

(Continued from Third page.)

have about a mile of mud or dust road, as the case may be, interspersed with patches of ordinary, rather trying to the patience, and eliciting numerous "cursory remarks." On arrival at the house, we are however repaid for our trouble; piling machines, we at once make for the beach, and enjoy a refreshing dip in the cool waters of the lake. Being by this time reminded that we feel hungry, we walk to the house to interview the genial 'Joe' on the prospects of dinner, and spend the intervening time in a climb to the top of the tower, some 250 feet above the lake, whence we obtain a view unsurpassed in Canada. After an ample dinner, and a good rest, we again mount saddles for home, where we arrive as the shades of evening are closing in. Another fine afternoon's run is around by Smith's Hill and Manchester to Bewmiller, where we cross the river and home by the Huron Road about a dozen miles of good going with some fine bits of scenery thrown in.

And now having described our town and surroundings, a word about ourselves. In the language of the gentle Wordsworth, "we are seven," only the mystic seven, but we hope to fill up the dozen before this season closes. That seductive youth Perry Doolittle rode in here one morning in July, and his extraordinary performance, coupled with his insinuating eloquence, induced

Your correspondent to invest in, the first bicycle owned in.

Goderich. After wrestling with the diabolical thing for a week, and getting more or less damaged in the interval, besides undergoing all the chaff of the irrepressible small boy, he at last succeeded in keeping his perpendicular and at once awoke to the conviction that his life hitherto had been "flat, stale and unprofitable," but that, after all, he had not lived in vain. Six others soon fell victims to bicyclopedia, and there are indications of its breaking out again in an aggravated form this season. So much for a virtuous example. Your newsy and interesting paper is much liked by those who receive it, and if it is not still more widely circulated, it won't be the fault of

Yours truly,

HURONIAN.

### The Moral is—?

On New Year's Day, riding comfortably to the park in Brooklyn on my Facile,—which bore me as smoothly and gently as a combined cradle and rocking horse might do,—I met a number of wheelmen leaving the park. Among them was a young man afoot, in ordinary clothes, the machine he had been riding following in charge of another. A damaged hand, and ugly cuts on his forearm and one side of the head, showed that it had gone ill with him. Five days afterwards, as I am informed, he suddenly died, and examination revealed extravasation of blood on the brain, of course caused by the blow of the F-11. The case reminds me of one not many months ago in Ohio, in that (if I recollect the details exactly) a rider fell on the path in attempting to avoid a child, injured his nose visibly, but kept about, making little of it, the character of the injury revealing itself afterwards, however, by sudden death.

Search of files would reveal more cases of death of from the wheel, and certainly more of injury than one would suppose, and the number of uncounted minor hurts is doubtless large. I have myself known of hands put on enforced vacation for weeks by no more extraordinary mishap than jumping a little too far in mounting, and the number of close "calls" from harm which just miss being answered, it is not worth while to estimate. The only wonder is that mishap and fatalities are not more frequent than they are, as it is that so few

young children escape the staircase and the other cruel giants which bang their tender bones; but Nature is kindly, and the human frame does stand great abusing. Probably the proportion of hurts per bicycle is not greater than that per horse, and it may be smaller; all the same the steel horse is one of mulish heels and uncertain tricks.

The moral is, whatever else you extract from it, care is the first duty; but he who never felt a wound is as likely to jest at care as at scars, and the risks are secretly if not openly dear to many a rider. The acrobat who stretched his rope a foot from the ground would get derision instead of dollars, and the wheelman who, like him, goes out for show, and is happy according as he thinks he draws looks of mingled wonder and admiration, will continue to abjure care because it is not recklessness. No doubt this class of riders will continue. I bid them God-speed, and hope misfortune will keep behind them without overtaking. For the path and the exhibition course, the highest and airiest wheels are appropriate; but for practical use the qualities of severe utility should be studied, provided we ride for the sake of riding and not to please and astonish lookers on. The wheel has passed its day of value as a trick and a toy especially; it must hereafter hold its use by what it can do. The drift of events is in that direction. For example, nickel is less fashionable than formerly, because fashion is made by experience to stand second to utility; in like manner, the question of survival between bicycle and tricycle, between the several patterns of each, and between the several details of construction, must be gradually decided upon the rule of practical utility. As nobody who cannot use a machine buys one, and nobody buys one except to use, the things which admit the best use will hold out longest. Comfort, convenience, ease and safety, will certainly receive more and more consideration, as they should. I am not in the prophecy line, and I don't expect to see the ordinary bicycle go out, as being dangerous, for everything is dangerous and the possibilities are always against us; but I do expect to see danger less readily accepted—certainly less preferred—hence forward, and safety more thought of and more thought worth having.

JULIUS WILCOX, in *Bi. World*.

### Migma.

The Louisville *Commercial* states that several young ladies of Denver, Col., ride daily about the streets of that city on bicycles, in jaunty Mexican trousers, sack coats and low shoes.

At the last monthly meeting of the Boston Ramblers, Mr. W. C. State, was elected second bugler. The admission fee was raised from \$2 to \$5, and the quarterly assessment from fifty cents to \$1.

S. H. Ineson, Treasurer of the Bicycle Touring Club, has absconded with about £300 of the club's money. The sensation in English bicycling circles is great.

A grand bicycle meet will take place next May at Vienna, Austria. There will also be a monster meet at Prague in the same month.

Romeo Bisini and A.olfo Cardille, members of the Rome Bicycle Club, started for Aquila, on November 25th, and in spite of bad weather and roads, arrived in fourteen hours, having accomplished one hundred miles. They returned the same distance in eleven hours, having still less favorable weather.

Two new tricycles will be brought out this spring in Paris, both of entirely new model. Great speed is expected of one.

A correspondent of *Sport Velocipedique*, mentions a new method of arranging a racing saddle. The spring is dispensed with, and the point of the saddle rests directly on the backbone. By this means the rider is enabled to take a larger machine than usual. It is found best to place a piece of rubber between the saddle and the back bone. Behind the saddle there are two iron supports, about two inches apart, and fastened by rollers to the two halves of a split ring which encircles the backbone. In adjusting the saddle, it is necessary to place it at the same inclination that a saddle placed on a spring would have when bearing the weight of the rider. This arrangement is said to work well on a good track, as the saddle is free from oscillations caused by the elasticity of the ordinary spring. These oscillations, in a long race, are very fatiguing to the rider. When tried on ordinary ground, this form of spring (?) gave much better results than were anticipated.

According to *Le Velocce Belge*, the Minister of Public Works of Belgium, in a recent circular addressed to dealers in and manufacturers of bicycles, ask them to place at his disposal bicycles of every description, as he intends to experiment with the employment of the wheel in the telegraphic and postal service. The experiment should be tried with young postmen, who are much more able to learn to use the wheel than older persons. It seems likely that, with two week's practice, they could ride when on duty, at a speed of six or eight miles an hour, according to the character of the road. For postmen, however, the tricycle is the more suitable machine, as they must deliver packages as well as letters.

The same paper says: "The sporting papers of England and France often consider the question of the invention of the velocipede. It has been lately shown that in 1693, Ozanam, member of the Academy of Sciences of Paris, gave a description of a carriage, in which a person could have a comfortable seat, while a servant mounted behind moved the carriage by working with his feet on two pedals. So it is to France that the honor of the invention of the velocipede belongs.

Several members of the Chicago Bicycle Club are projecting a big tour through Canada early in the summer, taking also in their route some of Michigan, New York and Ohio, the time to cover about ten days riding.

H. S. Tibbs, of Montreal, has been following the advice we gave last month and distinguishing himself on the amateur stage. Mr. Tibbs played Paternoster in "John Dobbs," and Lieut. Brown in "Slasher and Crasher."

John S. Prince is soon to make a Western tour to do some racing in Louisville and Cincinnati, and possibly in Chicago. Among other events projected is a series of races with Charles H. Jenkins, of Louisville, for ten, twenty and twenty-five miles, to be run on three successive nights, best two in three, for \$500. Amateur races at various distances will be held in connection with these main events. Mr. Prince will leave for Louisville as soon as satisfactory arrangements can be perfected.

C. J. Young, who has just recorded himself as the twenty-six hours champion, has challenged any bicyclist in New England to a race of from ten to fifty miles, at \$100 a side. He prefers to race with Prince, provided the latter will allow him thirty seconds in ten miles, or one minute in twenty miles.

Prince has issued a challenge to any jockey in America, (Charles LeRoy preferred,) to a six days' race, ten hours each day, he and another bicyclist to alternate each other every hour, and the horsemen to charge horses, as often as he pleases, and run, trot, canter or pace them as he chooses.

There will be some warm "dusting" in *la belle France* next season, for several men mean stern business, since I hear that they have gone in for light racers, an intend training for every important event on an entirely different principle from last season.