

in issue after issue of THE WHEELMAN "Pete" of Toronto and myself are the only decently-regular correspondents? Why do not the captains of clubs, or the local consuls, either write themselves, or stir up some member of their club who has the "itch for writing," and would do it? "Pete" and I will be the grandparents of WHEELMAN correspondents in time. By the way, like the man who dared to quote "Pinafore" awhile ago, I am learning to look round for some one to "throw a brick" every time I say anything about this matter, as I have spoken of it so often. If I do fall a victim, let those who have not responded to my urgency feel that my blood is on their heads. While writing about the guide-book, I forgot to add that every rider in this district can add greatly to its completeness by sending to the Chief Consul, Mr. W. A. Karn, for blanks to fill up with descriptions of roads in their locality; and I would strongly urge them to do so.

The annual meeting of the Bicycle Club was held in the Association Rooms last night for election of officers for the ensuing year. The following fill the different positions: President, A. M. Scott; Vice-Pres., James Codville; Sec.-Treas., S. Woodroffe; Captain, W. A. Karn; 1st Lieut., W. Martin; 2nd do., S. L. McKay; 3rd do., H. Williams; Bugler, W. S. Hurst; Committee, J. G. Hay and E. E. Merner. There was a very large and enthusiastic meeting, and several close contests took place for the various offices, but at the close all seemed well pleased with those who were successful. As I said before, everything points to a very prosperous year, several new riders being added to the club, while all the old ones are on hand.

BICYCLE.

Woodstock, March 23, 1886.

We learn from the *Bicycling World* that Mr. W. McCandlish, the editor of *Wheeling*, and late of *Wheel Life* and the *News*, is a Canadian by birth, having been born in this country, of Scotch parents, in 1860. Though a noted road-rider, he has gained more reputation with his pen than with his legs. Over the signature of "Agonistes," he has contributed several fine poems to the cycling press. "Junius Junior" is his favorite signature at present. As editor of *Wheel Life*, he introduced a bright and gossipy style of writing into cycling literature, and this style characterizes his work on *Wheeling*. "London W." writes: "I first became acquainted with Mr. McCandlish through corresponding with him when he was guiding *Wheel Life*. Well educated, clear-headed, and with an exceedingly facile pen, he has revolutionized the cycling literature of the day. He is, perhaps, a little inclined to be critical of all men and things, and hits hard, but no prosy, dry-as-dust, or tedious articles fall from his pen, and he couches the most ordinary incidents in language which arrests attention, and pleases if it does not instruct. His success as editor of *Wheel Life* has led him into other fields of literature and he is now, I believe, a contributor to the *St. Stephen's Review*."

The National Cyclists' Union of England has decided to reject all Sunday racing records.

THE STAR.

A writer in the *Bicycling World* gives his experience of the Star as follows: "The Star has, until quite recently, been an unpopular wheel. It is so yet in the 'Backwoods;' for when first brought out it was roughly constructed, ungainly in appearance, and very heavy. It was a cheap machine, and that fact alone got it into the hands of many who, by riding a bicycle, expected to receive benefits that did not belong to their class. Even at the present day, Mr. Stall, of Boston estimates that the proportion of Star men to those using other varieties of wheels is as one to fifty. This will account in part for the rarity with which they are seen on tours. By the way, are they so rare? There were seven with the first Canadian party, and about the same number last year. I heard well of them. As to safety, I have seen Burt Pressey ride over a platform fourteen inches in height, and can take a seven-inch curb myself without any fear of disagreeable results. My previous experience with machines has been 54 Expert the entire season, first machine, from which I took the usual headers allotted to cranks. During the same season I bought an old 57 Star. It was too clumsy, but a better hill-climber than the Expert. The season of '84 found me riding a special Facile, later on a Victor tricycle. Then I gave a Rudge Safety a trial, but none of them went up a hill with the easy, pleasant sweep of the old Star. So, early in '85 I bought a 51 noiseless Star. I am now about to change that for one of lighter build, and then shall be well fixed. As to road performances, I find that I can go faster and farther with a Star than with anything else I have ridden. With a perfect hygienic saddle I am as comfortable as if on a tricycle, and with the new double-lever brake just as safe, if not safer."

HANDLE GRIPS.

The handle of a bicycle is a small thing in itself, but for all that its suitability or otherwise forms a considerable factor in a day's enjoyment when on the wheel. The ordinary and generally recognized shape of the handles, viz., like those of a brad-awl with bulbous ends, evidently originated with our manufacturers taking—in the earlier days of the trade—those handles which were offered to them by handle-makers without especially considering their suitability or otherwise for cycle use. Any one, however, who has ridden a side-steering tricycle for any length of time, or who has used any other shape of handle on a bicycle long enough to get accustomed to it, and has then gone back for a time to the ordinary style, will have noticed and felt the singular unsuitability of the handle in question. It is now nearly eight years since any change in handles was first mooted, and we ourselves for some time used perfectly spherical handle-grips, the suggestion of a well-known South of England cyclist, who fitted a pair of billiard-balls to his own machine. These were good in many ways, and a considerable improvement upon the ordinary type. About the same time, however, a maker in the South of England commenced to fit what are now known as

T handles, the grips being placed at right angles to the bars. For two years or more we have been using this pattern handle exclusively on our bicycles, and unhesitatingly say that the general principle of this handle is correct. What is wanted to secure perfect comfort for the arms in a handle, is that the hand and arm should be placed in a natural position. We ask any one to calmly look at the facts, and say whether the position of the hand in hanging on to a horizontal bar—which is, practically, what the ordinary handle comes to unless it is gripped by the really small end—is a natural position? Let any one stand upright and allow their arms to drop freely by their side, then close their hands, as in gripping anything, and see the position the hands will occupy. It will be found that they do not set across the body, but nearly parallel by its side, and rods held in each hand would be found to converge together at a point some six or seven feet in advance, and about on a level with the person's head. The handle, then, in common-sense should be so arranged as to give this position of the hand the fullest scope. The T handle does this, and so does what is termed the "spade" handle, which has been adapted from the tricycle by one or two makers and riders; and another form of handle, in which the handle-bar ends are bent round at right angles to themselves, likewise gives the desired position. It will be easily seen from this that the shape of the grip, as well as its position, is wrong; for if placed in the way described, the bulbous end would be terribly uncomfortable. What, therefore, is wanted in the shape is a large oval, tapering slightly from the centre to the ends. We have heard one or two riders say that they have tried T handles and have not liked them. It has not, however, been far to see that their handles have been set at a wrong angle. A little consideration will show that with a handle in this position it must be exactly right or it will be altogether wrong. We have seen makers fit a T or "spade" handle perfectly horizontal. Such a position, it will be easily seen, will strain the wrist to grasp the handle. On the other hand, we have seen them fixed very nearly perpendicularly, a mistake equally to the other extreme; and in fitting a handle of this type, care should be taken that it is just at a slight angle—say 20°, or thereabouts—out of the horizontal. During the last few years we have been pleased to note the slow, though very steady, increase in the number of handles of this type fitted, and we hope to see, before many more years have passed, the T, "spade," or backward sloping handles universal.—HENRY STURMEY, in *Cyclist*.

Howell challenges Wood—through the *London Sporting Life*—in the following manner: "In answer to Wood, the self-styled champion, I wish to say that he does not hold the mile record, as I have beat his record in public by four seconds, and as Wood held the watch himself, he knows the record as a *bona fide* one. I enclose you £5 to bind a match with Wood, according to his letter, viz., to run as soon as the season commences—that will be Easter week; so if Wood means business, he will oblige by at once covering my deposit, and sending articles to me, when the match will at once be ratified."