

The new club house of the Æolus Bicycle Club, of Chicago, will be completed about May 1st, and will be one of the handsomest club houses in the country.

The proposed amalgamation of the N. Y. B. C. and the Manhattan A. C. has fallen through, but the latter club is preparing to offer special inducements to wheelmen in the shape of special club rooms, etc. A uniform will also be adopted.—*Referee*.

The track to be constructed in the Auditorium, Louisville, will be six laps to the mile. It will be of macadam pavement, with banked corners, and, it is claimed, will be the fastest bicycle track in existence. Work will begin at once. It will be oval in shape.—*Referee*.

William Van Wagoner is now engaged in the Eagle factory at Stamford, Conn., working early and late. He vows that the road or track will see him no more as a racing man.—*Bearings*.

The Herne Hill track, which will probably be the best athletic track in England, is nearly finished. At a distance of one foot from the inside edge it measures 1,511 feet 8 inches, or 1 mile 3 yards 7 inches to $3\frac{1}{2}$ laps.

Answers of this week says, "The various English bicycle manufacturers make £1,000,000 annually by the sale of their machines." Hum! Perhaps they do, but more likely it is a case of "Don't they wish they may get it!"—*Cyclist*.

Fred Jenkins, founder of *The Wheel*, and for several years a prominent figure in League and local wheeling circles, has accumulated a fortune in New Rochelle real estate, and in consequence finds a brougham more to his tastes than a wheel.—*American Athlete*.

The wheelmen of Massachusetts, Connecticut and New York, are agitating the formation of a macadam road from Boston to the metropolis. Committees will be appointed to present the bill to the several Legislatures.—*American Athlete*.

The Edinburgh Amateur B. C., constituted 16th March, 1870, hold their majority dinner at the Imperial Hotel, Edinburgh, on Monday, 16th inst. This festivity should create as much enthusiasm in Scotland as the coming of age of the Pickwick Fathers did with us here in London.—*Cyclist*.

"The Division will use its best effort to return the stolen wheels of its members and punish the thief: by a reward of \$— for return of wheel, and a reward of \$— for evi-

dence furnished to the League attorney that will convict the thief; this above without extra charge to members."

The committee appointed at the recent State Division meeting to consider the feasibility of having the Division undertake to recover the stolen wheels of members and also to insure wheels, has decided upon its report. This paragraph sums up the work of the committee, of which F. H. Bettys, Rochester, was the chairman.

Mr. H. S. Higgins, of the Bermuda party, says the roads on the island are very fine, and there is no better place in the world to wheel. Owing to the coral formations of the islands, there is little or no mud after a rain. Delightful surprises greet the rider at every turn, for the roads are much inclined to be serpentine in direction, and are not monotonously level, but more or less hilly.—*American Athlete*.

In the olden times in Rome the successful athlete graduated from the arena to the wine shop and dispensed the liquids in which libations to Bacchus were poured, but in modern times the racing wheelman more sensibly enters the trade, and starts others on the path. Osmond, the English crack, is to sell the wheels of a well-known English firm. What will Hillier do now for an amateur champion not in the trade.—*American Cyclist*.

A cycling enthusiast says in the *Baltimore Sun* in regard to lady riders: "But here the bicycle steps in and gives her a chance. Donning a loose and comfortable gown and trim little cap, she jumps on the wheel and whirls over the roads, every part of her body being brought into beautiful motion by means of the splendid exercise. When she begins the descent of a steep hill she places her little russet-clad feet on the rests in front of them, and enjoys the coasting as much as a small boy with his first sled and an icy slope at his command.

It has been stated over and over again that the repair of a punctured Pneumatic tyre is a comparatively simple matter to the initiated, and may be acquired by half-an-hour's tuition. So it may, but the pupil must be apt, and gifted with a slight turn for mechanics. Even then the process is tiresome and temper trying, and one that a cyclist would not care to contemplate on tour. If some perfectly easy and simple means could be devised whereby the merest tyro could repair and reinstate a punctured tube, an enormous fillip would be given to the sale and use of Pneumatic tyres.—*Cyclist*.