

Wheel Tracks.

Nine bicyclists took fatal headers during the past season.

Six-day races will be held at Omaha and Denver this winter.

The Roseville track will be used as a tobogganing slide during the winter.

It is said that there will be three new cycle factories in New York next season.

The New Orleans Bicycle Club proposes to erect a handsome two-storied club-house.

G. P. Mills, of Liverpool, has covered 6,157 miles in 82 rides, from Jan. 1 to Oct. 9.

W. S. Maltby, who is in Australia with Fred S. Rollinson, is astonishing the natives with his fancy riding.

Richmond Park, London, has been thrown open to wheelmen, after having been closed to them for twelve years.

Morgan and Woodside have been matched to ride 100 miles at a dollar a mile. Fifty dollars a side is already up.

The English wheelmen invade the cinder path in summer and the Cinderella in winter. They change their termination with the season.

The new rowing tricycle is likely to come into prominence this winter, as a race between Hannan, Hosmer, Gaudaur and Lee is talked of.

A corrugated wire tire is the latest English notion. It is made by Otto, who gave us the dicycle of that name—dicycle is what they call it—and also the wavy spokes.

Thomas Stevens, the globe girdler, will finish his occupation in that line about the middle of January, and will afterward assume control of the cycling department of *Outing*.

The *Bicycling World* having reduced its subscription price to \$1.50, the *Cycle*, which was \$1.50, is now down to 75c. a year. Such competition is not only absurd, but ruinous.

Seeing that the Chicago Club is falling into decay, a number of the members have formed a branch of their own. The first meeting was held recently, and the branch is now known as the "Annanias Scorchers."

The *Bi. World* wants some manufacturer to put on the market a bicycle with a larger rear wheel, to satisfy their curiosity as to whether such a machine would not be more comfortable as well as safer than the present style.

The Boston *Herald* has reason to believe that a well-known gentleman will take with him to England in the spring W. A. Rowe, George M. Hendee, William M. Woodside and Horace G. Crocker. They will leave in time for the Easter handicaps.

The *Bi. World*, commenting on the fact that Hendee does not like his present position as professional, well says: "For his comfort, we can say that no one will think one whit the less of him, and why should they? A professional bicyclist, if honorable, is as good as any man."

The Chicago *Sporting Journal* is no longer the official organ of the Illinois L.A.W. Division. It did not take the *Journal* long to discover that it does not pay a newspaper to be an organ for anything or anybody. The Chicago *Inter-Ocean* is now grinding the organ.

He ran into a black fellow on the road the other day and knocked him over. "Excuse me," the wheelman remarked politely, "I didn't knock you down on purpose." "No, sah, you knock me down on the road. I'll 'scuze you this time, but don't git in de habit of it, sah."

The New York wheelmen cast their influence at the last election in favor of Henry R. Beckman, Democratic candidate for the office of president of the board of aldermen, who pledged himself in favor of equal rights for the horsemen and wheelmen in New York. He was elected, and much good may come to wheelmen in consequence.

Fred Morse, the St. Louis artist rider, received notice from the Pope Mfg. Co., Dec. 2, that they had made arrangements to use his L.A.W. handle, and guarantee to put them on all their wheels, allowing him a royalty of ten cents per pair therefor. The handle is a cross between a T and a spade, and is of vulcanized rubber.

All the 1887 Stars will have a marked increase in the size of the front wheel, which will be half the size of the driving wheel. This will greatly reduce the vibration, which was one of the defects of the Star, and was extremely unpleasant when riding over rough roads. The increased size will make but little difference in the weight of the Star.

No one has attempted to estimate the size of bicycle Mrs. Liberty, of New York, would ride, were she to come down from her pedestal. They have made calculations on her seal/skin sack, and her shoes, but the bicycle is still a mystery. We do not undertake to say that she would ride a bicycle, but if she did come down, she would certainly give us an example of the largest Liberty.

The Chicago correspondent of the *Bicycling World* says: "Burley Ayers, when you talk about monopoly, comes prominently to the fore. He is chief consul of this State, secretary and treasurer also, as well as L.A.W. tour-master. I understand Sam Wright will relieve him shortly of the secretaryship." Mr. Wright, like Mr. Ayers, is a native of London, Ont., but is now a prominent business man in the city of the unsalted seas.

The question is now being agitated whether it will not be advisable to decrease the size of the League board of officers. Under the present rule each State is represented in the board by its chief consul and a representative for each fifty members. New Jersey alone is represented by twenty-one members in the board. The League has become so large now that the board consists of no less than 186 representatives and 33 chief consuls, making a total of 219. To get together a quorum for a meeting is almost impossible. To what number this should be reduced is a matter that will receive full discussion before the next meeting of the League.

The fifty mile bicycle race between Wm. M. Woodside and Wm. J. Morgan took place at the Washington Rink, Minneapolis, Minn., on Nov. 27. The event attracted a large crowd, and thus proved a profitable speculation. The race was close enough to be quite interesting, although Woodside was scarcely required to do his best to win by fifty yards, in 2h. 46m. 50s.

The *Republican* says that President Ducker, of the Springfield Club, emphatically declines a re-election. He says he wants a rest—for a year, at least. In case Mr. Ducker is successful in preventing his own re-election, Sanford Lawton is mentioned as his successor. Mr. Lawton's election to the presidency would leave a vacancy in the office of secretary, for which it is understood Captain McGarrett would be a candidate.

One of the effects of the bicycling craze has been to add greatly to the physical vigor of thousands of young men. To a great extent it has superseded walking and horseback riding as an exercise. Contrary to the prevailing impression, bicycling brings every muscle of the body into play, and the back is more strengthened than the legs. Every active bicyclist has a strong back. Lately the middle-aged men have taken it up, and most of the machines sold during the past six months have been to men over thirty years of age.—*Ex.*

The original velocipede weighed one hundred pounds. Now the lightest racing bicycle made, capable of carrying a man weighing one hundred and seventy pounds and making a mile in 2.30, equal to a racehorse, weighs but nineteen pounds, and looks in motion almost like a thing of glass. Its big 56-inch wheel, like the frame, is made of hollow steel, and the many tangent spokes that give it strength are of needle wire, thinner than the thinnest umbrella frames. It is so beautifully balanced that it can be lifted by the finger of a child.

The death of Fred Archer from typhoid, says the *Wheel*, strengthens our conviction that long seasons of severe training leave a man peculiarly open to attacks of fevers. The great jockey died of this disease, as did Geo. Weber; and though we cannot recall names, we are certain that several champions in the different departments of athletics have also succumbed to this malignant fever. A man should not keep keyed up to concert pitch too long at a stretch, but should only be fit as a fiddle just at the time when he expects to make his monumental effort.

The regular fall meeting of the board of officers of the Michigan Division, L.A.W., was held at Detroit, Nov. 27. The report of the secretary-treasurer showed the Division finances to be in good shape, with a balance of \$113 on hand. The division of the State into representative districts, as provided for at the last meeting of the L.A.W., was deferred until the annual meeting in the spring. Wm. Seyffardt was elected auditor of the division. The advisability of having the meeting of the division next year take the form of a tour, touching at several points, was favorably discussed. It was decided to issue a road-book describing the roads of Michigan, through routes from Buffalo to Chicago, and the roads of Western Canada.