Y., Oct. 23, 1897, 5.53 1-5; 4 miles, 7.52.
Five miles, C. V. Dasey, Denver, Col., Oct. 2, 1897, 9.54 1-5.
Six miles, John Nelson, Chicago, Ill., Oct. 6, 1898, 11.59; 7 miles, 13.58 1-5; 8 miles, 16.02 2-5; 9 miles, 18.05; 10 miles, 20.04 4-5; 15 miles, 30.26 3-5; 20 miles, 40.32; 25 miles, 50.45.

TANDEM, FLYING START, PACED.

One-fourth mile, Haggarty-Williams, Waltham, Mass., Oct. 27, 1894, 0.25 4-5; $\frac{1}{3}$ mile, 0.34 2-5; $\frac{1}{2}$ mile, 0.52 1-2; 1 mile, 1.52 3-5.

FLYING START, UNPACED.

One-fourth mile, Earl Peabody and E. Llewellyn, Indianapolis, Ind., Aug. 12, 1898, 0.24 1-5.
One-third mile, J. F. Finn and W. E. DeTemple, Buffalo, N. Y., Oct. 27, 1897, 0.34 2-5.
One-half mile, Ingraham Brothers, Charles River Park, Aug. 31, 1898, 0.52 3-5.
Two-thirds mile, Davisworth and Mitchell, Louisville, Ky., July 4, 1896, 1.17.
One mile, F. A. Joseph and F. G. Hood, Detroit, Mich., June 18, 1898, 1.50; 2 miles, 3.57 1-5.
Three miles, C. V. Dasey and Chas. Goranflo, Denver, Col., July 16, 1897, 6.24 2-5; 4 miles, 8.36 1-5.
Five miles, F. A. Joseph and F. G. Hood, Detroit, Mich., July 29, 1899, 10.26 1-5.

TANDEM, STANDING START, COMPETITION.

One mile, E. C. Hausman and G. H. Collett, Waterbury, Conn., Sept. 9, 1887, 1.55 3-5.
Two miles, Geo. H. Collett and E. C. Hausman, Waterbury, Conn., July 19, 1898, 4.09 4-5.

TRIPLET FLYING START, UNPACED.

One-half mile, J. R. O'Mara, George Walther, Chas. R. Pease, Newby Oval, Ind., July 4, 1898, 0 50 1-5.
One mile, G. W. Connor, Jr., H. S. Russell, Walter Holland, Waterbury, Conn., June 23, 1898, 1.54 4-5.
Two miles, Perrie, Gracey and O'Neill, Philadelphia Pa., Aug. 27, 1896, 4.17 1-2; 3 miles, 6.29; 4 miles, 8.43; 5 miles, 10.57 1-5; 6 miles, 13.12; 7 miles, 15.28 1-5; 8 miles, 17.42 3-5; 9 miles, 19.57 3-5; 10 miles, 22.13 1-5; 15 miles, 33.32 2-5; 20 miles, 44.50 1-5; 25 miles, 56.02 3-5.

TRIPLET, COMPETITION.

One mile, H. S. Russell, Walter Holland, G. W. Connor, Jr., Waterbury, Conn., July 4, 1898, 2.01 1-5.

HANDICAP RECORDS.

One-third mile, Geo. H. Collett, Waterbury, Conn., Sept. 22, 1898, 0.41 3-5.
One half mile, Edward Llewellyn, Woodside Park, Philadelphia, July 30, 1898, .60.
One mile, Fred T. Hoopes, Des Moines, Ia., July 27, 1899, 2.08 1-5.
Two miles, F. L. Kramer, Newby Oval, Ind., Aug. 13, 1898, 4-27.
Five Miles, L. I. Sanford, Denver, Col., July 15, 1899, 11.42 4-5.

TANDEM, HANDICAP RECORD.

Two miles, Geo. Collett and E. C. Hausman, Waterbury, Conn., July 19, 1898, 4.09 4-5.

TRIPLET, HANDICAP.

One mile, H. S. Russell, Walter Holland and G. W. Connor, Jr., Waterbury, Conn., July 4, 1898, 2.01 1-5.

COMPETITION HOUR-RECORD, FLYING START, PACED.

One hour, 27 7-8 miles, Charles T. Earl, Brooklyn, N. Y., November 8, 1898.

HOURLY-RECORD AGAINST TIME, FLYING START, PACED.

One hour, 29 miles 846 yards, John Nelson, Chicago, Ill., October 6, 1898.

HOURLY RECORD, TRIPLET, FLYING START, UNPACED.

One hour, 26 miles 1,373 1-3 yards, Perrie, Gracey and O'Neill, Philadelphia, Pa., Aug. 27, 1896.

THE PROWLER.

CYCLING.

L. A. W. DANGERS AND OPPORTUNITIES.

THE February meeting of the National Assembly L. A. W. will very likely approach the vexing problems of cycle racing squarely, and with reasonableness and courage. In the light of three consecutive annual evasions by this body of the serious responsibilities which the welfare of the competitive sport has laid upon it, the prospect for the declaration at an early date of a definite and well-wrought policy concerning these things is an agreeable contemplation. The lawmakers of the League have always appeared to regard racing as an irrational rather than as the moral and vigorous product of cycling; unmindful of the value and necessity of mutual confidence, they have been utterly unwise, inconsistent and tactless in its attempted management. Analysis of the great mass of legislation affecting the sport since 1894-5 shows the same to have been in fact hardly more than enactments of such sentiments or opinions as have happened to be uppermost at different times. We look in vain for plan or purpose, from the hour when control of racing ceased to be straight sailing, to the present day.

The events of the past twelvemonth have, however, served to awaken the instinct of self-preservation in a very marked degree. Sublime confidence in the ability to hold unwilling allegiants has been giving way, and there is more willingness to admit that all the conditions of harmony have not been met. The more thoughtful among officers and members begin to discern that promotion of racing is foreign to the real purposes of the organization, and that the constitution was warped to justify any cognizance of it. Heretofore, also, delegates to the annual conventions have been for the most part uninstructed; going without settled convictions, they came away parties to a compromise. This time, however, the annual meetings of the several divisions have almost without exception definitely instructed their representatives, who will carry with them to Philadelphia the mature conclusions of their membership. Though there is considerable difference of opinion among the divisions themselves, the trend toward the relinquishment of racing control is unmistakable. A small vote on this question taken in Connecticut gave 32.14 per cent. of the membership of the L. A. W. in that State in favor of racing control, and 67.86 per cent. opposed. Michigan is almost unanimous in opposition, while Ohio alone by a narrow majority, votes for the continuance at all hazards of the former policy.

The National Cycling Association is, as is generally known, an association of leading track-owners originally organized for the protection and extension of mutual interests. Its appearance upon the troubled waters of cycle-racing management was a later thought, brought out by the low and lower-growing vitality of the sport in this country from 1896 to 1898 inclusive. Every purpose of this body has to do with racing; the field of legitimate L. A. W. effort has been in no wise invaded, Candor compels the admission that the gain in power and influence of the N. C. A. has been contemporaneous with the betterment of the

conditions of the sport. The record of its legislation and rulings is singularly fortified against damaging criticism. If the L. A. W. is to retire from a field in which its prestige has all but departed, no other organization is so well equipped as the N. C. A. to step into the breach. There is every reason to believe that the interests of amateur competition would be intelligently conserved thereby. Up to this time the N. C. A. has been refused recognition by the I. C. A., through which means the L. A. W. has been exclusively entitled to international privileges—including participation in the world's championship meet at Montreal in August, 1899. Now, however, the matter of recognition is under serious debate by the I. C. A., and little doubt remains that it will become a fact before the opening of the approaching racing season.

Honorably relieved from a burden which has cost energy money and temper for several years, the L. A. W. may return wholly to its original purposes without finding the field for its effort at all narrowed. Indeed, the conditions of the times seem most propitious for a broadening of its practical usefulness. The good-roads movement in this country can yet use to excellent and lasting advantage all the enterprise and strength which organized wheelmen and wheelwomen can bring to it. Side-paths are to be constructed by the thousands of miles in suburban and country districts. The alphabet of cycle and motor-vehicle touring is only forming. There are at the present time a number of automobile clubs in the United States, but as yet no organization embracing them nationally. The conditions essential to, and the purposes of, cycling and motor-cycling are so closely allied that the co-operation of their devotees ought not to be difficult to realize. There would seem to be no good reason why the League should not celebrate its twenty-first anniversary on Memorial Day, 1900, by broadening of its constitution, working plans, and possibly even its name, to take up the cause of its new brotherhood. This done, and the race-promoting blunders of the past forgotten, the veterans of cycling could cheer the old colors in the spirit of the 80's and early 90's,

NOTES OF THE MONTH.

The newly elected officers of the Century Road Club of America are as follows: President, E. J. Porter, New York; first vice-president, H. W. Knight, Massachusetts; second vice-president, Jules Denegre, Minnesota; secretary, C. M. Fairchild, Illinois; treasurer, W. G. Niemeyer Illinois

Mr. H. L. Marshall, of Milwaukee, has been appointed Chief Consul of the Wisconsin Division L. A. W., in place of Mr. F. P. Van Valkenburg, resigned.

Over 1,000 bicycles are used in the London, Eng., postal service.

Mr. Thomas Summersgill, of Leeds, Eng., winner of the 1899 world's amateur one-mile championship at Montreal in August, announces his retirement from the path.

The Touring Club de France spends on an average over 100,000 francs per year in privately improving French roads.

THE PROWLER.