

tending to wheel it all the way home, making a journey of over 1100 miles by means of their own motive power.

Races under the auspices of the Kingston Club on Oct. 1:  $\frac{1}{2}$  mile, in heats—1st heat, J. Minnes (1); M. F. Johnston (2). 2nd heat, Minnes (1); Skinner (2). 3rd heat, Minnes (1); Johnston (2). 1 mile—M. T. Johnston (1); L. B. Cooper (2); W. Skinner (3). 2 mile—L. B. Cooper (1); M. F. Johnston (2); W. Skinner (3).

How little clothing a biped without feathers may wear while publicly riding on a bicycle is now a matter of inquiry before the Pennsylvania courts. Ex-Senator Roscoe Conkling has been retained to defend a Pittsburg editor who wrote that a certain rider came on a track indecently nude. The bicycle associations themselves should regulate this matter. They know just how far clothing may handicap a wheelman. There is no use in going beyond that limit, and, furthermore, such laxity would surely destroy the growin interest of the best classes in bicycle meetings and races.

At a business meeting of the Chicago Bicycle Club, held at their club-house, Tuesday evening, Oct. 13th, the reorganization scheme, which had been agitated by several of the members for two weeks past, was carried into effect. Believing it would further the best interests of the club, all the officers present handed in their resignations, and their successors were immediately elected as follows: J. O. Blake, president; Wm. M. Durell, vice-president; Wm. C. Thorne, secretary and treasurer; N. H. Van Sicklen, captain; W. G. E. Peirce, lieutenant, south; T. S. Miller, lieutenant, west.

The bicyclists are rapidly closing up the gap between themselves and trotting horses in point of speed. Last year the best mile record was 2.39 for a bicycle, with a standing start, and 2.09  $\frac{1}{4}$  for a trotter, with a flying start. This year the trotting record has come down only half a second to 2.08  $\frac{1}{4}$ , while the bicycle record is now 2.31 2-5, a gain of 7 2-5 seconds. It begins to look very much as if the man on his wheel was to catch the trotting horse before long, for a quarter mile has already been covered on a bicycle, with a flying start such as horses have the benefit of, in 31  $\frac{1}{2}$  seconds, a rate equal to 2.06 for a mile, and it is probably only a question of time when there will be athletes capable of holding such a pace for a mile.

In the Chicago races, on Friday, 16th Oct., the first event was the 20 mile race for the Columbia cup. This was won by Van Sicklen, who had a walk over in 1h. 4m. 9  $\frac{1}{4}$ s. The next race was the 2 mile professional race, which proved the most exciting event of the day.—Woodside and Brooks alternated as leaders until the last lap was reached, when Neilson, spurring, came to the front at a terrific pace, and won by a wheel, Woodside being 2nd and Prince 3rd. Time, 5.54  $\frac{1}{4}$ . In the 4 mile professional race, Woodside, Neilson, Prince and Brooks were contestants. When the last half of the last lap was reached Neilson and Prince had the field to themselves, the Bostonian winning by a wheel in 14.48  $\frac{1}{2}$ . The time at the end of each mile was as follows: One mile, 2.53  $\frac{1}{4}$ ; two miles, 5.50  $\frac{1}{4}$ ; three miles, 8.50  $\frac{1}{2}$ ; four miles, 11.50  $\frac{1}{4}$ ; five miles, 14.48  $\frac{1}{2}$ .

## FIFTEEN HUNDRED MILES ON A BICYCLE.

A TRIP FROM ST. LOUIS TO BOSTON—NINETEEN AND ONE-HALF DAYS ON THE ROAD.

Mr. Geo. W. Baker, of St. Louis, who has been stopping with relatives in Boston for a few days, is the only amateur who has ridden from St. Louis to Boston on a bicycle. He gave an account of his trip to the *Post*. The distance ridden was 1,500 miles. His actual time on the road was nineteen and one-half days—nearly 79 miles a day. How does this compare with the early settlers' tedious weeks of travel from New England to the Ohio? Or how would it compare if only Karl Kron were here to write it?

Mr. Baker started from St. Louis at 9 o'clock on the morning of July 1 with a brand-new Victor made by the Overman Co., of Chicopee, Mass., to which he had attached ten pounds of baggage. He went bowling along the national road to Columbus and thence to Cleveland and Buffalo. Then he struck across New York State to Albany, and from Albany went by the most direct route he could find to Boston, where he arrived on the afternoon of July 28. All these roads he selected upon the advice of wheelmen of the various localities. They were excellent up to Buffalo, but from there on were very heavy and rough. He kept ploughing along, rain or shine, stopping for his meals and sleeping nights at the best hotels. He suffered neither in his table nor bed, for he was on a route along which at convenient distances were big towns where the sheets were well aired and the cuisine very inviting.

Although he never took a header of moment on level ground, he experienced six falls on Ash-tabula (Ohio) hill while coasting down it. The only other machine that has made the descent is a Star, which has, the general public may not know, the small wheel in front. The hill is rough and steep and the path very winding. The ruts and water-bars are numerous. Mr. Baker laid over eight and a half days for purposes of visiting.

"I broke the record between Terre Haute and Indianapolis," said Mr. Baker, "a distance of eighty miles. I made it in eight hours. I also made ninety miles in twelve hours—that was my next best. Forty miles of the Terre Haute road were very bad, too. As to my general practice, I found my best hours for running to be from 4 A.M. to 12. In the afternoon I generally took my ease—running as the whim seized me. I managed to get my meals regularly, for if I were not at the proper hostelry just on the dot, a run of ten to fifteen miles to one consumed comparatively little time. I never ran after dark except from Batavia to Leroy, N.Y., a distance of ten miles. I was sick but one day, from the change of water, I presume, soon after starting out. Notwithstanding that in the morning I couldn't stand, I made twenty miles that day. Rain did not deter me from running, and I never caught cold. The scenery from Cleveland to Buffalo, and from thence to Boston, was grand; the land rich and rolling, and the vistas of trees and hills unprecedented.

To all well-wishers of the L.A.W. it will be welcome news to learn that the Boston Bicycle Club has decided to return to the League.

## MILITARY BICYCLES.

Toronto, Sept. 28, 1885.

Editor CANADIAN WHIRLWIND:

SIR,—Old friend *Punch* does occasionally get off something good, such as the enclosed clipping, which I take the liberty of sending you.

Yours truly,

FRANK YEIGH.

"1100 P.M."

In consequence of the possibility of bicycles being used for scouting purposes in warfare, the following set of questions has already been drawn up by the military authorities, for use at the next Sandhurst Examination:

1. What course would you be inclined to recommend for practical adoption, if, when the enemy's cavalry is charging down on you, you find yourself suddenly and violently precipitated over the handle of your machine, owing to the front wheel coming off?

2. State your method of tightening your cranks under a hot fire.

3. Do you consider yourself qualified to guide a machine with a revolver in one hand and a sword in the other? Mention how, under such circumstances, you propose making practical use of your field-glass?

4. What's your way of treating an enemy that shouts "Yah! your back-wheel's going round!"

5. On arriving at the summit of a steep hill, and finding the enemy in full possession of the ditch half-way down, what sort of patent brake would you prefer to have attached to your bicycle? Which would be best—to shoot the hill, or shoot the enemy?

6. At what precise moment in the decisive Battle of Coventry did the British Commander flash the thrilling signal (by heliograph) to all parts of the field—"England expects every man to oil his machine?"

7. Supposing that fifty howling savages are hanging on to your coat-tails, and jabbing you with spears, would you feel a glow of pleasure at remembering that an economical government had failed to supply your machine with one of the Patent Galvanic Death-dealing Backbones?

8. Do you think the new Torpedo Tricycle likely to be most perilous to the enemy or to its rider?

9. In riding through a dangerous country, where there's every reason to fear ambushes, which do you think the safest seat on a "Tandem"—in front or behind? Which would you offer to your commander-in-chief if he requested a mount?

10. In those numerous cases where good macadamised roads would require to be made through dense jungle and over perpendicular mountains before cycling scouts could begin to operate, what particular advantage do you think would result from their employment in preference to a few light-mounted skirmishers on horseback?

Prince Wells, the fancy rider, was born in Louisville, in January, 1866. He stands five feet and nine inches, weighs one hundred and thirty-six pounds, and is a thorough athlete. At Columbus, Indiana, on July 4th, he made world's record for one wheel, doing a mile from pistol shot in 6.45  $\frac{1}{2}$ , which is the first record of the kind ever made.