

Hartford-New York Relay Race.

From the *American Cyclist*, whose editor was the chief promoter of it, we gather particulars of the great Relay Race of Saturday, 31st October. Twenty riders, members of the L. A. W., had volunteered their services, of whom twelve rode pneumatics and eight cushion tired wheels, nineteen safeties and one ordinary. The distance was 126.8 miles, and the start was made at 7 a.m. from the office of the *American Cyclist* in Hartford.

All along the route a great amount of interest was manifested by the public, and, in the cities, street cars and teams were stopped by the police until the riders had passed. The papers published in the various cities through which the course led devoted from two to five columns to descriptions of the race, and several newspaper men acted as time-keepers at the different points.

The total distance was covered in 8 hrs. 22 mins., the riders being greatly retarded by the traffic in New York city, up to which place they had ridden within schedule time. The average time for 126 miles was 3 min. 52 sec., and for the whole distance 3 min. 57 sec. C. T. Seeley, of the Norwalk Club, rode twenty-one miles in 1 hr. 4 min., the fastest for the distance on a Connecticut country road. C. M. Murphy rode 10½ miles in 30 min., the fastest rate per mile of the entire course.

Not a puncture, leaky valve or burst was recorded, though several of the wheels ridden were pneumatic racers, weighing only twenty-seven pounds, all on. Altogether the event was a great success, and for the arrangement of which Jos. Goodman, of the *American Cyclist*, deserves great praise.

Notes.

The Boothroyd-tired rational does not slip under any provocation whatever.

The Western Wheel Works contemplate manufacturing 30,000 wheels next season.

The *Sporting Review* intend publishing a Christmas number. Their subscription list has increased 2,000 since September.

Adelaide cyclists are forming a South Australian Cyclists' Association, in opposition to the cash racing business, to preserve genuine amateur racing.

The South Australian Postmaster general has substituted bicycles for the horses previously used in conveying telegrams between the G.P.O. at Adelaide and the Exchange, finding a gain in speed as well as economy.

Miss Florence Fincher, a member of the Capital Cycling Club of Denver, has just ridden 113 miles in 10 h. 35 m. She first learned to ride in May last.

Geo. F. Taylor, of Harvard, is credited with being the fastest college rider in the world. His time of 4 min. 48½ sec. for two miles stands as the world's bicycle record for the distance.

A writer in *The Bearings* suggests a grand Cycling Circuit, similar to the trotting circuit. He proposes a circuit including Chicago, Peoria, Cincinnati, Detroit, Buffalo, Cleveland, Rochester, Hartford and Springfield.

Mr. Potter's "Gospel of Good Roads" has made such a favourable impression upon the Missouri State Board of Agriculture that he has been invited to address the various meetings of the Farmers' Institute in the State during the coming winter.

A French lieutenant of *Chassuers à pied* has constructed a quadricycle having two motor and two steering wheels. It is capable of accommodating twenty-eight riders, each of whom assists in propelling it. The normal speed is equal to that of a horse at the trot.

We have received a very pretty card "programme of entertainments to be given by the West End Bicycle Club, of Rochester, during the coming season." The following is the list, and one that promises much enjoyment to the members of that active and energetic club: Oct. 29, Card Party; Nov. 12, 1st series Dance; Nov. 26, Lantern Exhibition; Dec. 3, Smoker; Dec. 10, 2nd series Dance; Dec. 17, Ladies' Night; Dec. 31, Watch Meeting; Jan. 7, 3rd series Dance; Jan. 14, Lantern Exhibition; Jan. 21, Ladies' Night; Jan. 28, 4th series Dance; Feb. 4, Card Party; Feb. 11, Smoker; Feb. 18, 5th series Dance; Feb. 25, Parlor Concert.

Bicycling News of October 24th contains an article which will bring joy to the hearts of all "ordinary" riders. The Crypto Co. and the Facile Co. have amalgamated, and are now devoting their attention to the manufacture of a gear which may be fitted to any type of the ordinary bicycle. This will, if successful, give a new lease of life to the ordinary, which many riders prefer on account of its freedom from mud in the bearings, and from the fact that the rider himself is beyond the reach of that bugbear of the safety rider. The rider of the geared pneumatic ordinary will no doubt have a comparative picnic as far as comfort is concerned but it is hardly possible that he will be able to excel the dwarf in speed.