

It is whispered that Rowe will soon marry.

Foster won seven firsts, seven seconds and five thirds during the fall tournaments.

Austria is the latest country to engage the services of the tricycle in distributing mail matter.

A deficit existed after the receipts and expenditures of the L.A.W. tour had been accounted for.

It is said that the Pope Manufacturing Company will have nothing more to do with promoters.

Con Dwyer, the Australian champion, has had a serious fall, and his racing days are over for the present.

The editor of *Outing* has started a subscription paper to erect a statue of Frank Walton in Winchester Cathedral.

They used to tell us that a cycle had no end. And yet Stevens' circle around the globe will soon have an end.

The Boston *Herald* says that since McCurdy's ride, Huntley has abandoned the idea of riding 400 miles in twenty-four hours.

By being paced by Wiswell, formerly Hendee's trainer, A. A. McCurdy, an L.A.W. professional, has become an A.C.U. professional.

An inventor is at work upon a patent "cradle" attachment for tricycles, so that next season babies will be able to accompany their cycling mammas. — *Philadelphia Times*.

The Columbia team has disbanded for the season. Rowe retires to Lynn, Woodside goes to Minneapolis, Hendee winters at New Haven, and Crocker will remain at Lynn.

John O. Blake has resigned the chief consularship of Illinois, and Burley B. Ayers has been appointed. In a case like this the president can well afford to put on Ayers. — *Cycle*.

English cyclists are forming classes in boxing for the winter season. They claim that this exercise corrects the tendency to round shoulders and stooping engendered by too much cycling.

It has been definitely announced that the Springfield Club lost nothing by its last tournament, but came out just about even, and that \$400 was netted from the minstrel show.

The Missouri Club, of St. Louis, are laying pipes for a very frivolous winter fortnightly sociables, and musicals have been planned, and will be carried out. Swallow-tails will be *en vogue*.

Wood and Howell, the English professional cracks, were to have been matched for a series of races to decide the English championship. But Wood has gone to Australia, and there will be no decision.

A new non-vibrating lamp bracket is made by an English firm. A flat piece of metal is secured by the lock-nut of the steering head, and this carries India-rubber buffers, which insulate it from the lamp bracket proper.

A Belgian by the name of De Beukelaer is coming to the front in great form; he recently beat Allard very handsomely. It is the intention to send the Belgian to England next season, and see what he can do on English tracks.

The English papers want Rowe to join the team of American professionals who announce their intention of going to England next month, and arrange a race with Howell. They say that, although Rowe has defeated Wood, he must run away from Howell before he can be considered the fastest man in the world.

Ives offers to pay Whittaker \$100 to ride one hundred miles within five minutes of the time he claims to have ridden it, over the Crawfordsville course. Ives says further that he can not ride the distance in 6h 00m., but is willing to allow Whittaker five minutes' handicap over the same course, in a one hundred mile race.

While some of our record-making wheelmen are announcing their three or four thousand miles for the year with considerable pride, let them think of G. P. Mills. From 1st Jan. to 9th Oct. he has ridden six thousand one hundred and fifty-seven miles in eighty-two rides, or an average of about seventy-five miles a ride.

"The Owl," in the *Wheel*, writes: "I have received a postal card from a cyclist notifying me of the loss by theft of a Mustang bicycle, and asking me what ought to be done with the thief. I don't know what the law here is, but three years' life in Texas taught me that the law there is, if a man steals a mustang, he must hang."

The Victorian Cyclists' Union has drawn up a list of over 2,000 distinctive colors and designs for use at race meetings, and each competitor must register one of these as the color he always intends to run in. The racing costume consists of plain white knickerbockers, black socks, and a colored silk jockey cap, sash, hoops or spots, and a sleeved vest or jacket. The fines for not appearing in proper costume are very heavy.

Mr. Walter Phillips last week showed us a new adjustable bicycle handle he has patented. It is of the spade variety, and fastens with a split lug to the end of the handle-bar, also working on a swivel bolt side ways, the tightening screw which locks the lug on the handle-bar also securing the bolt in its place. By loosening this screw the handle can be turned right round in any direction, and set at any angle and position desired, so that the rider can not only experiment in handle positions, but when he has found the best place for his own particular taste, lock it in that position and keep it there. — *Cyclist*.

Outing is going to send another man around the world. This time it is Capt. F. A. Claudman, of Newburyport, and he will travel in a thirty-foot yawl. He is now preparing his boat for the voyage, and will shortly start for Panama. He will cross the isthmus with his boat on a freight car, and will proceed thence up the whole west coast of North America, and so on, crossing Behring's Strait, down to the Asiatic continent, around to Suez, through the Mediterranean to Gibraltar. He will return home by way of the Shetland Islands, Iceland and Greenland, occupying at least two years and possibly three in his journey.

The last letter received at the office of *Outing* from their special correspondent, Thos. Stevens, is dated on board the steamer "Wing Sang," Oct. 4th, in which the famous wheelman says in

regard to the last stretch of his journey: "I will not be able to find out anything definite as to my journey through China until I meet the consul at Canton, so cannot tell you anything now. I am led to expect considerable difficulty about getting through China. Japan will, no doubt, be very delightful and interesting, providing I reach there before the winter makes it disagreeable travelling. This will, of course, depend upon my experiences in China. My next articles to you will be written whilst crossing the Pacific."

In order to insure accuracy in cycle records, and preclude even the possibility of error, thus gaining the confidence of the public, we, the undersigned, makers and importers, agree that we will not recognize a claim for road records against time, except where pacemakers have gone the entire distance, and checkers have been placed at each point where distance could be cut off. Affidavits from all concerned to be furnished as to the correctness of the records. We believe that this precaution is in the interest of all concerned. Signed by the Overman Wheel Co.; the Pope Manufacturing Co.; Wm. Read & Sons; Stoddard, Lovering & Co.; the Coventry Machinists' Co., per H. W. Gaskell; W. B. Everett & Co.

The *Cycling Times* (London, Eng.) says of W. G. Hurst, of Toronto, who is appearing at the famous Alhambra Palace: "This daring rider, who is now in England, is a native of Toronto, Canada, and without further preamble we may at once say that, having seen his performance, we are convinced that he is far and away the most daring and clever trick-rider that has ever yet appeared before the public in this or any other country. He is far and away in advance of either Canary, Kaufman or McAnny, and, as a matter of fact, has over and over again challenged them to meet him, but as yet without success. His command over his machine is simply marvellous, and he can do anything he likes with it but make it talk. When we say that he can perform for two hours right off and never repeat a trick, we think we have almost said enough to show how remarkably clever he is."

The Boston correspondent of the *American Wheelman* writes: An unusual number of fatal accidents resulting from cycle riding have occurred this season. Another was added to the list on Tuesday last, when Arthur Cunningham died of injuries received from a fall from a bicycle. Mr. Cunningham was riding slowly along Lake street, Brighton, on Friday afternoon, when his wheel struck a stone and he was thrown heavily to the ground. His face was badly cut, and he felt generally shaken up, but beyond this there were no outward signs showing the extent of his injuries. He walked to his home at the Hotel Hunnewell, in Newton, where he was tenderly cared for by his friends. No one thought of fatal results until Sunday afternoon, when he suddenly became sick, and complained of intense pains in his abdomen. The best of medical skill was hastily secured, and though everything possible was done for his relief, he died Tuesday night at 10 o'clock. An examination of the remains showed that death had been caused by rupture of the intestines. Mr. Cunningham was the head of the house of Cunningham & Co., the