

Wheel Tracks.

Cornelius Vanderbilt is a recent purchaser of a bicycle.

"Daisy" will contribute to the League *Bulletin* hereafter.

Sanders Sellers will race again this year. He wants to meet Furnivall.

Burley Ayers is working the transportation end of the meet with his usual energy.

Professionals, as a rule, in winter are like angels. They have nothing to wear and less to eat.

Over 75,000 wheels have been sold in the States since the appearance of the first one ten years ago.

Mr. H. E. Duckert says that he is positively "done" with cycling. He will manage no more tournaments.

The New York club will award prizes again this season to members who distinguish themselves in road work.

To say that cycling is at fever heat in the "Gate City" is putting it mild. Everybody is riding or learning to ride.

The New York Athletic Club is looking round for a first-class amateur racing man to send to England with their team of athletes.

The L. A. W. is losing its grip in Louisiana. From indications, Massachusetts will not show as large a membership for 1887 as for last year.

W. Brown, an English racing man, entered in the races in the Melbourne Bicycle Club in Australia, and before his record was discovered won over £600 in prizes.

The Orange Wanderers, of Newark, N. J., have lost one of their most earnest workers in the person of E. P. Baird, who has removed to Montreal, where he has become manager in an electric clock company.

The St. Louis Ramblers has disbanded. A committee of three was appointed for the purpose of winding up the affairs of the club, there being considerable money left in the treasurer's hands.

The number of miles ridden by the English long-distance cyclist, G. P. Mills, during 1886, was 6,430. In July his mileage was 1,187; in August, 1,382. He rode over 100 miles at a stretch sixteen times, and over 200 miles seven times.

The A. C. U. shows signs of dissolution. There seems to be a palsied, lukewarm state of things on the part of those who were its most ardent supporters. The implacable attitude of the board of L. A. W. officers at the late meeting shows that the treaty, patched up by the powers that were, is held by the flimsiest possible bonds.

Chas. E. Slick, of Johnstown, Pa., writes: "We have in this town a unicyclist who is seen every day upon the toboggan slide on one wheel. He has the advantage of the tobogganists. He rides up the steps and deliberately coasts down the slide; he therefore makes about three trips to the tobogganists' one."—*L. A. W. Bulletin*.

Mr. C. T. Guernsey will start July 1st from Buffalo, N. Y., to ride to Macon, Ga. The distance is 1,200 miles, and he hopes to cover it in 22 days. He will remain in Macon about five weeks. He requests that information be sent to him regarding route, quality of roads, hotels, etc. He will go first to Cleveland, then to Cincinnati, Chattanooga, Memphis, Atlanta, to Macon.

A bicycle handle has been patented by Mr. Robert Rodes, jr., of Nashville, Tenn. Combined with the bicycle handles are curved levers pivoted thereto, having hooks on their shorter arms, which are received in holes formed in the under side of the cross arm, to which the handles are jointed, the invention being an improvement on a former patented invention of the same inventor.—*Invention*.

Rev. Sylvanus Stall, who is known to many wheelmen as the projector of the clerical tour of '84, '85 and '86, is arranging for a cycling trip to Europe, which will include the Scandinavian Peninsula. The reverend gentleman has recently had his name in the papers for refusing to marry a man who had been drinking. Let us hope that he will find many followers in this stand for what is eminently right.

Bicyclist Stevens writes from Chicago *en route* for New York to say that the proposition of the Toronto wheelmen to honor him with a banquet is highly appreciated, but his engagements will not enable him to accept the invitation. "I hope, however," he adds, "to see something of Toronto before long, and shall remember your intention to do me this honor, and appreciate it just as much as if I could have visited you now."

The efforts of the Pope Manufacturing Company will not hereafter be confined wholly to the manufacture of bicycles and tricycles. Engines, type-writers and sewing-machines are among the announced objects of the corporation, as set forth in its new charter. The officers of the company are as follows: President, Albert A. Pope; Treasurer, Edw. W. Pope; Directors, Albert A. Pope, Edw. W. Pope, Chas. F. Joy, Chas. E. Pratt, and Henry D. Hyde.—*Boston Globe*.

No higher compliment has ever been paid the New York State Division than a recent application to Chief Consul Bidwell from a gentleman representing fifty wheelmen in St. Johns, New Brunswick, who said they were willing and anxious to join the L. A. W., but would only do so provided they could get in the New York State Division. This application shows that the New Brunswickers know a good thing when they see it, and want to share in it.—*L. A. W. Bulletin*.

FitzFunkington had made up his mind to leave cycling alone this winter and go in for football, but the following circumstance somewhat checked his desire for mud, kicks and misery. He went into a football shop with the remark, "Do you keep a full supply of football requisites here?" "Yes, sir," replied the tradesman; "we keep everything in that line—arnica, arm-slugs, ambulances, leg-slugs, court-plaster. Is there anything else you require?" FitzF. will stick to his cycle for the future.

We clip the following from a German newspaper: "Two members of the Radfahrer Verein Bremen undertook a tandem tour on the ice,

accomplishing the distance of 54 kilos. (33-9-16 miles) in two hours. The riders experienced considerable difficulty in steering, to avoid holes, etc., in the ice, when travelling at a high rate of speed. They consider they have the record for the distance on ice. The machine used was an "Invincible" tandem with one-inch tires, the latter giving good surface, and preventing the slipping of the wheels.

A young lawyer in New Jersey was called upon to defend an equally young client from the suit of an irate horse-owner for suppositious damages resulting from the cyclist having scared the horse. The young lawyer, in the course of his argument for his client, happened to use the word "disparagement," when he was interrupted by the judge hastily rapping him to order and delivering the following caution: "You jist stop using them Latin words in this here court, or, by gosh! I'll fine yer six shilling for contempt. Go'ing with the case!"

Frederick Jenkins writes to *The Wheel* advocating winter riding in words which we thoroughly agree with, and we are glad to find someone on the other side of the Atlantic holding such healthy ideas and backing us up when we heartily recommend cyclists to heed not the weather, the mud, the short days, and the frost. He complains that there is a disposition on the part of the American press to encourage riders to vaseline their machines "and sigh for the gentle zephyrs of the spring," and, looking around us, we can do the same; for, with the exception of one or two of us and C. W. Nairn, we know of no London pressman who has been seen lately on the road. Fred Jenkins recommends warm clothing, and evidently appreciates a ride over the frost-bound road from his glowing descriptions. F. J., we are with you in this.—*Bicycling News*.

A New York journal, published in August, 1819, has the following account of a hoax which caused great talk at the time: "Some mischievous wag, on Saturday last, caused printed handbills to be distributed, announcing that on Monday, at five o'clock precisely, a velocipede would start from the head of Chatham Square and proceed to St. Paul's Church in less than two minutes, and that it would afterwards be exhibited in the Park. Notwithstanding the rain, on Monday the people began to collect at an early hour, so that before five o'clock Chatham street was literally crowded from one end to the other. Every window from the basement to the attic was thrown open, and filled with the beautiful heads of ladies and children exposed to the incessant searching mist, which robbed their lovely tresses of every curl which the morning's industry had created. But female fortitude and curiosity combined are not to be shaken by wind and weather. For more than an hour did the throng continue to increase, until it was almost impossible to pass the street with or without a velocipede. In the meantime the Park was also crowded, and the City Hall exhibited the appearance of a gala day." Even allowing a great deal to the imagination which forms the leading feature of American reporters' work, there can be little doubt that, even at that time, the hobby-horse created a vast amount of interest wherever it went.