

ROAD SIGNS.

In the issue of Nov. 12 of the *League of American Wheelman* and the *Cyclists' Gazette* (the organ of the C.T.C.), appear certain road signals, which must be very useful to members of those organizations when touring. Everyone who has ridden strange roads and has been profusely "posted" by the wheelmen of the last stopping-place as to dangerous hills, sandy spots and soft holes, until he has the road so jumbled up that he is actually in a worse plight than he would have been had he been without any report at all. Behold the tourist *feeling* his way along slowly and with sundry enlivening headers, and inwardly wondering if the slope ahead is the one he could coast freely, or is this the bad one that has a bridge at the foot, or is sandy, or a thousand other peculiarities that are known only to the wheelman. All his courage and confidence in himself has taken its departure, and has left on that lonesome road a weak, uncertain man where ought to be a fearless rider. All such fears could be avoided by having one stencil plate in each district, which could be passed along the line from one local consul to another, and the fences, trees and telegraph poles bear the appropriate signals to the travelling brother.

The large tin disk of the C.T.C., with the notice, "This hill is dangerous," does not convey enough, besides being expensive for this country of magnificent distances; and the writer is of the opinion that the main characters of the L.A.W. code would be the least costly, and be intelligible to the C.W.A. and the American tourists who every summer are to be found on Canadian roads enjoying our scenery and hospitality. Why, then, cannot we adopt Nos. 1, 2, 3, 4 of the L.A.W. code at the next meeting of the Board of Officers held in February, and have the stencil plates worked next summer, until all the fences, trees and telegraph poles wear the signs of guidance and advice to touring wheelmen.

ALPHA.

BICYCLE RIDERS' RIGHTS.

In the action brought by Counsellor McNoughton in behalf of Albert H. Scattergood against J. Leddings, the plaintiff recovered \$300. In April last the defendant, Leddings, violently assaulted the plaintiff with a horsewhip while he (plaintiff) and Mr. Harry Hall, of Boston, were riding a tandem tricycle on the boulevard. Leddings was, at the time, brought before Police Justice Clute and fined \$10 for the assault. A civil suit was then commenced for damages, with the above result. Horsemen will learn from this that bicycle and tricycle riders have legal rights upon the road which must be respected.—*Albany Argus*.

Mr. A. T. Lane's new advertisement in this issue is worth reading by all who are interested in winter sports. His establishment is in summer the principal bicycle emporium in Montreal, and in winter it is the headquarters for all those articles of which there is such a demand in Montreal and throughout Canada by those who take an interest in the manly sports of the season. Mr. Lane will be pleased to send price-lists on application.

MORE APPOINTMENTS WANTED

In looking over the *C. T. C. Gazette* lately, the writer was struck with the idea that the C.W.A. might do something in the way of official tailors. Last year the various express companies must have derived no mean revenue through the members ordering individually the C.W.A. cloth and buttons from the Secretary. Some clubs, of course, minimized the cost by applying for one hundred or so yards through some one member, but this leads to the chance for the outside public to avail themselves of our cheap suit privileges, and at the same time destroy the distinctive costume aimed at for the members of the Canadian Wheelmen's Association. Would it not be better for the chief consuls of the districts to procure from the secretary a supply of the C.W.A. cloth and buttons and place it in the hands of some (to himself) well-known tailor, and have all applications for material to these district tailors countersigned by the local consul of the place of residence of the applicant before the tailor could fill the order, and the tailor could be supplied by the chief with a list of the locals, and the chief could, at the end of the season, check and report the business done in the season, and be able to account for every yard of cloth, thereby rendering it impossible for outsiders to be mistaken for wheelmen.

While on the appointment scheme, why cannot official machine repairers be also appointed? so that members touring may be able to find in a strange town the place where a bent handlebar, twisted crank, or spring backbone may be straightened by a workman who is *able* and *willing* to make the necessary repairs incidental to an extended tour over strange and sometimes tricky roads.

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A QUEER REFEREE.

MORGAN ROBBED OF A WELL-EARNED VICTORY BY AN UNJUST DECISION.

Minneapolis, Minn., Dec. 11.—The 100-mile race which took place at the Washington Rink, this city, Thursday night, between W. J. Morgan and W. M. Woodside, proved the best ever run in this city. Considerable excitement has resulted over the defeat of the champion, Woodside. Woodside was clearly outrun at seventy-five miles, and it was only a walk-away for Morgan from there on, and he won by fifteen yards. A great deal of money was wagered on the result, and Morgan's friends stuck to him until the last lap was completed. The referee, at the conclusion of the race, for some reason, withheld his decision, and, to the surprise of everybody, in the morning papers announced the race a hippodromic and declared all bets off. He stated that the race was slow, which is an inexcusable error, for the time, 6h. 6m. 20s., is just 6m. 22s. faster than was ever before run in the rink, and 8m. faster than Woodside ever made in his life. Morgan can be backed to lower that record from ten to fifteen minutes for \$1000 at any date. Morgan's friends claim they were used very badly by the referee's decision. There never was such a prolonged cheer given at the finish of any race as was given Morgan as he passed over the line. Popular feeling was decidedly with Morgan.

THE WOODSTOCK ASSOCIATION.

The annual meeting of the Woodstock Amateur Athletic Association was held on Wednesday Eve., December 29th. There was a good attendance of members. The Treasurer's report exhibited a very satisfactory state of the finances. The Association has 277 members, its receipts during the year were \$4,387.68, and the average receipts of the rooms since April 1st has been a little over \$23 per week. There is a snug little sum to the good in the treasury after all accounts have been paid. Mr. J. H. McLeod was re-elected president; W. A. Karn, vice-president; E. W. Nesbitt, treasurer; D. A. White, secretary; M. Douglass, assistant-sec.; W. F. Wilson and J. A. McKenzie, auditors. Rooms Committee—John Perry, S. Woodroffe, V. L. Francis, John S. White and A. Scarff. Printing Committee—W. F. Wilson, S. Woodroffe, A. B. Hay, M. Douglass, C. J. Tuthill. Sports Committee—E. W. Nesbitt, J. G. Hay, J. E. Thompson, F. W. McQueen, Charles Wilson. Moved by Warren Totten and seconded by James Sutherland, M.P., that a committee composed of the president, James H. McLeod, E. W. Nesbitt, Jas. Hay, jr., Andrew Pattullo and James Wilson be appointed to enquire into the feasibility of building an opera house and club rooms combined, and report to a regular meeting.

AMERICAN RACING PROSPECTS.

The cry has already gone out for class racing. The amateurs want it, the professionals are anxious for it, and everyone may feel assured that the pulse of the clubs beats in that direction. The number of wheelmen that have beaten 3m., and even 2m. 50s., in amateur circles is very large indeed, and the racing fever will develop to a much greater extent next season, when riders will be put into classes where they will have a chance to win a prize. The young rider now has no chance against Foster, Rich, De Blois, Crist and Gaskell. Put him in the class where he belongs, and he will be encouraged, and his class will develop and increase. The result will be seen to be a great stimulus to racing. So, too, in the professional classes. There is no fun or excitement in seeing Rowe, Woodside and Hendee win every race in which they enter. If the other men were put into a contest where the result would not be foreshadowed, matters would be far more successful and satisfactory. With handicaps, class and limit races, the season of 1887 will open full of promise. Results have shown, however, how leniently the handicapper dealt with Rowe in almost every race. The scratch man should not be overburdened; he should have, at least, a fair chance to win. But away with that class of races—unsatisfactory to spectator and rider alike—the lap races, where the winner gets left as often as he gets a prize. This system has worked no more satisfactorily this season than at its inception. The only way out of the difficulty would be to give a prize to both the winner and the one capturing the most laps. The races of next season, excluding, as they will, the name of promateur, will furnish larger prizes and better incentives for professionals, though the money will be competed for by more riders than in the past.—*Boston Sunday Herald*.