

## Wheel Tracks.

London now boasts of a lady tricycler.

Furnivall announces that his racing days are over.

Hendee is still a minor, just having passed his 20th birthday.

Rowe and Hendee say that this is their last season on the track.

Van Sicklen, Chicago's crack rider, is to retire from the racing path.

It is claimed that over \$1000 was sunk in the Springfield tournament.

St. Louis wheelmen mourn because Percy Stone has joined the promateur ranks.

H. M. Ramsay, of Montreal, has been showing a fast pace on a Premier Safety.

Knapp, formerly of the Columbia team, is now a partner of the Denver Wheel Company.

The Springfield Club made \$400 on the minstrel show, and came out even on the tournament.

Mr. C. F. Lavender, the ex-champion, rode up Highland Hill the other day on a "Club Safety" bicycle.

*The Cycle* is only a year old, but in that time has made itself a leading authority on cycling matters.

Another good amateur gone into retirement for good. This time we have to write the name of A. B. Rich.

All the big clubs lost money over their tournaments. The absence of the Englishmen was badly felt, after all.

The Ripley Road Club has accepted Lacy Hillier's resignation, and elected W. McCandlish to fill the vacancy.

Canadian wheelmen have reason to be proud of their representative on the path this year. He should be fostered.—*Cycle*.

The N.C.U. lost money on its championship meetings this year, instead of netting a handsome profit, as they have in previous years.

If you have not yet tried Foote's anti-header, write to the Overman Wheel Company, Boston, for one. You will be delighted with it.

John G. Hitchcock, Nebraska's champion bicyclist, died of paralysis at St. Louis, Oct. 3. He was well known and popular in the west.

England is promised the sight of a Chinese fancy rider that can do astounding feats on a bicycle. Among other things, he rides upon an inclined wire.

Mr. A. T. Lane, of Montreal, was pulled off his wheel the other day by a big St. Bernard dog, and had to carry his leg in a sling for some time in consequence.

Adam Forepaugh proposes to lay out a bicycle track in Madison Square Garden, New York, and there nightly give races for amateurs and professionals, to be run under the auspices of the L.A.W.

The United States Treasury Department has decided that a bicycle purchased and used in Canada by a resident of the States is entitled to free entry as "personal effects."

The stupid man continues to take headers, but the wise man purchaseth a Foote's anti-header, and thus avoids the ceremony of tasting the earth and barking his nose. Be thou wise.

*The National Cyclists' Union Review and Official Record* is the long name of the latest addition to the English cycling press. As its name would suggest, it is the organ of the N.C.U.

It is a fact that cycling has more newspapers than any sport in the world. It is one of the only pastimes which gives regular employment and respectable remuneration to its writers.

The old definition of an amateur as held in England was that he must be a "gentleman," i.e., not a mechanic, a man, or laborer. This arbitrary line of distinction has been abolished.

A 64-inch bicycle is the largest wheel ever turned out in this country. The Columbia people have made this wheel for a Texas gentleman, who stands six feet seven inches in his stockings.

"How did you hurt your nose?" said Mr. Munnybags to his bookkeeper. "Taking a trial balance, sir." "How in the name of all that's figurative could you be taking a trial balance?" "It was on a bicycle, sir."—*The Cycle*.

Never was a man more disappointed than was Lewis Frye, the old-time champion, when he lowered his colors to Geo. Hendee. The whirligig of time has now shown Hendee behind Rowe, and Lewis was there to see the thing done.

The haughty Britisher man gets the best of us in such things of minor importance as the fisheries, but when it comes to matters of vital consequence like yachting and bicycling we can make the British lion howl with impotent rage.—*Signal*.

G. P. Mills, the great road record-breaker, seems insatiable. He is not satisfied with the ordinary bicycle and tricycle records, but is now going for the best times on all types of machines. His next effort will be on an "Ivel" safety (Rover pattern).

The illuminated parade of wheelmen in St. Louis on the night of Oct. 1, under the auspices of the League of American Wheelmen, was a novel and attractive spectacle. About 350 riders took part in it, the procession being about a mile in length.

Geo. M. Hendee is to cycling, what Charley Courtney is to rowing. They both can beat the world in practice or in private, but when it comes to a case of man to man, they are ignominiously defeated by competitors who have grit in keeping with their speed.—*The Wheel*.

The instance of a father and son winning races in two different kinds of sports in an afternoon must be of very rare occurrence, but such was the case, if we are correctly informed, last Saturday. Dr. F. J. Furnivall was one of the winning crew in a sculling fours race on the Thames; while his son, P. Furnivall, the record-breaker, put two magnificent challenge trophies to his credit at the Surrey B.C. races on the same day.—*News*.

The ten-mile bicycle race for the Surrey Silver Challenge Cup was contended for by fourteen amateurs at Kensington Oval, London, England, Sept. 18. P. Furnivall proved the winner, covering the distance in 33m. 40 2-5s., which is the fastest record for a grass track.

When we see Crist given fifteen yards with Rich and Foster at scratch, and Crocker given twenty-five yards more than Prince, we raise our hands in wonderment and admiration at the judgment shown. Yet this is a specimen of handicapping done at Roseville.—*World*.

The English cycling press and the racing men are making a strong effort to have the amateur definition abolished entirely. Leading men are falling into line week after week, and unless there comes a sudden lull, it is quite possible that all hands will race together next season.

Burley Ayres and his assistants are at work on the route book that is to be published by the Touring Department. It will be divided into four sections, as the Touring Department divides the country, and will contain full reports of all the best general routes, with carefully-arranged maps.

By the way, the air is full of rumors of press changes. We are told that Prial will retire from the *Wheel*; that Bassett will give up the *Cycle* and devote his time to the secretaryship of the Sterling Tricycle Company; and that a new cycling monthly will soon make its appearance.—*World*.

It is stated that the Beeston-Humber firm have, in the person of young Illston, a man who can "smother" Furnivall's record of 2.30, but they don't propose to bring him out until some one else does the mile better than that. They do say that Illston can cover the mile in 2.26 1-5, and really has done it.

*The Cycle* says: We think Massachusetts could send on a team that would beat the world,—Rowe, Hendee, Burnham, Rhodes, Gaskell, Hunter, Adams. Match them. Also match the five men who entered the final heat in the one-mile amateur race at Lynn on the first day,—Foster, Rich, Gaskell, Hunter, Brown.

The one hundred mile road race of the Boston Bicycle Club was held on Saturday, Oct. 2. A fifty mile course was laid out, starting from and finishing at the Faneuil House, Brighton. There were six starters in the amateur class and three promateurs, the latter being sent away five minutes after the amateurs started. The race was practically a failure, as the only one to cover the full distance was W. S. Doane, Dorchester, who, however, reduced the American amateur record to 7h. 14m.

A 56-in. wheel makes three hundred and sixty revolutions per mile. Sixty revolutions per minute equal ten miles per hour. Fifty-four revolutions per minute equal nine miles an hour. Forty-eight revolutions per minute equal eight miles an hour; or, to put it in a different way, every variation of six revolutions per minute makes a difference of one mile in the hour. On a good road it is thus very easy to calculate closely the rate at which you are going. Other wheels can, of course, be figured, but the above is easily remembered and quite exact.