

The receipts of the Springfield Bicycle Club for 1885 were \$17,395, the expenses \$15,933, the net profits of the tournament \$3,060.

"The longest-legged wheelman," says the *Fort Wayne World*, "yet heard from is the man who buttons the waistband of his knickerbockers to his collar-button."

W. J. Morgan has signified his desire for a seventy-two hour bicycle race with Schock, for \$500 a side. The latter thinks double the sum little enough to race so long for.

The L.A.W. meet will be held in Boston May 27 to 29. It has been decided to devote the first day to a grand reunion, the second to a business meeting, and the third to the races.

A writer in the *Bulletin* openly asserts that the Pope Manufacturing Company paid one amateur the sum of two thousand dollars last season to bring the Columbia racer to the front.

The racing stud of Prince consists of a 22 lb. racer, a 28 lb. semi-racer, and a 32 lb. tricycle, all built by Singer & Co., on Jack's own specifications, and under his personal supervision.

The roads of Holland are of brick, and every few miles there are barriers or toll gates, which are shut between sunset and sunrise, thus compelling the rider to lift his machine over them.

There is promise of a bicycle tournament in New Orleans in 1887 "to rival the Springfield affair," says the *Picayune*; and a grand effort will be made to popularize cycling in the South.

It is said that the Chicago Club are to have a new club-house, the building they now occupy is to be removed, and a new one, to cost from \$10,000 to \$15,000, will be erected in its place.

It is stated that neither Dr. Beckwith nor E. C. Hodges will be candidates for the presidency of the L.A.W. Burley B. Ayers and Kirkpatrick are mentioned for the office. Burley deserves it.

W. C. Marvin, the well-known bicyclist, of Ovid, Mich., died Tuesday, April 13th. He held the one and a half mile State championship medal for 1884. He was publisher of the *Western Cyclist*.

It has been decided to run the mile bicycle and five-mile tricycle Scottish championship races at Glasgow in June, and the five-mile bicycle and the one-mile tricycle championships in the following month at Edinburgh.

Messrs. Ryrie and Webster, of the Toronto Club, challenge the Newcastle Club, and R. F. Smith and J. T. Gnadinger, of the Montreal Club, are off on their European tour. They were to have left London on April 27th.

Gormully & Jeffery, of Chicago, are the only American bicycle manufacturers who own their own plant complete, although the Pope Manufacturing Company control the Weed Sewing-Machine Co., where the Columbias are made.

Van Sicklen, of Chicago, a member of the racing board, has cleared his skirts of "makers' amateurism," and C. O. Danforth, of the Cambridge Club, has presented the necessary affidavits that prove him not to be a makers' amateur.

The N.C.U. and the A.A.A., of England, have settled the quarrel which has been waging between them for many months. The former will regulate and control cycle racing, and the latter will attend to athletic sports. This is as it was before the war.

The first of the series of three races between the professional bicyclists John S. Prince and W. M. Woodside, ten miles, took place at the Washington Rink, Minneapolis, Minn., on Saturday evening, April 10. Both were mounted on Columbia light roadsters. Two laps before the finish, Prince, who was riding close to Woodside's little wheel, made a grand effort, and, spurring past, closed the race with a lead of twenty feet. The time for five miles was 15m. 21¼s., and ten miles 31m. 28½s.

The Buffalo Bicycle Club, having found their club-house on Virginia street too small for their use, have decided to lease the Clifton residence, on Main street, just above the street-car barns. This will give them more capacious and more accessible headquarters. They take possession May 1.

The Springfield Club offers \$1,000 for prizes for a one-mile amateur championship of the world race this summer. In such an event, the L.A.W. will be allowed six entries, the N.C.A. six, the Irish and Dutch Leagues four, and the Australian two.

There is no doubt that the time is at hand when inventors will seek, not so much for improvements to existing machines, but for some auxiliary power by which both bicyclists and tricyclists will be assisted to propel their machines against head-winds, and up hills that are at present regarded as insurmountable.

At Clarksville, Mo., on April 26, George E. Weber, of Smithville, N.J., won the fifty mile bicycle road race in three hours, seven minutes, forty-two seconds and a quarter, lowering the world's record by nearly a half hour. The second and third men, C. E. Kluge, of Smithville, and Percy Stone, of St. Louis, also beat the record.

Woodside and Prince rode another fifty mile bicycle race at Minneapolis, on April 25. Once more Woodside won, and once more the world's record for that distance was beaten. The time of the race 2h. 44m. 25s., or 1m. 25.25s. better time than that made by Woodside in his last 50-mile race with Prince, which was the world's record for that distance.

Rev. S. G. Barnes, Ph. D., professor of English at Iowa College, sailed in the "City of Richmond," January 23rd. He will make a six months' bicycle tour in Southern Europe and Great Britain. Rev. Mr. Barnes will be remembered as the secretary of last year's Clerical Wheelmen's tour, and the author of interesting articles descriptive of that tour.

The *Springfield Wheelman's Gazette* wheeled itself out of existence with the March number. The *Gazette* Publishing Company—Messrs. H. E. Ducker, W. C. Marsh, and Charles A. Fisk—have sold out, and the latter gentleman will wind up the affairs of the concern. A new monthly, *The Wheelman's Gazette*, will be published by H. E. Ducker, who will be sole proprietor.

Says the *Bicycling World*: From every direction do we hear that new tracks, specially built for cycling, are springing up. In the near future it is not impossible that we shall have a grand racing circuit, beginning with Boston—no, we mean Lynn—and ending at New Orleans, or if the route were reversed, the lover of green peas might follow the growth of that delicious vegetable north.

With some machinists, one-hundredth part of an inch is considered close work; one one-thousandth part of an inch and one one-fiftieth part of an inch is the limit attained by others. The limit for bicycle work is probably much nearer one-hundredth than one-thousandth. The part of the machine that needs the most accurate work—the balls—are only made true within one one-thousandth part of an inch.

The following well-known wheelmen have been expelled from the L.A.W., and are declared professionals: A. O. McGarrett, W. A. Rhodes, F. F. Ives, E. P. Burnham, W. A. Rowe, Geo. M. Hendee, A. A. McCurdy, W. H. Huntley, F. W. Westervelt, Wm. A. Taylor, Asa S. Wendell. The following parties are suspended from the track until May 30, for violation of Rule II.: W. N. Winans, D. Edgar Hunter, John Williams, L. D. Munger, John Hilston, F. D. Palmer. The following have had their cases dismissed: C. E. Kluge, Joe Powell, Geo. E. Webber, C. O. Danforth, A. Rich, L. Porter.

Mr. H. S. Tibbs, ex-president C.W.A., who has done so much for the cause of athletics in Montreal, and who has been particularly interested in bicycling, has resigned the position of

secretary and treasurer of the National Athletic Association. On his retirement he was presented with an address and a purse of \$250 by his fellow club members. He was the founder of the Montreal Bicycle Club, and one of the pioneer wheelmen of Canada.

The following is an easy and satisfactory method of cleaning the chains of safeties and tricycles, viz., putting the chain in very hot water, which has been impregnated with plenty of soda, and very soapy. Then with a hard brush (a nail brush will do) rub the oil carefully from them, and remove them into another vessel of water prepared in the same manner. After leaving them soaking for five minutes, take them out and dry them well.

The dates and places of the six English championships have been decided on as follows: June 14, one mile tricycle and twenty-five miles bicycle championships, at Weston-super-Mare; June 21, one mile bicycle championship, at Jarrow, Newcastle-on-Tyne; July 17, twenty-five miles tricycle championship, at the Crystal Palace, London; July 24, five miles bicycle championship, at Long Eaton; August 14, fifty miles bicycle championship, Crystal Palace, London.

SAFETIES.

A correspondent of the *Cyclist and Athlete*, speaking of the Stanley Show, has the following to say of safety bicycles: "There should, however, be a sharp distinction made between a 'dwarf' and a 'safety.' A small wheel is in itself not any safer than a large one. You have not so far to fall, but you are almost certain to be more careless, and the steering is less true. If the seat is over the hub, and the pedal directly below, there is no more safety than in an ordinary; this is simply a dwarf. It is only as the fork is raked, the seat put lower, so that a man has to go up before he can take a header, and the pedals correspondingly set back so that the pressure of the feet holds the hind wheel to the ground—it is only thus that real safety is secured. The oldest form of safety, the 'Xtra,' is still the most popular in England among the real safeties. The clumsy and noisy gambols of the pedals in 'coasting' have constituted a serious æsthetic objection; but with the new Crypto gearing, with its arrangement for detaching the pedals and going down hill with quiet feet, a *la* American Star, it is sure to be more acceptable than ever in England. Just why it is not fancied in the States I do not know; perhaps now it will be. One trouble with the dwarfs has been the wide tread, which gave the wheel a tendency to slip sideways, especially on a greasy surface. This is now being corrected. Brown has a new bearing that narrows the tread; and one machine, the Acme, puts the chain pulley wheels within the forks, getting the space by using an outlying skeleton hub, at which the shortened spokes are intercepted. Of the two most common types of the dwarf—the Kangaroo, or front driver, with little hind wheel, and the rear driver, the hind wheel being the smaller, as in the Rover, or the two wheels being equal in size, as in the Courier, or the front wheel being the smaller, as in the Humber, it is easy to see, by looking over the machines in exhibit, that the Kangaroo is the popular and ordinary type. It seems a trifle absurd to drive with a little wheel and steer with the large one, as in the Rover; but the wonderful speed it has shown makes it necessary to speak of it with great respect. The Humber type looks as if one could easily fall backward going up hill. And of all the rear drivers this must be said, that you get no help in steering from your feet, so that sudden collisions with stones are more likely to shoot one off sideways.

Confound 'em, confound the wretched boy
Who seeks the wheelman to annoy
With jeer and cry, with stone or stick,
Who doesn't mind heaving half a brick.
Dismount at speed, and, before he's aware,
Collar him fast by the roots of his hair,
Smack him and spank him, and you may bet
You'll teach him a lesson he won't forget;
Then into the saddle quickly glide,
Ere the father comes to his offspring's side.