

Wheel Tracks.

New Orleans has an excellent drill team.

Henry Sturmeay advocates T or spade-handle grips for all bicycles.

Robert Cripps, the English racer, contemplates permanent removal to America.

The Philadelphia *Cycling Record* ceased publication about the middle of February.

It is rumored that Messrs. Spalding, the Western cycling firm, are going to establish an agency in Philadelphia.

Weber on his Star would astonish our English brethren. By all means let him visit England the coming spring.

Fred. Jenkins on Feb. 1 resigned his position as managing editor of the *Wheel*, and severed his connection with that journal.

Those who know best say that the Star wheel has in store for us this season greater surprises than Kluge's mile at Springfield last fall.

The Massachusetts Division of the L. A. W. has upwards of \$400 in its treasury, all of which it is willing to devote to the coming meet.

A new bicycle manufacturing concern will shortly be started in Springfield, with a capital of \$150,000. It will make the "Cyclone" bicycle.

Hendee will not race to any extent during the year 1886. He will participate in a few club races, but will not go into any of the important races.

The next annual meeting of the L. A. W. will be held at Boston, May 27, 28, 29. Already several ladies have expressed a wish to participate in the parade.

Messrs. Starley & Sutton, of the Meteor Works, Coventry, England, have received an order to supply a tricycle for the use of the Ameer of Afghanistan.

Westbrook and Hacker say they have deposited twenty-five dollars with the New York *Clipper* as a guarantee of good faith for a contest against any other team in the world.

Few at this day will dispute that the cycle is a very important factor in matters pertaining to pleasure, business and health, and it is more pient each returning spring that it is no "craze."

A three-mile bicycle race for a purse, between G. H. Hill and W. G. Hurst, at the Princess Roller Rink, Toronto, was won by Hurst by half a lap. Time, 8 minutes.

Mr. Charles E. Duryea, of St. Louis, has just patented a novel bicycle, consisting essentially of a large inclined driving wheel, with the seat alongside the wheel and over the bottom part, and a trailing wheel.

According to the annual report of the superintendent of Fairmount Park, Philadelphia, 42,382 bicyclers entered by the various avenues last year, as against 54,759 equestrians, 972,947 horse vehicles, and 6,116,972 pedestrians.

Mr. C. K. Alley has united with two other Buffalo gentlemen, under the firm name of Fleming, Brewster & Alley, for the purpose of starting a first-class printing establishment in New York. They will print *Outing* for the publishers.

Robert Neilson, of Boston, wants any rider in Canada who doesn't allow his title of the champion of the Dominion to put up his money, and sign articles. Bob contemplates visiting Canada for this purpose, in a short time.

Ducker and Goodman's "Wheelman's Reference Book" is progressing speedily. It will contain a deal of matter connected with the history of cycling, records, etc., and a special feature will be lithograph portraits of racing men and noted wheelmen.

Englishmen find America a delightful place to spend their vacation, and already a large delegation of the leading lights have expressed their intention to pay the United States and Canada a visit next fall, from about September 1st to October 1st.

The *Pall Mall Gazette* says: "Who knows but that before the next century dawns it will be recognized that the inventor of the bicycle has done more to revolutionize the religious, moral and social ideas of mankind than all the philosophers of our time?"

Harrington & Co., of England, are bringing out an adjustable pin, whereby the pitch of the saddle can be altered without the use of a tilt—a most useful and yet effective arrangement which will save a vast amount of labor now spent in saddle adjustment.

Bicycling is thought to be the greatest rival of boating, and the decline of aquatic interest on the Passaic is attributed in a great measure to the popularity of the bicycle. Old oarsmen may be found straddling the skeleton wheel in every part of the country.—*Newark Sunday Call*.

The Oregon legislature recently passed a law to the effect that tricyclists and bicyclists must stop riding whenever they approach within one hundred yards of a team, and, after dismounting, remain standing until the team has passed. The wheelmen of the Portland Bicycle Club are to contest the validity of this statute.

The new C.T.C. ticket is out. It is very neat, and has lasting qualities that no paste-board can possibly possess. The ticket for 1886 is changed somewhat from that of 1885. In place of the badge which appeared outside before, we now have 1886 printed in gold right across the ticket, so that when folded the figures 18 or 86 can only be seen.

A Michigan man, who hails from Bay City, has been experimenting with his bike on Saginaw river. He found that at first an undesirable icy acquaintance was unavoidable, but by paying close attention to his wheel, and avoiding the glassy spots, he found that he could navigate quite comfortably, and wound up the day's performances by taking a run up the river a distance of eight miles.

A young American student who formerly attended the University of Michigan, and journeyed to Europe for the benefit of his health, and learned to ride the wheel in England during his short career as a tourist, has wheeled thrice over the Alps. He contemplates a journey through Italy, Spain and other countries, per wheel, and will follow the example set by Stevens and Joe Pennell by writing a book descriptive of his travels.

Peter E. Park, a lawyer and a member of the Detroit Club, has recently applied for a patent on a gearing for bicycles, whereby the wheel is made to turn faster than the pedals. The gearing is placed in the recess of the hub inside the forks, and weighs but 2½ lbs. He has spent two years on the model machine, and expects the racing records will be considerably lowered by the use of his patent.

The L. A. W. has the following membership: Alabama 8, California 89, Canada 3, Colorado 29, Connecticut 370, Dakota 4, Delaware 4, Washington 45, England 1, Florida 10, Georgia 3, Illinois 213, Indiana 70, Iowa 42, Kentucky 40, Kansas 17, Louisiana 40, Maine 53, Maryland 176, Michigan 114, Minnesota 40, Missouri 100, Montana 2, Nebraska 18, New Hampshire 72, New Jersey 547, New York 849, North Carolina 6, Nova Scotia 2, Ohio 797, Oregon 8, Rhode Island 60, Texas 4, Tennessee 38, Utah 7, Vermont 63, Virginia 21, West Virginia 19, Wisconsin 10, and Wyoming 40.

News comes to us of the death of H. L. Cortis in Australia. He had been suffering from ulceration of the stomach, and died quite suddenly on the 29th December last. As a rider he had no equal at the time he was on the path. He was the first man to ride twenty miles in the hour, and his one-mile record was phenomenal at the time it was made. The *Cyclist* has a long notice of him. It says: "The merit of Cortis's performances as a rider may perhaps be better judged when we say that, despite the improvements in machines, several of his records yet stand on the books. Shortly after his last performance, Cortis successfully passed his examination, married, and with his wife went to Australia, and arrived in Melbourne on 21st Nov. 1883."

FACTS AND FIGURES.

A correspondent of the *Bulletin* has made the following figures: A 56-inch wheel makes three hundred and sixty revolutions per mile. Sixty revolutions per minute equal ten miles per hour. Fifty-four revolutions per minute equal nine miles an hour. Forty-eight revolutions per minute equal eight miles an hour. Or, to put it in a different way, every variation of six revolutions per minute makes a difference of one mile in the hour. On a good road it is thus very easy to calculate closely the rate at which you are going. Other wheels can, of course, be figured, but the above is easily remembered and quite exact.

Outing is henceforward to be published in New York, under the editorial control of Poultney Bigelow. With him are associated in the control, Theodore Roosevelt, the author of the best book on American hunting so far published, and Cleveland H. Dodge, of Phelps, Dodge & Co., well known as a lover of manly exercise. These three gentlemen wish it to be distinctly understood by the reader that this magazine does not intend to be influenced by any special interests; that it will not encourage the gambling element in sports; but that it will promote all that is true and manly in outdoor life, whether in the military camp, the yacht, the backwoods, the tennis field, or other sphere.—The *Outing* Publishing Company, 140 Nassau street, New York.