

The Lynn boys have been assessed \$50 apiece to cover the expenses of the late tournament.

Ladish, of the *American Wheelman*, is getting the ideas of leading cyclists on the amateur question.

Fred Wood and Bob James are reported safe and sound at Honolulu, H.I., on their way to the antipodes.

The second annual road races promoted by the *American Wheelman* will take place immediately after the League meet.

A crab has a side walk, not beautiful, perhaps, but then—it's the only sidewalk in the world that idiots won't throw banana skins on or try to ride a bicycle on.

Hillier was champion at all distances in 1881. Rowe is champion of all distances, amateur, promoter and professional, 1886.

A Springfield paper suggests that a good way to do away with loafing races would be to have the men ride around the track in opposite directions.

Fred Morse, of St. Louis, has invented a new handle, which is described as a cross between a T and a spade. The Pope Manufacturing Company will adopt it for their wheels.

Tandems will be heavier next year. It may be that they will be as heavy as the sociable yet, for the sociable can be reduced a good deal in its weight without impairing its strength.

The cycle papers are having a war on subscription rates. The next "cut" to be announced will probably be an offer to pay any wheelman so much a year who will agree to take the paper.

Alfred McCurdy, who holds the twenty-four-hour road record of the world, is not much more than a boy. He weighs 160 pounds, is 21 years of age, and is five feet ten and one-half inches in height.

Harry Etherington, proprietor of *Wheeling*, has been sued for libel by G. Lacy Hillier, for reproducing in *Wheeling* a recent article in the *Wheelmen's Gazette*, in which Hillier is called an "imbecile" and a "fop."—*Union*.

I'm disgusted! They all told me that President Cleveland, and his wife as well, were both cyclists, and yet here is his message published, and he fails even to allude to the greatest question of the day, viz., amateurism.—*Bulletin*.

The possible cause of the bicycle's slow introduction into Germany is said to be due to the indecision as to which of the following names to call it: Trettwagen, reuhold, schnellwagen, selbsttraber, reitgaul, reitfahrzeng, ritling, elsen-gaul, rittlingsfuhrer or strampelwagen.—*Boston Globe*.

Mr. Phizackerley has on show at the Sydney Exhibition in London, Eng., what we believe is the largest ordinary racing bicycle ever built, being a 65-inch Rudge racer, built for the Sydney professional, W. Gordon. Gordon is 6ft. 4in. in height, and weighs 189 lbs. This machine has had to be specially built in every part, but, notwithstanding the size, it only weighs, with saddle and pedals, 31 lbs.—*Ex.*

Whittaker's time for the first ten miles of his famous twenty miles' run on the road was 29m. 14.5s. The Champion he uses has been run over 2,500 miles at the speed he travels in training, and is as good, apparently, as ever—a staunch showing.

Otto's new tyre will, without doubt, be one of the features in cycles next year. We hear that Messrs. Singer & Co. will fit this tyre to all their machines in the coming season. We do not think Mr. Otto can get a more practical proof of the value of this invention than the fact of its being taken up by this firm.—*Bi. News*.

The holiday number of *Outing*, published at Christmas time, is especially dedicated to tobogganing. Practical advice is given regarding the cost of toboggans, how to make them yourself, and how to construct slides. There are more than a dozen handsome illustrations to this one article alone, by Kelly, Sandham and others.

The six days' forty-eight hours' bicycle race for the championship of the United States closed at Omaha, Neb., Dec. 11, and was won by John S. Prince, who made 767 miles and 9 laps, beating the championship record, made in Minneapolis last month, by 27 miles. F. Dingley, of Minneapolis, covered 765 miles; Albert Schock, of Chicago, 756 miles; Tom Hardwick, of Kansas, 746; and E. N., Ballock, of Omaha, 672.

Gormully & Jeffery are busy making stock for the expected demand next season. The upper loft of the new building is a much higher room than any of the others, and will be used for storage. They propose to crate the machines as they are finished, so as to be able to ship immediately on receipt of order. The atmosphere is kept uniform by an elaborate system of piping, and the finish will therefore remain unharmed.

It is gratifying to know that our fancy bicycle rider, "Billy" Hurst, is meeting with success in London, where such keen competition exists. T. W. Nairn, in a recent number of the *Cyclist*, says: "Cyclists in London ought not to lose an opportunity of seeing Mr. Hurst at the Crystal Palace, who has won 23 medals for competitive trick-riding, and who exhibits some really wonderful feats. His gratuitous performance in Farringdon Road raised quite a sensation."

Henry E. Ducker, the great Springfield cyclist, desires a rest from the trials and tribulations of public life. Mr. Ducker says that there is not a man in the country with a stronger constitution than his own, but there's a limit to all things, and he thinks the time has now arrived for him to "draw the line." It is reported that he declines to stand as a candidate for the office of president of his club another year. He has not yet said that he will no longer serve as president of the A. C. U.

As Karl Kron's work advances, slowly but surely, he becomes more and more independent of original dollar subscribers, who about two years ago first gave him the backing which he required. He says in the *Wheelmen's Gazette*: "My dollar subscribers may feel sure that no dun from me will ever disturb them. I fully release them from any obligation in the case. If they send me the specified sum within a month

or two after publication day I shall send them the book because I have agreed to, and because I think they will help secure new purchasers, but I have no wish to send it to any unwilling patron." It is evident that Kron feels pretty certain that he can place his edition at the present subscription price of \$1.50.

H. G. Kennedy, the Denver (Col.) Wheel Company's repairer, has contrived a new pedal that will give a small wheel any desired reach, so a rider of a 56-inch machine can have the same reach on a 48-inch. Its advantages are ease in mounting from the small size of the machine used, and power on hills and in sand, there being no dead centres to overcome. The arrangement resembles a stirrup hung on a pedal pin and attached to the crank. It will permit of a fancy rider having a machine for fancy riding and road use all in one.—*American Wheelman*.

The *Wheel World* has a long article giving the history of a man who for years was a sufferer from rheumatic gout. He survived the manipulation of nineteen doctors, showing no permanent improvement. The twentieth doctor, after a preliminary treatment, put his patient on a tricycle, and though at first excruciating pain was endured, by degrees, and eventually, it caused a complete cure. We know this sounds a bit like a patent medicine ad., but that the experience is a genuine one we believe, because of its source. It should set our old rheumatics to thinking and acting.

There are fast bicycles and there are slow bicycles. Any amount of evidence can be brought forward to prove this. And they are as freaky as an unbroken colt. One racing man tells us that his machine is very fast for a mile, but beyond that it slows down; another tells us that his wheel always goes fast in the direction of his home, especially when it is near to the dinner hour; still another has told us that his bicycle never goes so fast at other times as it does when he rides in the direction of the home of his best girl, and he says that from her house it always goes slowly. Truly our wheels are full of whims.

Some society young men in Chicago have become tired of wearing pantaloons, and they have started a movement in favor of knee-breeches of the old knickerbocker style. A club has been formed among them based on the agreement that when it shall have fifty members they shall take hold of this great question of dress reform in earnest. Thus far only sixteen of the young society lights of Chicago have entered the organization, but as soon as the fifty that are required have been recruited by the leaders, they are to appear in public all at once in their knickerbockers, and thus set the fashion for the timid and conservative young men who have not the courage to exhibit their calves.

The sports in connection with the South Australian Cyclists' Union took place at Adelaide last month. It included the final heat of the Walker Whiskey handicap and the bicycle obstacle race. The conditions of the obstacle race were—First lap: To ride round, lift machines over five hurdles, mounting machines after getting over hurdles, except the last one, when you run to the centre of the Oval, lie on your back and eat a roll. Second lap: Crawl through