

Mr. Syner, who was reported as being suspended by the N.C.U. for crooked work with Furnivall, has been reinstated. Evidently the N.C.U. made a mistake, and so hastened to rectify it with all due despatch.

They don't have "respectably-dressed" young men to appropriate other people's cycles in America, but prepossessing youths. The difference may not affect the sufferer much, but we note it as an advance in the march of civilization.—*Bi. News.*

Another inventor of "the bicycle," and maker of "the first bicycle," has appeared in Biggleswade, England. His name is Maurice Phillips, and his experiences are detailed in the *Cycling Journal*, May 20. Mr. Phillips made a form of bone-shaker in 1865.

Woodside succeeded at Coventry, on June 14, in lowering the English five mile professional record to 14m. 20 1-5s. The "best previous" English professional time is 14.28, made by R. Howell. The best world's record is held by W. A. Rowe, in 13.23 4-5.

Jack Keen, the veteran English rider, won a 20 mile race against three horses, which were ridden by Mr. Bellew, and had to negotiate 30 hurdles, at the Crystal Palace, London, May 30. About 25,000 persons witnessed the contest, which was won by Jack by 15 yards, in 1h. 5m. 43 2-5s.

"There is no use talking," says the *Bicycling World*, "there will be an aching void, caused by the Springfield Club not having a race meeting this year. Perhaps the dear public will appreciate the loss, and clamor for a tournament in so loud a voice next season as to encourage the club to try again."

The New York aldermen have adopted a resolution requiring bicycle riders to carry at night a light which can be seen 200 feet, and also a bell to warn pedestrians of their approach. Why not direct that nocturnal bicyclers should sound a fog horn every minute and discharge a pistol to indicate their course?

It is healthful as exercise: I know of nothing better. It cures headache, aids digestion and insures sound sleep. Gymnastic exercise is drudgery to me; wheeling is the keenest of pleasures. It gives hardness to muscle, agility to the frame, and tone to every function.—*A Clergyman in the Detroit Christian Herald.*

An English paper says: Last week one of our fellows was riding down the town, when a cat suddenly darted from across the road right into the wheel, with disastrous results. The rider was pitched over the handles, whilst the poor old cat was hauled out of the wheel with the head nearly severed from its body.

Fred Wood won the bicycle championship of Australia at both one and three miles on the Melbourne Cricket Club grounds, April 9. He took the mile race in 2m. 45 2-5s., with G. Wyburd second and S. Clarke third. The three mile event was won in 10m. 10s., S. Clarke getting second place and Wyburd third.

Kennedy-Child says that Gen. Sheridan is thoroughly examining the question of the wheel as an adjunct of military equipment. To provoke a discussion on this subject, Kennedy was induced by the distinguished military officer to write a paper for an army publication two months ago on the adaptability of the wheel for war purposes.

Mr. Klipstein, of St. Louis, lately had a 12 mile road race with a greyhound. Before half the distance was run, the dog showed signs of giving out, and had to be watered and sponged. At the finish the canine was used up thoroughly, and only a good rest and a good dinner enabled him to slowly toddle back to town, a very much tired pup.

We hear that Mr. H. E. Ducker is about to move away from Springfield. He offers his house on Worthington street for sale. If that is so, then good-bye to the Springfield Tournament. We shall never look on the like again, unless

Henry E. moves into fallow territory and manages to enthuse his fellow-townsmen with the old-time enthusiasm.—*Bi. World.*

The suit of Geo. W. Pressey, of Hammononton, who claims to be the inventor and patentee of the "American Star" bicycle, against H. B. Smith, of Smithville, for a royalty on every machine now in use, is attracting a good deal of attention from riders of the "coffee-mill." The suit has been brought in the New Jersey Court of Chancery, and will be brought up at an early date.

Karl Kron says there are three things he hopes for. First, that he may make some money out of his book; second, that he may keep his family name and private life out of the newspapers; and third, that he may always live "on the square." The index to his book contains 76 pp. and 22,806 references. The number of hours spent on the 908 pp. exceeds by far the number of study hours in his four years' college course!

It may be a little early in the day to talk about the next League meet, but the *Record* would like to suggest that it be held at Detroit. Detroit is well located, and has a great wealth of natural attractions. Its wheelmen are enterprising and hospitable, and back of them is the Michigan Division. This is one of the best managed of the many Divisions that constitute the L.A.W. We do not know that Detroit wants the meet, but if she does, we certainly want Detroit to have it.—*Wheelmen's Record.*

Apropos of bright wheels, an old friend—a good bicyclist—not long since took an adept lady tricyclist for a ride on his tandem. Not far out they saw in front of them a couple of bicyclers, to catch and pass whom naturally became a matter of duty. "Can you spurt?" he asked. "I can, but it will not be necessary," was the reply. "Why not?" "Why, don't you see? We shall wear them down easily—they have full-nickelled machines!" And the result proved that she was right; they were new riders, easily caught.—*Philadelphia Times.*

The term "knickerbockers" is frequently incorrectly used in describing American cycling costumes. What the writers evidently intend to refer to are not knickerbockers, but knee-breeches. It is, of course, true that knickerbockers are knee-breeches, but knee-breeches are not knickerbockers. The latter are a pattern of knee-breeches, worn to some extent abroad, which are very loose, drawn to the knee by a band and allowed to fall over the same in a baggy and, to me, ungraceful manner, while knee-breeches are tight-fitting, differing only from ordinary trousers by terminating at the knee, as the name indicates, and not at the foot, as a pair of ordinary breeches do.—*L.A.W. Bulletin.*

It is a curious coincidence that both Cortis and Keith-Falconer were reported to have died of heart disease, whilst, as a matter of fact, it turns out that the deaths of both were due to natural causes, or rather, we should say, to causes apart from heart disease, and which had nothing to do with their past cycling career. Cortis died in Australia of ulceration of the stomach, caused by fatigue and exposure in the hot climate of that country. Keith-Falconer died at that dry "hot-house" known as Aden of fever contracted in Arabia whilst pursuing his work as a missionary of the Presbyterian Church of Scotland.—*Wheeling.*

The second annual spring games of the Ottawa A.A.A. were held at Ottawa on Saturday, June 11, in the presence of a large number of spectators. No record was broken, but the events were keenly contested. The "mile bicycle" was clocked to 3m. 11s. Robertson, the winner of the open wheel race at the recent M.A.A.A. games, secured the second prize, being only beaten in the last hundred yards by M. F. Johnston, of the W.B.C., both these men being on the mark. The limit man had 125 yards. The track, which was in splendid order, is in probably one of the most beautifully-situated grounds in Canada. It is circular, and is fifteen feet wide all the way round. It is modelled after the L.A.C. grounds

at Stratford Bridge, London, England, being exactly a "quarter," and, with a view to facilitate bicycling, the inside at each end is raised about thirty inches. Mr. G. A. Mothersill is one of the mainstays of the Association.

As an outcome of the convention of the League of American Wheelmen at St. Louis, the chief consuls of the several States are now arranging for a conference of representative wheelmen from all parts of the country, to be held in New York city at an early date. The purpose of this conference will be to map out the political action of this League, with special reference to securing the recognition of wheelmen's equal rights upon the highways and parkways of several States in which these rights are denied. The officers of the League insist that these rights are constitutional, and a fixed determination seems to exist among the wheelmen to make every effort to secure them.

There exists a general feeling of regret and disappointment that Woodside should have turned out so inferior to Howell. With this feeling comes a desire that another representative might cross to England and meet the champion. It is but little satisfaction to feel that we possess a man whom we believe capable of holding his own against all comers, and I echo the sentiments of many wheelmen when I say that it would be a great thing if W. A. Rowe could be persuaded to go to England and race against Howell. He is the finest man we have, and would undoubtedly show that he is the equal of any cyclist Great Britain can place on the path. If there is any way of sending Rowe across, let his friends in Lynn suggest it.—*Bi. World.*

"There certainly is not a track in England if we judge them from an American standpoint. Some of the tracks across the 'herring-pond' are a mile round, notably the one at Springfield, and in consequence the best man generally wins, which is not always the case in England. Not only that, but you could start some twenty riders in a scratch race, and these men could ride without fear of a collision." "They can't do this on English tracks?" "No; take the finest track here, Long Eaton, and the man with the inside position has the best chance. Repeatedly last year Fred Wood, Gatehouse and Furnivall ran quarter-mile trials against the watch, and the one who had the inside position *always* won." "Is not the Aston path at Birmingham, where all the N.C.U. championships are to be run for, a good one?" "Not to my way of thinking. The path is narrow, and the corners were rather dangerous when I saw it, although I hear they have improved it slightly. The management of the Long Eaton ground offered their track for nothing. But it was purely a case of money, and as the Aston people bid higher they got the privilege."—*Wheeling.*

A Strange Spectacle.—In the southernmost end of Coventry stands a memorial to the late James Starley, the inventor of the tricycle. At this monument a strange and half-pathetic spectacle was witnessed recently. A workman in the employ of one of the great cycle makers of the town became demented on Monday. On Tuesday he rode to the memorial on his machine with a bag of tools. Leaning his bicycle against the railings, he proceeded to take it to pieces, and after removing every ball from the bearings, he tore a newspaper into scraps, and placed a portion of the machine on each all round the memorial, and having concluded this ceremony walked away.—*Bicycling News.*

"TEN THOUSAND MILES ON A BI." (908 pages, 675,000 words, 22,806 index-references). Mailed, for \$2, postpaid, by Springfield Printing Co., Springfield, Mass. Descriptive circulars and 45 pp. of specimens sent free on application by post-card to the publisher, KARL KRON, "at the University Building, N.Y. City, D." Subscribers who wish to claim their autographed copies should send \$1.20 to him there before August 1.