

Racing costumes in France are very much behind our country, but they will gradually improve with the times.

Several costumes I noticed at the different meetings were very "old-maidish," and consisted of long pantaloons and stockings, very loose, and likewise a jacket to match, with no end of "scarf" wrapped round and round their waists, which must have been decidedly unpleasant for taking active exercise, such as bicycle riding.

The majority of the Parisian "cracks" wear worsted tights and jockey caps, and the jerseys with the monogram of their club worked upon the breast of the latter, which I should think was a tip from their champion, who introduces all improvements in the way of dress from our side of the channel.

I shall not be surprised to see one or two more of the English division taking part over there next season.

But I should advise them to be fairly good hands at trick riding, for the tracks are anything but pleasant, and also to beware of.—*Bicycling Times.*

Dedicated by the author to the "Noble Six Riders," who accompanied the tour from Aylmer 'o Buffalo. With apologies to Messrs. Gilbert and Sullivan.

If you want a receipt for that popular mystery Known to the world as a Buffalo tour, Take all the remarkable people in history, Rattle them off to a popular cure. The pluck of young Newsy a-tackling the trip Genius of Latmuch discussing the hash, The humor of Hep-ing (in giving them lip,) Coolness of Morrison trying to mash, The science of Westbrook in winning no fear, Wit of O'Little who wrote with a will; The pathos of Harry (can I have some beer, Styles of the kid on "Clifton House Hill," The dash of Jumbo, as he cried suicide, Narrative power of a Reenlyspide. Statue of Brock, Welland Canal, City of Brantford, St. Thomas and London, Village of Aylmer and Mr. O'Little, Take of these elements all that is fusible, Melt 'em all down in a pippen or crucible, Set 'em to simmer and take off the scum, And a Buffalo tour is the residuum, Yes, yes, yes, yes, A Buffalo tour is the residuum.

MACHINE.

The New York Races.

FROM the *Spirit of the Times*, which never allows wrong-doing in sporting matters to be winked at through erroneous idea of charity, we reprint the account of the late bicycling events in New York. We showed it to Prince, and he cordially endorsed the Spirit's comments on the character of the event in which he participated, and said frankly that he was heartily ashamed of the whole affair and regretted having entered.—*World.*

NEW YORK CITY.—26 and 27 January, at the American Institute Rink; track on cement floor, nine laps to the mile, with tolerably easy corners. Referee, F. Jenkins; timekeepers, H. Plummer, S. Austin, P. J. Donohue and W. Harrison, under the supervision of E. Plummer.

Professional 26-hour race—W. C. Young, Boston, Mass., 257 miles 100 yards in 22h. 20m.; W. J. Morgan, Canada, 249 miles 196 yards in 22h. 20m.; J. Wilson, Boston, 217 miles 782 yards in 19h. 30m.; W. M. Woodside, Ireland, 193 miles 19h. 59m.; W. Oliver New York City, 75 miles 1173 yards in 10h.; T. Harrison, Boston, 61 miles 1173 yards in 6h. 33m.; G. Gaisel, New York City, 50 miles 196 yards in 7h. 20m. 32s.; F. H. Hart, Boston, 16 miles 487 yards in 2h.

With the exception of a few unimportant exhibitions at 6 hours or 12 hours per day for a series of days, professional long-distance bicycling in America has found its limit at 50

miles, and we have, therefore, a chain of new records from 51 miles to 257 miles, inclusive, also of hourly performances from 4 hours to 23 hours. These times and distances are however far behind the records in England, where 262 miles 938 yards has been ridden in 18 hours.

Our new bests-on-record are now as follows.

Four hours, T. Harrison, 54 7-9 miles; 5 hours, W. C. Young, 67 1/2 miles; 6 hours, 79 7-9 miles; 7 hours, 93 2-9 miles; 8 hours, 105 miles; 9 hours, 116 miles; 10 hours, 127 5-9 miles; 11 hours, 139 1/2 miles; 12 hours, 148 miles; 13 hours, 161 2-9 miles; 14 hours, 171 5-9 miles; 15 hours, 182 5-9 miles; 16 hours, 191 miles; 17 hours, 202 1/2 miles; 18 hours, 210 miles; 19 hours, 219 5-9 miles; 20 hours, 231 5-9 miles; 21 hours, 244 1-9 miles; 22 hours, 253 5-9 miles; 23 hours, 257 miles 100 yards.

AT AMERICAN INSTITUTE BUILDING, NEW YORK CITY, 27 JANUARY, 1883. TRACK, 9 LAPS TO THE MILE. 26-HOUR BICYCLE RACE. TIMES OF THOSE MILES WHICH ARE FASTER THAN PREVIOUS AMERICAN PROFESSIONAL RECORDS.

Miles.	H.M.S.	Miles.	H.M.S.	Miles.	H.M.S.
W. C. Young.....	118	9 08 57	188	15 35 15	
51	3 41 45	119	9 13 55	189	15 41 40
52.....	3 46 15	120	9 18 34	190	15 46 01
T. Harrison.....	121	9 23 02	191	15 51 50	
53.....	3 51 10	122	9 27 40	192	16 00 00
54.....	3 55 55	123	9 32 30	193	16 04 50
55.....	4 01 10	124	9 44 40	194	16 09 40
56.....	4 05 45	125	9 49 00	195	16 15 30
57	4 10 50	126	9 53 30	196	16 21 25
W. C. Young.....	127	9 57 50	197	16 26 50	
58.....	4 16 43	128	10 02 30	198	16 30 50
59.....	4 21 25	129	10 07 40	199	16 35 35
60	4 25 50	130	10 12 35	200	16 47 00
61.....	4 30 18	131	10 16 10	201	16 53 30
62	4 34 45	132	10 21 25	202	16 57 30
63.....	4 35 20	133	10 27 50	203	17 02 20
64.....	4 44 27	134	10 32 45	204	17 07 50
65.....	4 49 34	135	10 37 40	205	17 13 10
66	4 54 17	136	10 42 35	206	17 18 30
67	4 59 00	137	10 47 50	207	17 24 00
68.....	5 04 12	138	10 53 15	208	17 50 35
69.....	5 08 45	139	10 57 45	209	17 57 40
70.....	5 13 20	140	11 02 11	210	18 03 00
71.....	5 17 55	141	11 08 25	211	18 09 30
72.....	5 22 59	142	11 12 25	212	18 15 00
73	5 26 20	143	11 18 25	213	18 23 20
74	5 31 40	144	11 23 30	214	18 29 10
75.....	5 39 00	145	11 28 45	215	18 35 20
76.....	5 43 00	146	11 31 50	216	18 41 00
77.....	5 48 30	147	11 40 20	217	18 46 00
78.....	5 52 35	148	11 50 40	218	18 50 50
79.....	5 56 40	149	12 00 45	219	18 55 30
80.....	6 00 50	150	12 04 25	220	19 02 00
81.....	6 04 50	151	12 09 55	221	19 07 00
82.....	6 09 10	152	12 14 40	222	19 11 50
83.....	6 13 77	153	12 19 25	223	19 16 50
84.....	6 17 35	154	12 24 15	224	19 21 40
85.....	6 21 30	155	12 28 50	225	19 26 30
86.....	6 25 50	156	12 33 50	226	19 32 15
87.....	6 30 05	157	12 38 45	227	19 37 35
88.....	6 34 50	158	12 43 20	228	19 42 55
89.....	6 39 35	159	12 49 00	229	19 47 45
90.....	6 43 45	160	12 54 10	230	19 53 05
91	6 48 35	161	12 58 40	231	19 57 05
92.....	6 53 12	162	13 08 50	232	20 03 45
93.....	6 57 45	163	13 13 20	233	20 13 25
94.....	7 02 25	164	13 18 25	234	20 18 05
95.....	7 07 10	165	13 23 40	235	20 23 45
96.....	7 11 10	166	13 29 05	236	20 28 55
97.....	7 16 07	167	13 34 45	237	20 33 15
98.....	7 20 30	168	13 40 25	238	20 39 10
99.....	7 26 00	169	13 46 25	239	20 45 02
100.....	7 31 14	170	13 51 40	240	20 50 25
101.....	7 36 50	171	13 57 00	241	20 55 10
102.....	7 42 00	172	14 02 30	242	21 00 05
103.....	7 47 00	173	14 07 43	243	21 04 42
104	7 52 45	174	14 12 10	244	21 09 10
105	8 00 05	175	14 17 15	245	21 14 50
106	8 04 10	176	14 22 25	246	21 19 00
107.....	8 08 20	177	14 28 00	247	21 24 50
108	8 12 40	178	14 33 00	248	21 30 15
109	8 16 55	179	14 40 25	249	21 36 05
110.....	8 21 50	180	14 46 00	250	21 41 45
111.....	8 27 10	181	14 51 00	251	21 47 15
112.....	8 31 50	182	14 56 25	252	21 52 50
113	8 46 57	183	15 02 20	253	21 58 10
114.....	8 51 05	184	15 08 20	254	22 03 30
115.....	8 55 25	185	15 13 20	255	22 09 00
116.....	8 59 59	186	15 21 05	256	22 14 50
117.....	9 04 27	187	15 29 45	257	22 19 59

26 January, professional match, 25 miles—J. S. Prince, Boston, 1h. 32m. 20 4-5s.; W. Woodside, Ireland, 1h. 34m. 42 3/4s. The affair was for an advertised stake of \$400, but this money was all imaginary, and the men received a stipulated sum for their services. They had agreed to wear and compete, and were forced to do so or forfeit their salary, but each was willing to make the job as easy as possible. Woodside was elected in the 26-hour race,

starting a few minutes after the end of 25-mile race, and, of course, would not tire himself more than was avoidable. So both strolled around at their leisure, passing and repassing each other occasionally to amuse the fools, until the last mile, when Prince went on and won by 100 yards. A gang of half witted striplings, who had known Woodside last year when he was an amateur, amused themselves and annoyed every one else by perpetually cheering and howling at the Irish-American, just as if it had been a real race; and seven reporters of seven daily newspapers, each of whom knew facts, were home and deliberately reported the procession as a genuine contest.

C. W. A.

Amateur Wheelmen everywhere are cordially invited to join the Canadian Wheelmen's Association. The admission fee is \$2.00 or \$1.00 for every five members, or traction thereof of a club whose entire active membership joins. Provided such club has a rule it is by-laws that every member must be and remain a member of the Association as long as he is a member of said club. Make checks, drafts or postal money orders payable to Jas. S. Brierley, St. Thomas, Ont., and address all communications in regard to applications for membership to him. Write names of applicants plainly with first name in full, giving full address and on one side only a separate sheet from letter of adv. cc. Applicants should not use names as published in THE BICYCLE, and notify the Secretary-Treasurer (confidentially) if any professional or otherwise objectionable person applies. Information regarding the Assoc. can be sent to any address on application to the Secretary-Treasurer. Every member should endeavor to extend the influence and benefits of the Association by inviting desirable wheelmen to join.

The rules of the Association are given in full in the first number of THE BICYCLE, and may be obtained post free by sending ten cents to the office. It is important that every member should be familiar with these rules.

All clubs and unattached wheelmen should subscribe to THE BICYCLE, which, as the official organ of the Association, will contain all important notices to members.

ST. THOMAS, Feb. 1st, 1883.

No applications for membership in the C. W. A. have been received since last publication of THE BICYCLE. This is due to the general apathy in wheel circles throughout Canada. Most Canadian Clubs have signified their intention of joining the Association at their next meeting.

JAS. S. BRIERLEY,
Sec.-Tres. C. W. A.

The Meditative Crank.

"In cycling meditation fancy free."

"All quiet along the Potomac" otherwise Kettle Creek, not a very euphonious name for our serpentine stretch of glistening is it? But, its the best we've got. Everything in the wheel line issodead, you could imagine the last trump could not resurrect it. But bide a wee, in the spring the young men's fancy will lightly turn to thoughts of wheel, and in the spring the young man's wheel will lightly turn him topsy-turvey.

I think the editor of THE BICYCLE should be reprimanded for allowing a correspondent in the last issue to cast reflections on the St. Thomas Club, through its representative in the Buffalo trip last year. Our Club can't help it if one of its members wears big feet, they didn't make them. It's too late in the day to begin a "big feet" crusade, and kill off all bicyclers with pedal appendages over eighteen inches long. The editor of THE BICYCLE must live.

However, the aforesaid editor is to be complimented on the Christmas edition of his publication. The Cover is an improvement, it gives that finished appearance which every good machine should possess. The interior of his paper is well written, always excepting some alleged meditations, and I trust the publishers are meeting with their deserts, in the shape of necessary shekels to keep the machine oiled and good running order. Adieu, more anon.

CRANK.