

Wheel Tracks.

The League membership is now 10,200.

Great Britain is said to have 315,000 cyclists.

T. J. Kirkpatrick has resigned as chief consul of Ohio.

Van Sicklen has resigned from the L.A.W. racing board.

Such a thing as Tom Stevens accepting a position on the staff of *Outing*, is one of the possibilities as soon as he gets back to Yankee land.

They are all going to have one. The Coventry Manufacturing Company will get out a safety of the Rover style. It will be named the Swift.

Jack Keen commenced racing in 1869, and is still on the track. He has had seventeen years of training and racing, and is a good man yet.

Fred Foster recently came in second in a five mile handicap, when the winner had a mile start, and on a rough track. He was beaten one hundred yards.

Albert Kennedy Child will fill the place of Mr. Robert Garden at the office of the Pope Manufacturing Co. Mr. Garden succeeds Major Durell at Chicago.

The Editors of *Outing* write: Thomas Stevens is under no obligations to ride any particular make of wheel. He may come home on a Star or Humber, for aught we care.

President Ducker states that McCurdy's road record has been accepted by the A.C.U. Whittaker's record will not stand, as one of the most important rules, that of pacemaker, was violated.

The touring department, L.A.W., is busily engaged in preparing for the European tour next year. Jo Pennell will arrange everything abroad, and Burley Ayers will work up the enthusiasm at home.

A Newark mechanic has been experimenting for several months on a sectional rubber tire for bicycle wheels. He claims that it will outlast a dozen ordinary rubber tires, and will be superior in every way.

A new handle-bar has been designed and manufactured by an English firm. The handles are attached to the bar by a universal joint, and can be fixed in any position. This will give relief to the hands on long rides.

A correspondent writes of a new tricycle to the *Cyclist* as follows: "It outstrips all I have ever seen. I could not have conceived it possible to make a tricycle run with such ease. It is like moving my feet up and down in a cask of butter."

It is, perhaps, time that we alluded to the existence of an individual rejoicing in the *nom de plume* of "Karl Kron." He is writing a book. He is indeed. And proud and happy will the world be when it appears. When will it?—*Wheeling*.

The toboggan craze is being talked up. The Roseville track and the polo grounds are said to be already engaged by capitalists, who will put up slides. I believe the reason of Frank White's of Spalding's—flying trip to Canada was to get points on this sport. —*Bi. World*.

W. M. Woodside estimates his wealth in this country at \$10,000, invested principally in real estate at Warburton, Minn., consisting of some dozen city lots. Besides that, he has a very snug bank account. He is not married.—*Bicycling World*.

The following joke is so very bad that we use it as a horrible example of what a man can do if he set out to. Why shouldn't wheelmen take to tobogganing in winter? They are used to bargaining for wheels in summer.

The Hon. Ion Keith-Falconer, one of England's most prominent amateur cyclists, is about to depart for China to engage in missionary work. This gentleman has for five years occupied the chair as president of one of the most conservative of organizations, the London B.C. Club.

An Englishman has patented a device for the protection of tails of a full dress while the owner is mounted on a cycle. The advertisement reads: "Very useful for young gents who prefer going to parties on a conveyance of their own, rather than in an expensive cab."

Thomas Stevens reached Hong Kong on 4th October, having taken steamer from Calcutta. He was refused permission to cross Afghanistan, and had to reach Hong Kong in this way. He will ride to Canton and to Shanghai, and from the latter place will take the steamer to Japan.

Wm. J. Morgan won the six days' (eight hours a day) bicycle contest which closed at Minneapolis, Minn., Nov. 13. Morgan covered 740 1-5 miles in the forty-eight hours, beating the record for this style of race by 150 miles. Albert Shock, of Chicago, was second, ten miles behind. The other competitors, Dingley and Higham, did not finish. The contest was for the gate receipts.

Stillman G. Whittaker rode twenty miles in the hour, at Crawfordsville, Ind., on 3rd Nov. He started at the twenty-five mile point on the Potato Creek Road, and finished at the five mile stake. Three Waltham chronographs were used, and the start was made at 2 o'clock precisely, and he finished twenty miles in 59.35 4-5.

The Canadians do not like the coolness of the A.C.U. in attempting to control racing in Canada without being requested to do so. We do not blame them. Let the Canadians run their own affairs in their own way. It is certainly none of our business, and we have enough territory without bothering with Canada.—*Bi. World*.

England has monopolized the manufacture of tandems up to date. Next year, however, the Overman Company will turn out a tandem. Mr. Overman, when in England, made this machine a study. He will embody all the good points of what he saw, with a good many wrinkles of his own, and thus give to our riders a "wheel as is a wheel."

The secretary of the San Francisco Bicycle Club writes to the editor of *Outing* that his club has appointed a committee to receive Thomas Stevens on his arrival from Yokohama, which committee is instructed to see that his visit is made generally pleasant. *Outing* is offering a whole set of bound volumes as a prize to any one guessing the date of Stevens' arrival in Yokohama. Here is a chance to pick up some books without much trouble.

Harry Walcott and L. H. Johnson, of the Orange Wanderers, in a trial against time at the Roseville, N.J., track, Oct. 23, are stated to have beaten former American amateur tandem tricycle records for the following distances: Four miles, 13m. 19 2-5s.; six miles, 20m. 35 4-5s.; seven miles, 23m. 45 2-5s.; eight miles, 27m. 13s.; nine miles, 31m. 12 5s.; ten miles, 33m. 59 2-5s. The timers were: J. W. Smith, W. A. Belcher, and Dr. T. N. Gray.

Wheeling (Eng.) says: "For our part, we believe very strongly in any measures that can be adopted to prevent 'loafing' or 'waiting,' and if scratch racing is to retain any hold on the interest of the public, something must be done to counteract the growing custom of one-lap racing. In our opinion, the time must come before long when a time limit for all scratch races will be imposed, the judge having the power to increase it if wind or weather necessitates."

With reference to the vile word recently appearing to define the new species—"promateur"—the sooner it is gone the better. The word "amateur" comes from the sense of loving a pursuit for its own sake, and the new definition should be built up in the same way. The root of the word is lost now. Either "amapro," "profama," or "profam" seems better, and I prefer the first, for it seems to indicate a love of the profession, without the pluck, may it be said, to join their ranks.—*Cor. Cyclist*.

Cycling clubs are not sought after in New York; on the contrary, they are objected to, muchly. Mr. Richard Nelson, the owner of the house now occupied by the Citizens' Club in 60th street, was offered \$500 by each of eleven house-owners in the block, and \$1000 by one other, if he would not let his house for the club's occupancy. Anybody who knows Mr. Nelson, knows that money is no object when he makes up his mind to go ahead with anything, so the snobs kept their money and the Citizens got their house.—*The Owl*.

The record season has closed. There are many figures this year but few records. The makers of quick time have run regardless of rules, and no records will go upon the books. Of standard League records there have been none in the bicycle column, and but one in the tricycle. The moral of this is, that racers do not run for records in competition, and amateurs cannot afford to run against time. There is one thing to be looked at in the lists of fast times. All of the American records are held by Americans and by American wheels. Truly, the world do move.—*Cycle*.

Curious, the idea of cycling which seems still to prevail in the minds of a certain class of the population. A doctor, advertising the other day for an assistant to help him in a large and scattered practice, was considerably startled by one of the answers he received. "I may say I have no small vices"—wrote this applicant for the post—"I neither drink, smoke, nor ride a tricycle!" Consternation and disgust of medical man, who is himself an ardent cyclist, and who counts always on his assistant's use of his "Crippler" to prevent the necessity of keeping an extra horse.—*News*.