

Cycling

A MIRROR OF WHEELING EVENTS—DEVOTED
TO THE INTERESTS OF CYCLISTS
IN GENERAL

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With the next issue CYCLING will have reached the end of its second year, and a few days later, bound volumes will be ready for distribution. Parties wishing to secure a bound volume will please let the publisher have their names at an early date, as the number is very limited.

This volume will be well worth having, as it contains photos of nearly every Canadian racing man, and several other fine photo engravings, together with the records of all the race meets for the past year. Parties having the back numbers can have them bound in one of our covers for 50 cents. Price of volume bound in cloth, \$1.50. Odd copies may be had at this office.

Regulations for Cyclists.

We have no doubt that the majority of city wheelmen would welcome some sort of restrictions being placed on cyclists, such as the prohibiting of sidewalk riding and restricting the pace to eight miles an hour, but what earthly use a lantern on a bicycle is in the city streets, while every other class of vehicle dashes round without them, we are at a loss to perceive. The people who step off the sidewalks heedlessly will not hear a bicycle any quicker because it has a light attached. One thing is certain, however, and that is that our city fathers intend passing a by-law of some kind to regulate wheelmen, and it behooves the clubs to take action and see that the restrictions are not of such a nature as to seriously interfere with the sport. There are necessarily more accidents now from wheeling than there used to be,

because of the great number of cyclists in the city, amounting to somewhere about 4,000 or 5,000, whereas a few years ago the number was comparatively small.

Railways and Highways.

In another column will be found a circular letter from Col. Pope, of Hartford, than whom no one man in the United States has devoted more time to the subject of highway improvement. We commend his letter to the attention of our readers. The fact that Mr. Van Horne, of the C. P. R., has promised his assistance in trying to secure good roads should lead our C. W. A. committee to consider some feasible plan whereby the thousands of employees of the C. P. R. might become a united working force for better roads in Canada; of course it would prove a great boon to the railways, but would be just as great to the people generally, and instead of some parts of the country being practically isolated during several months of the year, would lead to their opening up and the consequent increase in travel both by road and railway. The more regular and frequent movement of freight at all times would inevitably lead to the shipping to the city markets of many farm products that are at present consumed at home, thus leading to a freer distribution of cash among the agricultural community.

We have received from the North British Rubber Co., manufacturers of the Clincher tire, a very handsomely printed little volume entitled "Cycles, Past and Present," being an illustrated reprint of G. Lacy Hillier's lecture last winter before the Royal Scottish Society, in Edinburgh. The book is very interesting and the illustrations well finished. The last few pages are occupied by an illustrated explanation of the manufacture of Clincher tires.

· On Michaelmas Day, Holbein and Shorland, on a Marlboro' tandem, and Bidlake, on a single tricycle, rode from London to York (198 miles) in 13 hrs. 19 mins. The previous records were for the tandem, 15 hrs. 20 mins., and for the tricycle, 15 hrs. 12 mins.

· The Catford Cycling Club House (Ltd.) is the latest in London, Eng., the object being to provide a central club house for wheelmen in that busy metropolis. C. P. Sisley, of *Cycling*, is the managing director of the company. The capital is £1,000 in £1 shares, half paid up.