

Dubois, riding at Coventry, Eng., recently, made 21 miles, 498 yards, within the hour.

Whittaker has developed wonderful speed during his training at Roseville, and will shortly challenge Rowe.

The Gormully & Jeffery Co. will enter Whittaker and Dingley in the Boston-Chicago road race. Dingley will be one of the dark horses.

Woodside defeated Howell in a ten mile bicycle race at Leicester on Saturday, Oct. 1; time, 32 minutes. Temple, at the scratch, won a mile handicap in 2.45.

The Detroit Bicycle Club intends having a first-class gymnasium this winter in addition to the club-rooms, and is now considering two propositions to supply the want.

Frank E. Dingley, of Minneapolis, lowered all the world's bicycle records from 51 to 100 miles inclusive, in a race against Knapp, of Denver, at Lynn, September 22. Time for 100 miles, 5h. 38m. 44 1-15s.

Hal Greenwood on his little Star enters the Boston-Chicago road race, he will be one of the most interesting elements in the contest. With bad roads, a hilly course, and ordinarily good attention, he can take that race.

The race for the 50 mile bicycle championship took place at Leicester (Eng.) on Sept. 24th. Howell retired at the end of the tenth mile; Woodside's machine broke while leading in the 43rd mile. The race was won by Dubois, a Frenchman.

Alphonse King rode his water bicycle across the Delaware River, from the Walnut st. wharf, Philadelphia, to Camden, N. J., Sept. 28, the distance, about a mile and a quarter, being covered in 19m. 10s. A high wind was against the making of fast time.

W. S. Turner and O. S. Palmer, of Grand Rapids, Mich., passed through London, Ont., last week for Buffalo, intending to wheel back to Detroit via the south shore of Lake Erie through Cleveland. They were the guests of the Forest City Bicycle Club.

Thomas Stevens will go on the lecture platform again in October, with a lecture greatly improved, both in subject, matter and delivery. He will not go to England at once, as reported, but will fill his American engagements first. Already these are quite numerous.

"Karl Kron" (N.Y.) has written and published, at his own expense, the most ridiculous book of the season. It is entitled "Ten Thousand Miles on a Bicycle," and contains 10 pages of rank egotism and nonsense to every line of genuine interest or information. There is not the faintest reason why any one should buy or read it.—*Phila. Press*.

Kentucky papers tell of a bicyclist of that State who was chased for three miles by a bull which had caught sight of his red lantern. There are two lessons to be drawn from this painful incident. One of them enforces the danger that besets the use of a single wheel as an evening motor, and the other emphasizes the necessity of raising the standard of intelligence in the Kentucky breed of bulls.—*N. Y. Tribune*.

The question of a contest between the bicycle kings of the world, Wm. A. Rowe, of Lynn, and Richard Howell, of Wolverhampton, Eng., has been settled. As the English champion has refused to come to these shores this fall, the backers of the American have sent him abroad, where he will hold himself in readiness to meet all comers. He will indulge in no open races, but will confine himself to matches.

The Brantford *Telegram* says: "Mr. Clarence R. Fitch has been appointed by the C.W.A. Chief Consul for District No. 2 (Niagara), in connection with the Canadian Wheelmen's Association. This is the first time that a consul has been appointed from Brantford, and as there are only three in the Province of Ontario, it says much for the popularity of Mr. Fitch among his fellow-members of the C.W.A."

Your correspondent lately took a trip through Canada on his wheel, and all the time was in the Queen's domain he only saw two American-made machines. Two-thirds of the wheelmen were mounted on Singer's wheels. The old 'Xtraordinary, that the average wheelman here in the States would not take as a gift, is very popular there; so is the Kangaroo, and other machines that have gone out of date over here.—*Bicycling World*.

Let well enough alone: Many scribes are urging the officials of their States in which they happen to reside to at once pitch in and secure a law like unto that just passed by the New York government. We ask, that, so long as cycles are looked on by the authorities as vehicles, and are governed in the use of highways in common with all other carriages, what's the use of special legislature? No! do as "Brer Rabbit" used to do in such cases, "lay low and say nuffin."—*Bicycling World*.

Mr. L. H. Copeland, of the Northrup Mfg. Co., seems to have come the nearest to utilizing steam for use on the tricycle. The original engine was attached to a Star bicycle, and was run quite successfully on the Pacific slope some two years ago. Common petroleum is used for fuel, and a double engine, capable of speeding up to 3000 revolutions per minute, with two-horse power, only weighs some seven pounds. Lately some very satisfactory experiments have been made on an ordinary tandem, developing a speed of about eight miles an hour over corduroy and rough dirt roads.

The bicycle was lately introduced into Phoenix, Arizona, and there, as in many other places, its advent was obnoxious to the few. A petition was at once gotten up, which read: "As the lives and property of the citizens of Phoenix are in danger," etc.; the usual exclamations against the terrible bicycle following. We are aware that the bicycle has been looked on as a horrible engine in destruction of human life, but we never viewed it as being peculiarly dangerous to property. Evidently the Arizonian mind, on seeing the first bicycle, thought it some form of contrivance with cyclonic tendencies, or an invention in which dynamite and giant powder formed the chief components; or perhaps the Arizonian who conceived and drew up the petition had been indulging too freely in Arizonian whiskey?

The Detroit Club prides itself considerably on the entries received for the races. Racers of such note as Wilhelm and Foster have not honored Detroit heretofore. Bert Brown, of Toronto, is considered a dark horse. Those who have seen him ride say that in Canada he is second to Foster only.—*Detroit Free Press*.

We always had our doubts as to the nationality of Aginton, but we are now satisfied that he is an American. When we hear that he puts the figures of attendance at two exhibitions at Melbourne, Australia, at 22,000 and 60,000, we smile complacently and let the darned Britishers climb on to those figures if they can. Another staggerer told by this gentleman is that Maltby can ride a unicycle at the rate of fifteen miles an hour.—*Bicycling World*.

An English contemporary printed some very offensive remarks about the American cycle papers a short while back, and the only one praised—the *L.A.W. Bulletin*, to wit—replies as follows: "The criticism is harsh and unmerited; American cycling papers are as well edited and conducted as is the news of any of the English circulations of our papers are proportionately wheel papers, and they are much better printed. Moreover, we believe that the larger than those of England when we consider the much larger number of riders they have on the other side."

A novelty in the way of road races was recently enjoyed at Atlanta, Ga. A 20-mile road race, which was witnessed from first to last by a moving grand stand made up of an engine and a train of platform cars with seats on same. As the railroad and the highway were in sight of each other nearly the entire distance, a splendid opportunity was given the people on the train. This is the first instance on record when anything of the kind in connection with a bicycle race was ever tried, so Atlanta can score a "new departure." The first three men were H. Durant, Ed. Durant and Homer Reed. Time, 1.28.

The Y.M.C.A. Bicycle Club is an organization lately formed here, and at present numbers 15 members. A rather peculiar law in their by-laws is the prohibition of Sunday riding. I think this a law with them that will not see many summers, as the majority of wheelmen here deem Sunday the pleasantest day to ride. The roads are free from heavy trucking and clear weather generally predominates. I suppose my readers have heard of the city ordinance in Toronto, Canada, which prohibits cycling in the streets on Sunday, but New York riders could never endure anything like that. *Dum vivimus, vivamus*.—*Philadelphia American Athlete*.

The new rule of the N.A.A.A., which goes into effect Oct. 7, will rather put a damper on cycling race meets if recognized by the L.A.W. The general public has become imbued with the idea that only in witnessing professional events can they get the worth of their money, and as a consequence are inclined to insist upon the same being included in meet programmes. Under these circumstances, it would seem hardly fair for the rule to be applied to cycling. It seems rather a queer proceeding all the way through to declare an amateur a full-fledged pro, simply because he contests on the same day and track with the latter.—*Bi. World*.