

Canada of ours, old Mother Nature is recovering from her long, snow-bound nap, and preparing to don her beautiful verdure. She is waking up and waking up with a will.

Bicyclers should do the same. The snow-covered roads with their ruts and general unpleasantness are things of the past. Traveling is fair now. It will soon be good. It is time for wheelmen to look alive and attend to their sport and its interests.

We are sorry to have to say that there does not seem to be that enthusiasm among them that we could wish for; that should be if wheeling is to prosper in Canada. The number of names of applicants for admission to the C. W. A., that Mr. Brierley sends us this month is ridiculously small. Time is flying and there is none to spare. If the wheeling fraternity wish to secure for themselves the advantages that the Association gives, they should join at once. On the first of July next, the first annual meeting takes place. What encouragement will it be to the few who have applied for admission to find that four or five hundred others are holding aloof from them and leaving the few to form an Association from which so many advantages can and assuredly will be derived.

The trouble generally seems to be, that Canadian wheelmen are cursed with that wretched habit of procrastination. "Oh, I'll join when I have time," seems to be the general story. But the days fly by, the time never seems to come and the few who have the real interests of their sport at heart and are quick to do all they can for its advancement, feel downhearted and discouraged when such a bucketful of cold water is dashed over their hopes and their plans.

If wheelmen, individually or collectively, wish to help the association, that seemed such a promising flower at the start, they want to go to work with a will and send in their names and do all they can for it *at once*, so that it will be a very healthy infant on the first of next July.

Duty.

Up to the time of going to press we have received no authoritative information as to the expected change in the duty on bicycles. Petitions from some of the clubs have been sent in and a deputation is to wait upon the Finance Minister with a view of getting the duties removed or greatly reduced. We cannot think it likely that the Minister will listen to any proposal so contrary to the spirit of the National Policy. That the duty will be changed is not unlikely, but any change consented to by the Government will naturally be in favor of increased protection to the manufactories of bicycles already established or in contemplation. Under

the present tariff 30% ad valorem is charged both on finished machines and on parts and materials finished or unfinished for bicycle building, with the exception of the tyres and cement and some of the pieces which come under the head of wire or of iron or steel in bars. It has been suggested that there be an *ad valorem* duty of 20% on all bicycles or materials with a specific duty of \$10.00 on finished machines. This would afford Canadian manufacturers an ample protection on all the lower grades of bicycles, and would not very materially increase the cost of the higher grades of imported machines. While as wheelmen we would like to see the bicycle brought within the reach of a greater number, we cannot expect that the Government will refuse to extend to the Canadian makers of bicycles the same measure of protection that it affords to other branches of home industry.

A Chance for Canadians.

The Chicago Bicycle club has voted to take a long midsummer tour through Canada, occupying the first ten days of July. The plan is to leave Chicago on the 5.15 train of the Michigan Central, Saturday afternoon, 30 June, arriving at Ann Arbor, Mich., at four o'clock Sunday morning. From Ann Arbor, Mich., the trip will be made to Detroit, thirty-five miles, on wheel. Leaving Detroit Monday morning, the direct road through Canada will be taken, leading along the line of the Canada Southern Railway to St. Thomas, one hundred and sixteen miles from Detroit. Thence fifteen miles north to London, where an opportunity will be given to those who desire to take a spin up to Goderich, on Lake Huron, fifty miles north. From thence the course will be along the line of the Grand Trunk Railway to Hamilton, Niagara Falls, and Buffalo, and here the tour for which positive preparations have been made, will end. It is the intention, if agreeable, to carry it down as far as Dunkirk, and possibly Erie, along the shore of Lake Erie, but this may take up more time than the majority may wish to devote to the tour. The return will be by boat to Detroit, and cars to Chicago. Ten days will be the time set for the journey from Detroit to Buffalo, which will make the average wheeling under twenty-five miles per day. The roads taken in on the tour are the finest in the country, and scenery and objects of interest the most attractive. The Chicago Club, with great generosity, issues a general invitation to wheelmen to join in the tour. L. W. Conkling, 180 Madison Street, Chicago, will furnish any information as to expenses, etc.

Canadian wheelmen visiting the States have always been well treated by, and received every courtesy from their American brethren. Here is a chance for them to return the many kindnesses they have received. It has been settled to hold the C. W. A. convention at London on the 2nd of July. Why should not some of our Canadian cyclists go up to Detroit and escort the Americans to London? A great body of Canadian wheelmen will be there and they could do the honors in extra style. It will be a courtesy from Canadians that we feel assured will be greatly appreciated by the Chicagonians.

The Bugler.

*In bugling
Mend him who can! The loudes call him sweet.
—Love's Labor Lost, revised.*

The fair editor of the *Portfolio* in returning thanks for my eulogistic notice of her paper a couple of months ago, calls my attention to one or two errors which she says I made. To start off with, she says the *Portfolio* does not exchange with THE BICYCLE. She must speak to the business manager about this. He certainly brings me a copy of the *Portfolio* every month, and as certainly instructed the mailing clerk to send a copy of THE BICYCLE regularly. Further than this deponent knoweth not. But she accuses me of being "behind the times," because I spoke of the paper as being published at the Wesleyan Female College instead of at the Wesleyan Ladies' College. Now I do not think I am, for in the very column that she corrects me in, she takes one of the "young ladies" to task for chewing gum. With all due deference to that superior wisdom that characterizes the *Portfolio's* editor, I would rise to remark that no young lady would ever chew gum. Do you see the point *ma'm'selle*?

But let that rest. The editor of the *Portfolio* is a soaring soul. She is soaring way off into that plane of literary grandeur that has hitherto been exclusively occupied by the Hamilton correspondent of the *Toronto Globe*. The *Portfolio* will continue to be the most dazzling coruscation of supernal genius that this planet ever winked at.

C. B. Keenleyside, for a long while back the secretary of the F. C. B. C. of London, has left there and gone to wrestle with fickle dame Fortune in the North-West.

Mr. Keenleyside leaves a good record behind him and carries with him the good will of all his old companions, and their wishes for his continued success in the new country. Before Mr. Keenleyside left, a supper was given him and he was made the recipient of a handsome ring and voted a life member of the club. I clip the following account of the affair from the *Advertiser* of Feb. 24, 1883:

The first annual supper of the Forest Bicycle Club, held in their well-furnished, commodious and handsomely-decorated rooms at 85 Dundas street, took place last evening, and proved to be a most enjoyable affair. The chief object of the gathering was to pay a farewell tribute to the late secretary of the club, Mr. C. B. Keenleyside, one of the most active and enterprising of Canadian wheelmen, who leaves for the North-west on Monday. The supper, gotten up in complete order and excellent taste by Mr. Bradford, of Dundas street, was first treated with liberal justice. The chair was then taken by the president of the club, Geo. Burns, jr., the 1st vice-chair by Stanley Williams, and the 2nd vice-chair by James Reid, and toasts loyal, patriotic and bicyclic, followed in rapid succession. Mirth overflowed, puns, ran riot, joke butted against joke, and speeches that would have done credit to a much more pretentious occasion, were given by the boys in the happiest, jolliest "stand and deliver" fashion. The "Army and Navy" was responded to by the secretary, C. McLean, and R. Patton, with songs and speeches from Messrs. Geo. Lills, Geo. Forsyth, Alex. Reid and Henry Brunton. The Toast THE BICYCLE elicited a response from Mr. Merriman, of Hamilton. The "Canadian Wheelmen's Association" called up Wm. Payne and C. B. Keenleyside. The "Forest City Bicycle Club" provoked replies from Captain Burns, secretary McLean, lieutenant Bezz, and a song from bugler Diaman. The toast of the "Guest of the Evening" was proposed by the chairman in a few hearty, complimentary remarks, which he closed by handing to Mr. Keenleyside a handsome and valuable enamelled ring, the gift of the club, inscribed as follows: "To C. B. Keenleyside, from the Forest City Bicycle Club, making him a life member." The toast was drunk with applause, and Mr. Keenleyside made a neat and grateful response. The toast of "The Visitors" was responded to by Mr. Merriman, of Hamilton; "The Ladies" by Geo. D. Cameron, and "The Press" by D. McIntyre, R. Evans and J. S. Willison.