

hill-climbing." Queer kind of a hill, that! We've been told that the little hills shall skip like lambs, but history and prophesy are alike silent on the subject of *hills* going a climbing.

A Toronto correspondent hints at the possibility of a big two-days' meet being held in the Queen City next year, at which inducements sufficient to entice American fliers to enter would be offered. If the idea materializes, we trust that care will be taken to place the date sufficiently distant from that of the C.W.A. meet not to interfere with the success of the latter.

Mr. Walter Crane, in the *Pull Mall Gazette*, refers to the bicycle and tricycle as the best means of escaping from the ugliness of cities, and muses upon the irony of the fact that civilized life should only be tolerated in proportion to the number and attractiveness of the means of escape from it. Mr. Crane's argument runs counter to the practical fact that the tendency of man is more and more towards city life, but perhaps man seeks the city for the pleasure of riding out of it astride a bicycle.

A Newfoundland correspondent of the *Cycling Touring Club Gazette* relates an instance of judicial injustice worthy of the Dark Ages. A fellow named Prouse is on the bench, and in two recent actions against a cyclist for running against persons on the street held that the public has as much right on the road as on the sidewalk, and that the cyclist was responsible for any accident that occurred, no matter whether the result of his carelessness or not. If they cannot stop their wheels instantly, he held, they should keep to the country roads, and had he the power he would prohibit them altogether. Luckily, Hizzoner hasn't the power.

The modesty of the English cycling press compares well with their strictures on the American papers for the use of "slang" and "blow." For instance, Mr. Geo. Lacy Hillier, editor of the *Bicycling News*, in speaking of an approaching dinner, says that "with George Lacy Hillier in the chair \* \* \* the Kildare is sure to be a big success;" and *The Cyclist* makes no bones about dubbing itself "the thunderer" of the cycling press. Such remarks would be considered very bad form on this side the Atlantic. We are convinced that THE CANADIAN WHEELMAN is the leading wheel paper of the world, but instinctively shrink from proclaiming the fact to an incredulous public.

Charles Robinson & Co., of 22 Church St., Toronto, have a change of advertisement on page 2, to which we call the attention of our readers. They inform us that they have had a most successful season, and that the prospects for next season are very bright for a considerable extension of the wheeling fraternity, while the tendency on the part of old riders is to have the best mounts in the market, discarding the cheap makes. We notice that Mr. George H. Hill, formerly connected with the establishment of Robinson & Co., has entered the field as a fancy rider. He filled his first engagement recently at the Princess Roller Rink, Toronto, and gave an interesting and successful exhibition.

If the world don't look out its records will all be standing in a Rowe.

## CORRECTION.

With pleasure THE WHEELMAN publishes the following letter from the Editor of its English contemporary, *Wheeling*, and regrets that an injustice was unwittingly done him in the paragraph in question:

Editor CANADIAN WHEELMAN.

DEAR SIR, — With reference to a leaderette published in your issue of Sept., in which you quote from *Wheeling* and venture to presume the quote as having been penned by me "after a week's experience in America," I wish to point out that the quote in question was written and inserted in *Wheeling* during my absence from England. — After issues of my paper will, I think, point out the high opinion I hold of America and American wheelmen. As to "bunkum," I am afraid there is more "bunkum" and monkey business in England than in either the States or Canada.

I am, dear Sir,  
Yours faithfully,

HARRY ETHERINGTON.

152 Fleet Street, E.C., London,  
October 22nd, 1885.

## GOING FOR THE RECORDS.

At Springfield, on November 4, Hendee made an attempt to break the quarter and half-mile tricycle records. The heavy wind of the morning had entirely disappeared, and as he came down to the tape on his Victor racer, ready for the start, everything seemed to be in his favor. Getting a fine push off, he bent to his work, and before he had rounded the curve of the track was going at top speed. Nearing the quarter he put in a little extra speed, and passed the pole in forty two seconds. Here he was picked up by F. R. Brown, who set a rattling pace the rest of the way. As Hendee neared the wire his anxious friends rushed up the track and cheered him on, and he spurted over the tape in 1.21 4-5. The best previous amateur records were those made by Cripps in an exhibition mile during the late tournament,—43 3-5 for the quarter, and 1.25 for the half. After ten minutes' rest Hendee again appeared, this time mounted on his bicycle, and announced that he would try to break Rowe's record for the quarter—36 1-5. Starting with a rush around the corner, he made for the quarter pole at his best gait, Brown picking him up as he shot into the back stretch, but in spite of all his endeavors he failed to reach the quarter quicker than 37 4-5, missing the record by 1 3-5. The next day Hendee attempted to lower the quarter-mile record, but did not succeed. It was then announced that Hendee would make no attempt for records, and Rowe got on his racing costume for an attempt at the quarter-mile. Hendee, however, took a practice spin and decided to try for the quarter, and soon after appeared. He got a wretched start, but recovered finely. His poor start, however, had too badly handicapped him, and he made the quarter in 36 2-5, one-fifth of a second slower than the record. Rowe then appeared on the track, Illston coming down the home stretch on a flying start. He passed Rowe, who got a good send-off, and travelled for all he was worth up the back stretch. He came under the wire in 35 1-5, and when the time was announced a great cheer went up. The record of 36 1-5 is broken, and in fine shape too.

## DO YOU KNOW?

THE WHEELMAN with pleasure publishes the following inquiries, and trusts that they will meet with satisfactory response from those who have had experience with the wheels mentioned. Such inquiries, if made and answered in good faith, are calculated to be of great benefit to riders, and they will be gladly welcomed in these columns.

Editor CANADIAN WHEELMAN:

SIR,—Can any of your readers, speaking from actual trial, say how the "Spalding" (made for Spalding Bros., Chicago, by Hillman, Herbert & Cooper) works on our roads, and especially in a very hilly country? How does the arrangement of spokes, adopted in this wheel, work?

Is it difficult or not to replace a spoke which is headed into a "Warwick Hollow" felloe?

Can anyone give their experience on our roads of the "American Pilot" light roadster, made for Latta Bros., Friendship, N.Y., by Hickling & Co., and of the "Victor" bicycle, made by the Overman Wheel Company?

How are the laced spokes in the latter wheel liked?

Answers to any or all of the above questions through your valuable columns will greatly oblige

Yours fraternally,

C 0511.

## MUNGER STOPPED BY RAIN.

L. D. Munger, of Detroit, who attempted recently to break A. A. McCurdy's twenty-four hour record on a bicycle and failed, owing to an injury to his ankle, started again on Saturday, Nov. 7, to break the record. He left the Faneuil House, Brighton, at 1.30 P.M., accompanied by C. I. Swan as pace-maker. His route was substantially the same as he went over before, the circuit being about 50 miles. He made a plucky attempt to capture the 50-mile record on his first round, and when he arrived at the Faneuil House he was inside the record, but after he had dismounted, it was found that his cyclometer gave but 49 3/4 miles, and he had hardly time to make up what he had lost. He arrived at 5.01 P.M., having made the run in 3.31. The record is 3.32 20 2-5. The moon was not advertised to shine that night, and Munger had to depend upon artificial light to find his way. He had a light framework attached to the head of his machine, to which he appended two lanterns, and a third swung from his hub. After a rest of twenty-four minutes, he started on the second round, with E. G. Frost and J. D. Clark as pace-makers. He completed that round at 10.15, 101 1/2 miles to his credit. He was given a rest of twenty minutes, and on the third round was accompanied by W. H. Huntley and J. Vivian. Just before he started on his third round it began to rain, and he did not ride but about half the circuit. He covered in all 130 miles, stopping at 2 A.M., and he had eleven hours and thirty minutes left to make the 126 miles necessary to beat McCurdy's record. The time remaining would have been largely in the light of day, and there was a good prospect of another breaking of the record.—*Cycling World*.

The Overman Wheel Company has just given a contract for 3000 Victor bicycles. This is probably the largest contract ever given in the United States for high-grade bicycles. The Company is making great preparation for the season of '86.