

# Cycling

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

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We have this week published CYCLING a day earlier on account of Thanksgiving Day coming on our publishing day.

## The Council and the Cyclist.

It is now a couple of weeks since the City Council have put on foot a movement for restricting the wheelmen, and while certain of the prominent members of the city clubs have taken the matter in hand, yet no combined effort has been made. Questions of universal interest to wheelmen come up every little while when all see the necessity for an association of the city clubs, but no one seems to feel it his duty to call a combined meeting of the clubs for organization, so that for want of a leader in the matter this important subject is allowed to stand still.

## Keep them off the Track.

Since the most of the streets are asphalted from kerb to kerb, there are no longer interests either of speed or convenience to be served by giving bicyclists the run of the street railway's track allowance.

For their own sake the wheelmen must be kept off the track of the trolley. Theoretically, they have the right to throw away their lives. Practically, they have not the right. Carelessness like theirs is but an indirect way of committing suicide.

Pass a by-law keeping the bicyclists off the track. The risks they take every day prove that many of them are not fit and proper guardians of their own safety. It is the city's duty to stand between fools and the consequences of their own folly.—*Evening Telegram.*

It would almost seem to the ordinary reader of the *Telegram* as if the bicyclist were a red rag and the editor a bull, for every time he sees a cyclist he needs must write some rot. Last week he was urging the necessity of a by-law to keep wheelmen off the sidewalk and compel them to carry lamps and bells, and now he wants another by-law to prevent them riding in the middle of the road. We can see no objection to, and in fact would welcome, a by-law making it compulsory to carry a bell and to keep off the sidewalk, but we see no reason for carrying a lamp in a city where the streets are so well lighted as in Toronto; or for restricting the wheelmen to the sides of the street, so that any over-officious policeman might have an excuse for arresting every rider who might cross the street.

For the information of the *Telegram* we may say that the courts have frequently decided that a bicycle is subject to the same restrictions and enjoys the same privileges as the ordinary vehicle, so that any restrictions placed on one would of necessity have to be placed on all.

## Bicycles and Baby Carriages.

THEY ARE BOTH "VEHICLES" SO THE POLICE  
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"I only administer the law as I find it," said Police Magistrate Denison recently, "and as I have decided that a bicycle is a vehicle, it would be difficult to prove that a baby carriage is not also a vehicle."

Mr. Baxter holds that, under the ruling of the P.M., a baby carriage is certainly a vehicle, and cannot therefore any longer be tolerated to occupy the sidewalks.

Hugh Miller, J.P., also inclines to the same belief.

With these judicial minds opposed to the baby carriage, it looks as if the days of that useful "vehicle" are numbered.

Legal minds, however, place a different construction upon the clause in question, and interpret the words "and other vehicles" to mean only vehicles drawn by horses. It is understood that the challenge thrown down by the Kurnel will be accepted by one of the local bicycle clubs, and that a recent conviction recorded against a bicyclist will be appealed in order to have the law tested.—*Telegram.*

[Not much fear of the cyclists objecting to their mounts being classed as vehicles so long as they get the latter's privileges as well as their penalties.—*Ed.*]