

Wheel Tracks.

Bob English will shortly become a professional.

Woodside is said to be badly crippled financially.

The Minnesota Division has just issued its first handbook.

The baseball ground at Buffalo is to have a bicycle track.

California talks of a division of the League of American Wheelmen.

The Cleveland Bicycle Club will hold four meetings this season.

M. J. V. Webber will race again this year, and is already in active training.

A. G. Spalding & Bros. had seven cases of Humber machines on hand the Oregon.

"The Big Four Tour Association" has been merged into the L.A.W.'s Tour Association.

The latest *Bulletin* contains 30 pages of Pope Manufacturing Company ads. Best on record.

Mrs. Van Sicklen was admitted as an associate member of the Chicago Club at its last meeting.

Sanders Sellers has fully recovered and resumed his studies in the profession of medicine.

Schock, Woodside, Morgan, Prince, Brooks and Young would make a magnificent six-day race.

The St. John, N.B., Bicycle Club has amalgamated with the St. John Cricket and Athletic Club.

A six-day bicycle contest, eight hours a day, will take place at St. Louis the first week of April.

Woodside gave Armaindo a half-mile start and beat her in a ten-mile race at Minneapolis recently.

Kauffman and McAnney are creating even a greater sensation in England than ever Dan Canary did.

John S. Prince offers to defend the R. K. Fox twenty-mile bicycle medal against any man in America.

Tom Eck is making money. He is running the Washington rink and training fighters in Minneapolis.

Gormully & Jeffery, of Chicago, are vastly pleased at Schock's great six-day victory. He rode one of their Champion bicycles.

The congregation of a New Jersey church took up a collection last week, and raised \$200 for the purpose of providing their minister with a tricycle.

The members of the Lynn Cycle Club have raised \$2,500 among themselves for the proposed track; \$1,000 more is wanted before beginning operations.

Articles of association were on March 4 filed by the Detroit Bicycle Track Association. The term of the existence of the Association is to be thirty years. The capital stock is \$5,000, divided into 200 shares of \$25 each.

Fred. E. Van Meerbeke, an ambitious young man of twenty years, a resident of New York city, is now journeying upon a bicycle across the continent to San Francisco.

We are to have another cycling contemporary, *The Bicycle*, to be published monthly at West Randolph, Vt. The first number was to have made its appearance on April 1.

Thomas Stevens, now making a tour of the world on a bicycle, cables *Outing* that he left Teheran, Persia, for Calcutta, March 4. He is in good health, and confident of penetrating China.

About 15,000 members have renewed their subscriptions to the C.T.C., while close upon 1,000 new candidates appear upon the list for election. This is an eminently satisfactory state of things.

A 27-hour bicycle contest between Miss Elsa Von Blumen and John Talmadge for a purse of \$500 was ended at Rochester March 12. Von Blumen made 168 miles 14 laps and Talmadge 159 miles.

John S. Prince has turned up in England. He was called home by the sickness of his father. He writes that he will be in Boston in a few weeks, and will accommodate Mr. Neilson with a race at any distance.

The Philadelphia Bicycle Club has purchased a lot at Twenty-sixth street and Pennsylvania avenue, on which it is intended to erect a handsome club-house, with all improvements, including a gymnasium and billiard-room.

Cycling is now making very much progress in France. *Le Veloceman*, *le Veloce-Sport*, *le Sport Velocipedique*, the three leading papers, have all three increased since the beginning of the year the number and the size of their pages.

Kaufman writes that there is little business for professional fancy riders, as there is not a rink in all England. He will leave in about three weeks for Australia, and will return *via* 'Frisco. Canary will shortly return to America.

Says the *Chicago Sporting and Theatrical Journal*: A photograph of W. G. Ross was added to our collection last week. The picture is an excellent one, and shows a handsome young man with a glittering breastwork composed of thirty-two medals.

There is a project now on foot to form a circuit similar to the horse-racing circuit, to include St. Louis, Chicago, Detroit and Cleveland. The bicyclists could then, with one training, attend all these races, and more racers would attend the circuit than for any one meet.

The fifty-mile road race of the Bay City wheelmen, San Francisco, was won by F. D. Elwell on a 56-inch Rudge light roadster. The time was three hours and thirty-one minutes exactly. The road was reported very rough in some places. The riders had to ford a stream, climb over two fences with their machines, besides crossing a trestle bridge.

Theodore Roosevelt, the statesman of New York and ranchman of Dakota, commenced in the March *Outing* an extended series on big

game shooting in the Rockies, to be fully illustrated. This series will be supplemental to his famous "Hunting Trips of a Ranchman," and will form, when complete, the most authoritative work on our western sport so far published.

L. D. Munger, on March 27th, lowered the world's 25-mile road record at New Orleans. The first nine miles were made in 29 minutes 38 3-5 seconds; the second nine in 30 minutes 21 2-5 seconds, and the last seven miles in 24 minutes 46 3-5 seconds; total, twenty-five miles, 1 hour 24 minutes 46 3-5 seconds, lowering the record 9 minutes 13 2-5 seconds.

F. J. Lees, the English bicyclist who made the 72-hour record of 1,007 miles, is coming to America, and expects to be in Minneapolis in three weeks to enter the six-day contest with Shock, which will begin there on May 15th. This contest will be the most interesting 72-hour race ever held. Woodside, Prince, and Higham, another English rider, will also enter the race.

On April 24, at Clarksville, Mo., about twenty miles from St. Louis, a national bicycle tournament will be held, at which there will be a race for the 50-mile championship of America. There will be five prizes, aggregating \$1,000. The entries include such well-known wheelmen as Al. McCurdy, of Boston; George Webber, of New Jersey; Van Sicklen, of Chicago; Whittaker, of St. Louis, and L. D. Munger, of Detroit, 24-hour champion of America. There are about fifty entries in all.

The *Bicycling News* says hollow handle-bars are becoming very general on bicycles, and there is a growing propensity on the makers' part to fit them in such a manner that they can be readily detached. This is a very needful provision, as a bent hollow bar cannot be straightened with such facility as can a solid one. Riders who use hollow handle-bars must bear in mind that if such a bar becomes bent it *must not be straightened cold*. A hollow bar may very possibly be bent out of a straight line without damage to the tube, but if it is bent back again cold, the tube will infallibly break. To straighten a bent tube very careful heating is requisite.

Schock's score for the 72-hours' race at Minneapolis was 1,009 miles and three laps, and Woodside's 935 miles. Woodside made a plucky race. He did some magnificent riding, and nothing short of the phenomenal endurance of the German could have defeated him. The world's record was made by F. J. Lees at Middlesboro', England, October 2, 1885. The distance covered was 1,007 miles, 1,232 yards. Schock had every inducement to spur him on. The manufacturers of the Champion bicycles, Gormully & Jeffery, offered him a purse of \$500 if he broke the world's record. The friends of the cyclists in Minneapolis subscribed over \$600 for him. Schock is 29 years old, five feet six inches in height, and of rather slender build.

Messrs. Gormully & Jeffery, the well-noted Chicago manufacturers, whose advertisement appears in our columns, have their 1886 catalogue ready. It is neatly gotten up, handsomely illustrated, and contains much information of use to wheelmen. Send for one.