

This is the way the professionals live: Wood and Woodside are salaried; James has a private income; Prince and Eck have scooped lots in giving six days' races and exhibitions. Neilson has a backer who "puts up" on the genial Bob: Frazier and Crocker are paid; Morgan has a side show in the shape of an interest in a theatrical agency west; and Merrill runs a bicycle shop.

The latest novelty is the melocipede. It is derived from two Greek words, *melos*, music, and *pes*, a foot. A melocipede is, therefore, a musical bicycle, so constructed that the rider, without any extra exertion beyond that necessary to propel his machine, can pedal out sonatas, waltzes, marches, and, in fact, any music which may suit his fancy as he wheels along.—*Evening Mail*.

In the winning summing up of mounts by the several English cracks, Furnivall heads the list with 18 firsts, then comes Fenlon with 15; Hall and Lewis each with 12. Fenlon has taken the greatest number of prizes, that is, 31 in all; then Hale with 26, Lewis with 23, and Furnivall 22. The latter was second in four races, too, Allard, Wareham, Speechly and Evans, the latter a handicap race.

One of our "star" riders tells a good story. While on a run which led him past a number of sugar plantations, he stopped at one of them for water, and, as is usual in such cases, was immediately surrounded by all the darkies around the place. One old fellow inquired, "Say, boss, is yer goin' to s'vey dis here plantashun?" He took the bike for a surveyor's instrument. The cyclist wilted.

It appears, after all, that Will Robertson, of Washington, was not so idiotic as the newspaper accounts would lead one to believe. He did ride over the coping of the Cabin John Bridge at a dizzy altitude, and the latter part of the journey on the big wheel alone, *but—BUT—*there was a rope tied around the body of the sensible cyclist, the other end of which was held by friends, and another line was attached to the machine and was secured in like manner.

As an illustration of the rate of speed at which the finish of bicycle races is made, it is cited that the photographers were unable to catch the men on account of the rapidity with which they moved. Trotting horses, however, have been photographed. Some curious ones took the time of some of the riders for the last 100 yards, and Woodside was timed as doing the distance in six seconds. This would be at the rate of a mile in 1m. 45.3-5s. On looking over one of our back numbers, we find that in 1881 Jack Keen was timed over 100 yards in a practice sprint, in 5s., or a 1m. 30s. gait. Jack was at his best then.—*Cycle*.

Singer's new safety bicycle is thus described: The two wheels are of the same size—the front, of course, being the steerer, the back the driver—the handles and saddle are adjustable, a powerful brake acts on the front wheel, and a pair of foot-rests are fitted to make the rider thoroughly appreciate downhill work. Those who have ridden it pronounce it a fine machine, and three hundred orders have been booked before a machine has been got ready for the market.

American excellence in the manufacture of bicycles is making itself felt abroad. In Birmingham,

Eng., a manufacturing company is advertising itself as manufacturers of Columbia racers, roadsters and safeties. The manufacturing industries of Great Britain could not have paid a better compliment to the nicety of American manufactured machines than by choosing for a name a word which is so familiar to wheelmen all over the world, and in every respect American.—*Boston Herald*.

The great race of S. G. Whittaker, of Chicago, against time, occurred at Crawfordsville, Ind., Sept. 25. He started at 5.00 A.M., reached the twenty-five mile post at 6.31, and the fifty mile point at 7.55:46½; time, 2h. 55m. 46½s. This beats the record of Golden in England by 9m. 13½s, and the American record of Webber by 11m. 13½s. Whittaker completed a run of 100 miles at 11.43:59; time, 6h. 43m. 59s., beating the fastest time ever made on the globe by 1h. 7m. 1s. Whittaker expected to cover 300 miles, but after he had accomplished about 150 he ran into a cow, and was so badly bruised that he had to abandon the race.

The Columbia bicycle prize cup has been won by N. H. Van Sicken, he having won the cup three times, as follows: Minneapolis, Oct. 22, 1885; time for the 20 miles, 1.8.25; Chicago, Oct. 17, 1885, 1.9.00; Indianapolis, Oct. 9, 1886, 1.4.00. The other races for the cup were won as follows: Cleveland, August 19, 1884, A. C. Bates, 1.26.27¾; Philadelphia, Sept. 13, 1884, E. Kohler, 1.23.19; Boston, Sept. 26, 1884, D. E. Hunter, 1.20.58; New Haven, June 6, 1885, D. E. Hunter, 1.14.05; New Haven, June 11, 1886, A. B. Rich, 1.10.50. The Columbia prize cup was considered the finest trophy ever offered in competition in the world. The design is by L. P. Ipsen, of Boston, the whole being valued at \$1,500.

W. M. Woodside, W. J. Morgan and Chas. H. Frazier, the American professional bicyclists, sail for England about the last week in November. The party will be under the management of W. J. Morgan, who brought Woodside out so prominently this year at the tournaments. The first job they tackle will be a six-day contest against the three best Englishmen in London, probably Christmas week, and then the party will give races in Birmingham, Edinburgh, Glasgow, Dublin and other places. In the spring, Woodside and Frazier will tackle Howell and Wood for the championship of the world at short distances, probably from one to fifty miles. Woodside has beaten Wood in nearly every race so far here this year, and he clearly has every right to "have a go" at this "big 'un" Howell and the championship.

Bicycling World says: We have examined the new wooden-wheeled tricycle. It has 36-in. drivers, 20-inch front wheel, lever action, long wheel base, and is very like the Rudge Crescent in its method of steering. This tricycle upsets all our preconceived notions in regard to tricycles, and departs from what all the makers of the world found to be the public demand or their own idea of what a tricycle should be. It has, first, the wooden wheels, said to be lighter and stronger than steel. It has no rubber tire, but a thin flat strip of leather gripped into a flat-seated steel rim. No ball bearings, and no differential gear are its other negative peculiarities.

The racing season in England closes with Furnivall undoubtedly at the top of the tree for all distances up to five miles on a bicycle, and it is extremely unlikely, unless the definition is abolished, that he will race next year. At long distances on the path, J. E. Fenlon holds two bicycling championships, and a gamier or more sportsmanlike rider never crossed a wheel. George Gatehouse is riding into grand form, and the trio comprise perhaps the flower of the bicycling division. Next season they will have to reckon with an opposition more formidable even than that of the past, for Webber, English and Sanders Sellers are all spoken of as certain starters in next year's campaign, while of the men of this year, Osmond and Ernest Mayes are likely to trouble the best.

A Dublin rider was very much annoyed at the noise made by some filings in the backbone of a new bicycle he had just purchased, and bringing the machine back to the agent, he instructed him to unbraid the forks, and get out the filings, no matter what the expense might be. The agent, however, knew a trick worth two of that, and, without saying anything, he poured a quantity of thick varnish down the backbone, which effectually quieted the filings. The owner, when he received back the bicycle, was delighted, and asserted that it was the best performed job he had ever seen; and when the agent stated that the charge was nothing, he departed, lost in astonishment at the generosity of anyone refusing payment for a job of such magnitude as unbrazing hind-wheel forks.—*Irish Cyclist*.

A very successful meet was held by the Montreal Bicycle Club at St. Hyacinthe, Oct. 8. The track was not in the best condition, and a heavy wind prevailed during the afternoon. Spectators were numerous. Return: One mile handicap—W. G. Ross, scratch, first, in 3m. 10s.; J. H. Robertson, scratch, second, 3m. 10½s.; F. W. S. Crispo, third, 13s.; H. M. Ramsay, 10s., 0; J. A. Armstrong, 15s., 0; R. H. Ashe, 15s., 0; D. B. Holden, 15s., 0; R. C. Holden, 20s., 0; G. T. Bishop, 30s., 0. Three mile handicap—H. M. Ramsay, 25s., first, in 10m. 52s.; F. W. S. Crispo, 30s., second, 10m. 57s.; W. G. Ross, scratch, third, 10m. 36 1-5s.; D. B. Holden, 40s., 0; R. H. Ashe, 50s., 0; A. Burnett, 60s., 0; J. A. Armstrong, 75s., 0; G. Wait, 75s., 0. Five mile handicap—H. M. Ramsay, 35s., first, in 18m.; F. W. S. Crispo, 50s., second, 19m. 15s.; W. G. Ross, scratch, third, 18m. 5s.; J. H. Robertson, scratch, 0; R. H. Ashe, 100s., 0; G. Wait, 120s., 0.

Says an Exchange: I am sorry to see that Charley Frazier is showing up so poorly as a professional. Frazier was the first man of any consequence to push the "machine with the little wheel in front" (as it has always been described until lately) to the fore, and certainly deserves to stop in his racing career and lie off as a veteran. He saw his best days in '83, and it is out of reason to expect that he will ever again rank as high as at that time. If the Star is to maintain its reputation as a good racing as well as road machine, the Smithville people will have to look around for a man of quick motion and great physical power to represent their interests. Possessed of both these necessary points for Star riders was Geo. E. Weber, and since his demise