

Don't Leave Your Wheel Standing in the Street.

G. S. Montgomery, of Rochester, N.Y., left his wheel standing in the gutter of one of the principal streets several months ago. While he was attending to some business an ice wagon was driven so close to the cycle that it was knocked down and run over, injuring it beyond repair. Montgomery immediately brought suit against the ice company. The case was tried recently in the Municipal Court before Judge Warner. A decision was given last week in favor of the defendant. Therefore it is obvious that wheelmen who leave their machines laying about the streets in a similar manner should not look to the courts for redress if injured by someone's carelessness.—*The Wheel*.

Zimmerman has joined the London County Cycling and Athletic Club and will annex their name to that of the N.Y.A.C. while in England.

Bicycling World has started a "Medical Department." Any rider suffering from an accident will please communicate the nature of his injuries, when he will learn from the next issue of the paper the proper treatment to pursue.

The song of the limit man—

They're after me, after me,
To pick me up is everyone's desire,
They're after me, after me,
For I am on a non-collapsing tyre.
—*Exchange*.

The man who can keep pace with the progress cycling makes each day will find his time entirely occupied and will have but small opportunity to attempt to predict what it will or will not do in the future.—*Bicycling World*.

His wheel upon a sudden freak
Upreared and pitched him in a creek;
When he got out he quickly drank
A pint of whiskey, old and rank,
And all his comrades wondered why
He was so wet and yet so dry.—*Ex*.

The *American Wheelman* says: "If the Canadians desire the attendance of Americans at their tournaments, this year, they must make some provision whereby riders from this side can carry their wheels across the border without experiencing the perplexities and obstacles that have been met with in the past."

The Cortland (N.Y.) Wheel Club held a Hard Time Smoker on March 19. The invitations were printed on a ragged piece of brown paper, and read as follows:

wELE cLUbs hArD times sMoKer sat niTE
THE '19 cum IF U r kNot tWO, StuCk-UP.
no, Bld shirtS.

The cycling trade in New York recently taught one of the largest dailies there a well-merited lesson. The paper in question carries the bulk of the local dealers' advertising, which, at a low estimate, can not be much less than \$15,000 to \$20,000 per annum. While the paper in question was thus reaping a golden harvest from wheelmen, they were devoting to them in return therefor the smallest possible space, and begrudging even that. The word was quietly passed round among the largest advertisers, and one morning the editor awoke to the fact that they were all absent from the paper's advertising columns.

One of our contemporaries across the pond agrees with us that too light machines should not be used because pneumatic tires are fitted. Experience has upset the theory that the vibration-saving qualities of the air tire would allow reduction in weight of the frame. Our contemporary says that it is now pretty generally recognized that the frame must be even stronger for an air-tired wheel than for a solid tire. It is impossible to lay down a hard and fast rule for the weight of machines, but we are of opinion that for ordinary use a pneumatic-tired machine should not scale under 35 pounds for riders under 140 pound, 38 for riders between 140 and 170 pounds, and 40 for heavier men. If absolutely no fast work will ever be wanted out of the machine, the weights above may be increased, say 51 pounds all round, without harm. Some men, however, can safely use a machine that others of their weight would do no good with—experience does the trick—but this note is for the inexperienced.—*The Wheel*.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE.—Rudge Safety, No. 1, spring forks, in good condition, almost new, will sell cheap for cash. Apply A. H. Forster, care of Conger Coal Co., 6 King Street East.

NO. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 52 Front Street East. Evenings, 112 Maitland Street.

NO. 1 Comet Rational, in first class condition, for sale, cheap, cushion tires. Apply CYCLING office, 5 Jordan Street.

FOR SALE.—Rudge Safety, No. 1, Diamond frame, solid tires. Also complete Toronto Bicycle Club uniform. Apply Room 62 Canada Life Building.